

The Sizewell C Project

5.1 Consultation Report Addendum Appendices A-H

Revision:	1.0
Applicable Regulation:	**Regulation 5(2)(q)**
PINS Reference Number:	**EN010012**

January 2021

Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

SizewellC
Doing the power of good for Britain
EDF CGN

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APPENDIX A: PARTIES CONSULTED UNDER SECTION 42(1)(A) – (D), INCLUDING AFFECTED PERSONS

Category	
A	Affected persons over whose land compulsory acquisition powers are proposed to be exercised – previously consulted and no change to interest
B	Affected persons whose land compulsory acquisition powers are proposed to be exercised
B(i)	Land no longer proposed to be required
C	Affected persons over whose land compulsory acquisition powers are proposed to be exercised – not previously consulted
D	Persons within section 44(4) [WHITE] but any persons not previously consulted shown in BLUE
E	All other section 42 consultees [WHITE] but any persons not previously consulted shown in BLUE

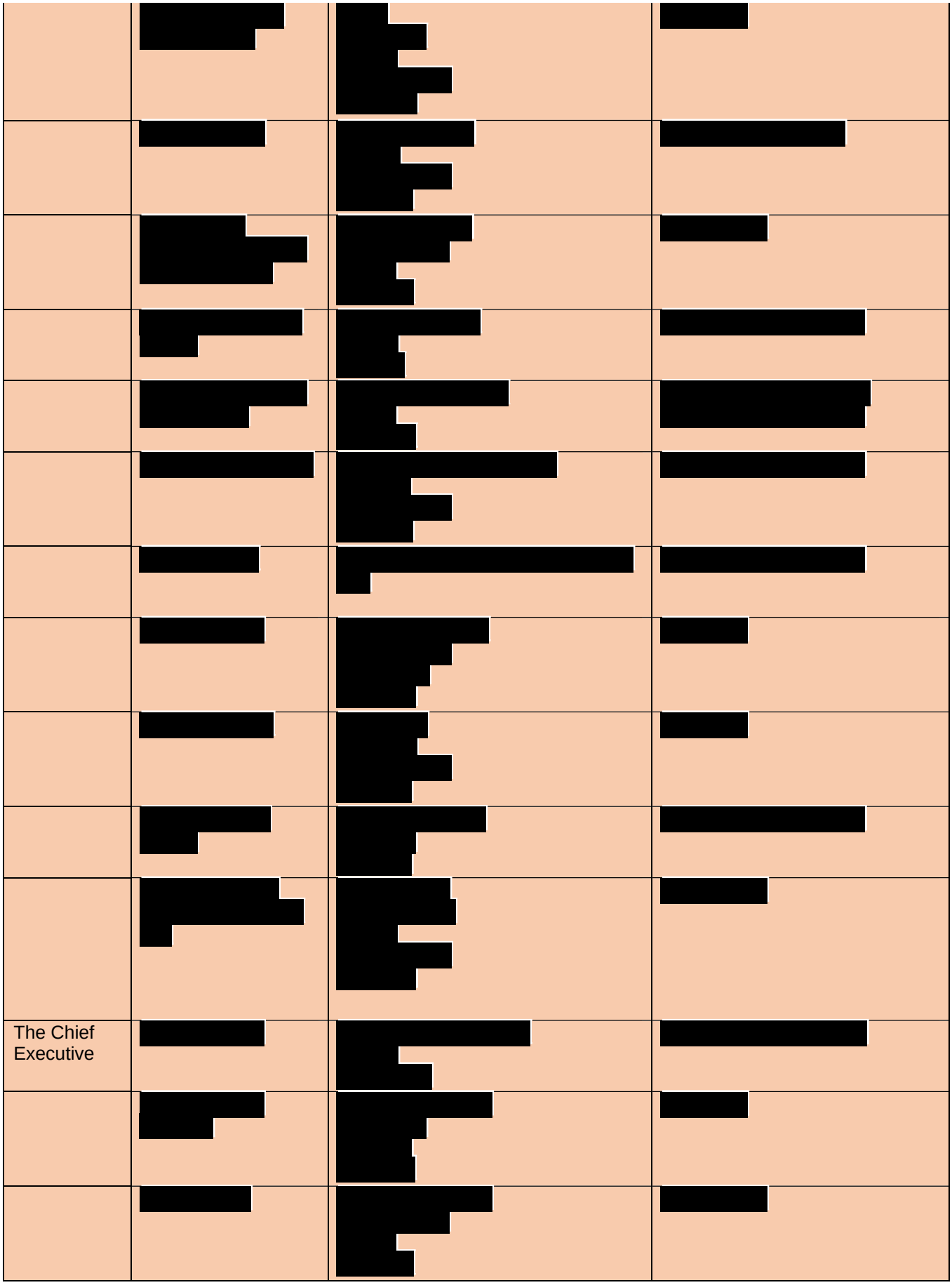
Category A

Addressee	Name	Address	Title Number
The Company Secretary	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted] IP17 1LF	Unregistered
	A[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	Unregistered
The Chief Executive	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
The Company Secretary	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted] IP17 1LF	Unregistered
	[redacted]	[redacted]	[redacted]

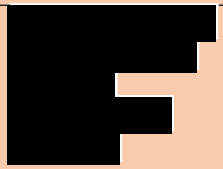
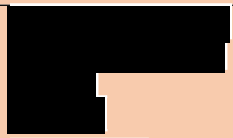
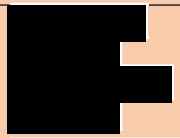
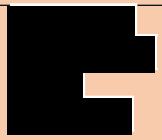
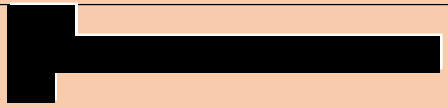
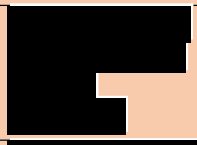
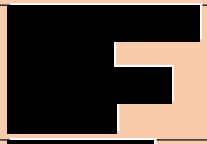
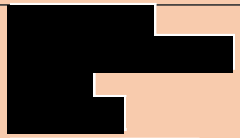
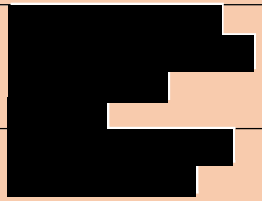
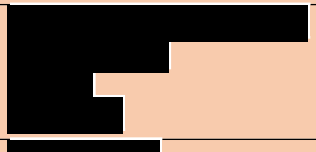
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	[redacted]	[redacted]	[redacted]
The Company Secretary	[redacted]	[redacted] E	
The Company Secretary	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
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	[redacted]	[redacted]	[redacted]
	Department for Education	[redacted]	[redacted]
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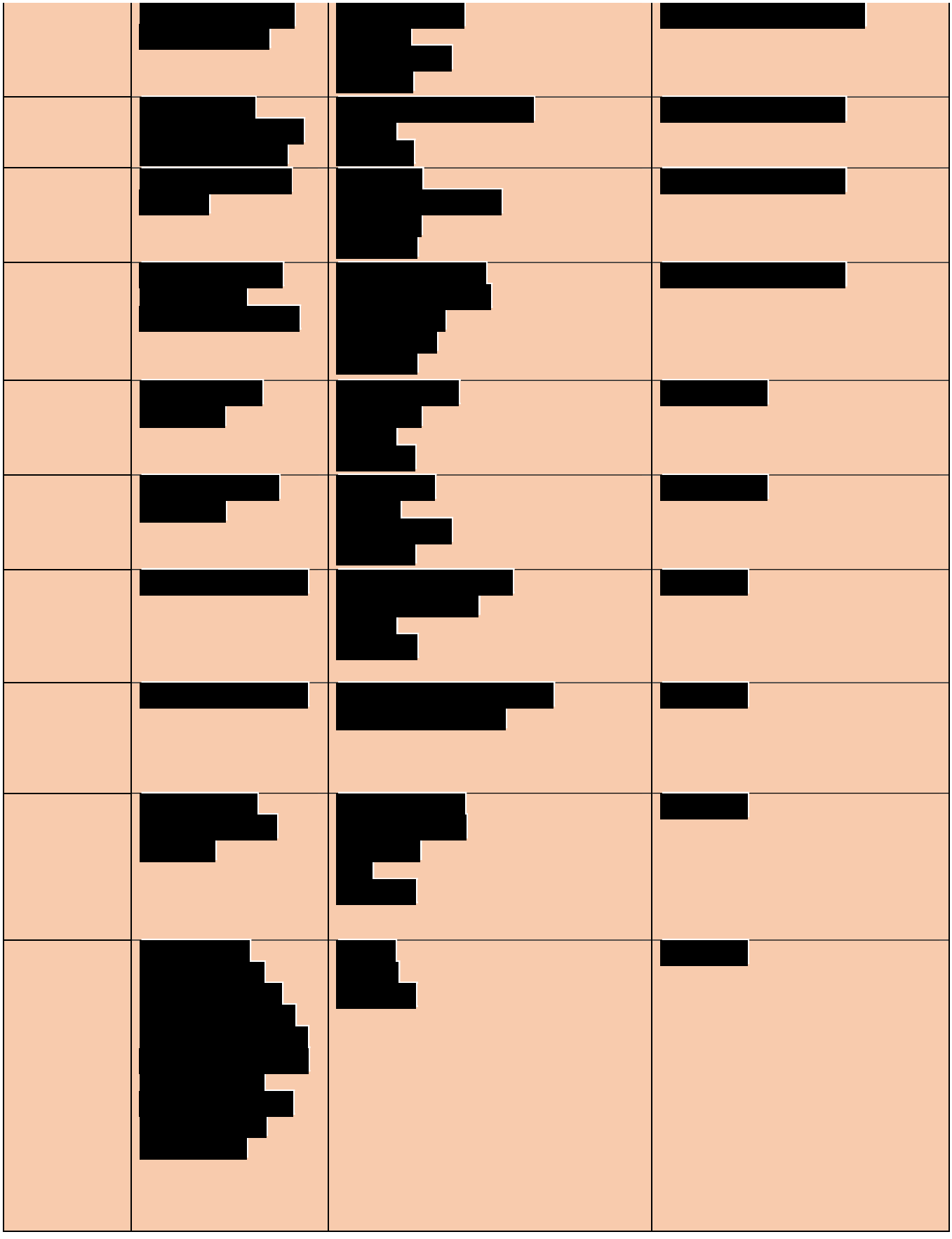
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The Company Secretary	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
The Company Secretary	[redacted]	[redacted]	[redacted]
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The Company Secretary	[redacted]	[redacted]	[redacted]
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The Company Secretary	[redacted]	[redacted]	[redacted]
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The Company Secretary	[redacted]	[redacted]	[redacted]

The Chief Executive	[redacted]	[redacted]	[redacted]
The Company Secretary	[redacted]	[redacted]	
The Company Secretary	[redacted]	[redacted]	
The Chief Executive	[redacted]	[redacted]	[redacted]
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The Company Secretary	[redacted]	[redacted]	[redacted]
The Company Secretary	[redacted]	[redacted]	[redacted]
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The Chief Executive

	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
The Company Secretary	[redacted]	[redacted]	[redacted]
The Company Secretary	[redacted]	[redacted]	[redacted]
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The Chief Executive	[redacted]	[redacted]	[redacted]e
The Company Secretary	[redacted]	[redacted]	[redacted]
The Company Secretary	[redacted]	[redacted]	[redacted]

	Richard Ernest		
			
			
			
The Company Secretary	Rookery Park LLC		
			
			
The Chief Executive			
			
			
			
			
			



The Company Secretary	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
The Company Secretary	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
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	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted] CloseSt AlbansAL4 9TG	SK349176; Unregistered
The Company Secretary	Vodafone Limited	Vodafone House The Connection Newbury RG14 2FN	
The Chief Executive	Waveney Valley Academies Trust	Prospect House Little Money Road Loddon Norwich NR14 6JD	SK358165
	[redacted]	[redacted]	[redacted]

	[redacted]	[redacted]	[redacted]
The Company Secretary	Mizuho Bank Limited	30 Old Bailey London EC4M 7AU	SK352138 as mortgagee
	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]

Category B

Addressee	Name	Address	Title Number
	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
	The Glemham Hall Estate Partnership	Glemham Hall Little Glemham Woodbridge IP13 0BT	SK208242; SK208243; SK267263
	[redacted]	[redacted]	[redacted]
The Company Secretary	Glemham Hall Shoot Limited	Carlton Park House Main Road Carlton Saxmundham IP17 2NL	SK208242; SK208243; SK267263
	[redacted]	[redacted]	[redacted]
The Company Secretary	FolkEast Productions Limited	Georgian House 34 Thoroughfare Halesworth IP19 8AP	SK208242; SK208243; SK267263
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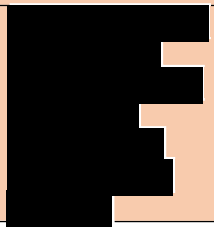
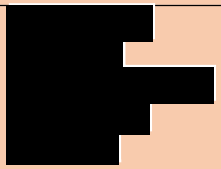
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The Company Secretary	Spicmick No.1 Limited and Spicmick No.2 Limited	c/o BDB Pitmans LLP One Bartholomew Close London EC1A 7BL	SK158456; SK158445; SK158444
The Company Secretary	Spicmick No.1 Limited and Spicmick No.2 Limited	c/o Frances Smith Loudham Hall Pettistree Woodbridge IP13 0NN	SK158456; SK158445; SK158444
	[redacted]	[redacted]	[redacted]
The Company Secretary	Network Rail Infrastructure Limited	1 Eversholt Street London NW1 2DN	Unregistered
	David Peter [redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]
The Company Secretary	The Beveriche Manor Farm Partnership	Beveriche Manor Farm Middleton Road Yoxford Saxmundham IP17 3LJ	SK192526
	[redacted]	[redacted]	[redacted]
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	F.M.Bedford Will Trust	c/o Anne Macdowell Middleton Cottage 20 Acheson Way Aldeburgh IP15 5LR	SK314188
	Joyce Elsie [redacted]	[redacted]	[redacted]
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	[redacted]	[redacted]	[redacted]
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The Company Secretary	Moor Farms (Middleton) Limited	Aldhurst Farm House Leiston IP16 4TB	SK160074; SK264679; SK398674; SK364230; SK160397; SK224481; SK252121; SK114794
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	[redacted]	[redacted]	[redacted]
The Company Secretary	Westrope Farming Limited	Saxon House Moseley's Farm Business Centre Fornham All Saints Bury St. Edmunds IP28 6JY	SK158444; SK158456; SK158445
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	[redacted]	[redacted]	[redacted]

The Company Secretary	Fordley Hall Farm	Fordley Hall Fordley Road Middleton Saxmundham IP17 3LT	SK158940; SK161392
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The Company Secretary	Ward Farming Limited	Theberton Hall Farm Theberton Leiston IP16 4SE	SK293111; SK309496; SK298542
The Company Secretary	N J B Farms Partnership	Theberton Hall Farm Theberton Leiston IP16 4SE	SK298542; SK309496; SK293111
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The Company Secretary	Yew Tree Farming Company Limited	Yew Tree Farm Leiston Road Middleton Saxmundham IP17 3NT	SK314188
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The Company Secretary	NNB Generation Company (SZC) Limited	90 Whitfield Street London W1T 4EZ	SK109878; SK360379; SK344933; SK347231; SK304718; Unregistered

The Chief Executive	Suffolk County Council	Endeavour House 8 Russell Road Ipswich IP1 2BX	SK319142; SK334729; SK335307; SK337239; SK350271; SK333892; SK336822; SK351178; SK350834; SK350216; SK335656; SK336103; SK350283; SK350296; SK350297; SK336067; SK331542; SK160397; SK350849
The Company Secretary	Essex and Suffolk Water Limited	Northumbria House Abbey Road Pity Me Durham DH1 5FJ	
	East Suffolk Internal Drainage Board	c/o Broads Internal Drainage Board Cess Road Martham NR29 4RF	
	Water Management Alliance	Kettlewell House Austin Fields Industrial Estate King's Lynn PE30 1PH	
	[redacted]	[redacted]	[redacted]
The Company Secretary	The Sizewell Estate Partnership c/o Bidwells	16 Upper King Street Norwich NR3 1HA	SK304718; Unregistered; SK109878; SK160397
	[redacted]	[redacted]	[redacted]
The Company Secretary	EDF Energy Nuclear Generation Limited	Barnett Way Barnwood Gloucester GL4 3RS	SK155462; SK160390; SK160398; Unregistered; SK160397; Unregistered; SK335656; Unregistered; SK320051; SK356230; Unregistered
The Company Secretary	Suffolk Wildlife Trust	Brooke House Ashbocking Ipswich IP6 9JY	SK155462; SK160397; Unregistered; SK160390; SK335656; Unregistered; SK160398
The Company Secretary	UK Power Networks (Operations) Limited	Newington House 237 Southwark Bridge Road London SE1 6NP	SK160397

The Chief Executive	National Grid Electricity Transmission plc	1-3 Strand London WC2N 5EH	SK158817; SK311261; SK155462; SK160397; SK160390; SK160398; SK356230
The Company Secretary	Diamond Transmission Partners Galloper Limited	Mid City Place 71 High Holborn London WC1V 6BA	SK352138; SK160397; Unregistered
	Nuclear Decommissioning Authority	Herdus House Westlakes Science and Technology Park Moor Row CA24 3HU	SK320051; SK160398; Unregistered
The Company Secretary	Magnox Limited	Oldbury Technical Centre Oldbury Naite Thornbury BS35 1RQ	SK356230; SK155462; SK160390; SK160398
The Company Secretary	Cadent Gas Limited	Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE	SK391706; SK208243; SK267263; SK148887
The Company Secretary	Cakes and Ale Limited	Cakes & Ale Caravan Site Abbey Lane Theberton Leiston IP16 4TE	SK264679; SK364230; Unregistered; Unregistered; SK224481; Unregistered
The Company Secretary	Virgin Media Limited	500 Brook Drive Reading RG2 6UU	
The Chief Executive	BT Group plc	81 Newgate Street London EC1A 7AJ	
The Company Secretary	Anglian Water Services Limited	Lancaster House Lancaster Way Ermine Business Park Huntingdon PE29 6XU	SK266846; SK160397
The Company Secretary	Barclays Security Trustee Limited	1 Churchill Place London E14 5HP	SK347231; SK327986; SK114794; SK246493; SK392136; SK251997 as Mortgagee
			

The Company Secretary	Bridge and Ivy Farms Limited	Bridge Farm Ash Road Lower Hacheston Woodbridge IP13 0AA	SK347231; SK333892; SK305901; Unregistered
The Company Secretary	Bridge and Ivy Farms Limited	Unit 3 47 Knightsdale Road Ipswich IP1 4JJ	SK347231; SK333892; SK305901; Unregistered
	[redacted]	[redacted]	[redacted]
The Company Secretary	Prosell Limited	Lynton House 7-12 Tavistock Square London WC1H 9BQ	SK11909; Unregistered
The Company Secretary	Mario Promotions Limited	Lynton House 7-12 Tavistock Square London WC1H 9BQ	SK11909 as Mortgagee
	Department for Transport	Great Minster House 33 Horseferry Road London SW1P 4DR	SK11909; SK168109
The Chief Executive	East Suffolk Council	East Suffolk House Riduna Park Station Road Melton Woodbridge IP12 1RT	SK373001; SK168109; SK11909; SK266846
	[redacted]	[redacted]	[redacted]
The Chief Executive	Lloyds Bank plc	25 Gresham Street London EC2V 7HN	SK117241; SK246228 as Mortgagee

	Highways England Company Limited c/o The Company Secretary	Bridge House 1 Walnut Tree Close Guildford GU1 4LZ	SK310554; SK310690; SK311385; SK311890; SK312611; SK312664; SK312876; SK314321; SK307863; SK305832; SK305901; SK306089; SK306106; SK306126; SK306133; SK306139; SK306151; SK306161; SK306167; SK307975; SK311818; SK312221; SK312350; SK305809; SK306445; SK307537; SK308355; SK308896; SK308976; SK310770; SK311384; SK311817; SK313082; SK313092; SK313759; SK314043; SK314831; SK314981; SK315473
The Chief Executive	HSBC UK Bank plc	1 Centenary Square Birmingham B1 1HQ	SK158619; SK349176 as Mortgagee
	[redacted]	[redacted]	[redacted]
	The Environment Agency	Horizon House Legal Services Deanery Road Bristol BS1 5AH	
	[redacted]	[redacted]	[redacted]
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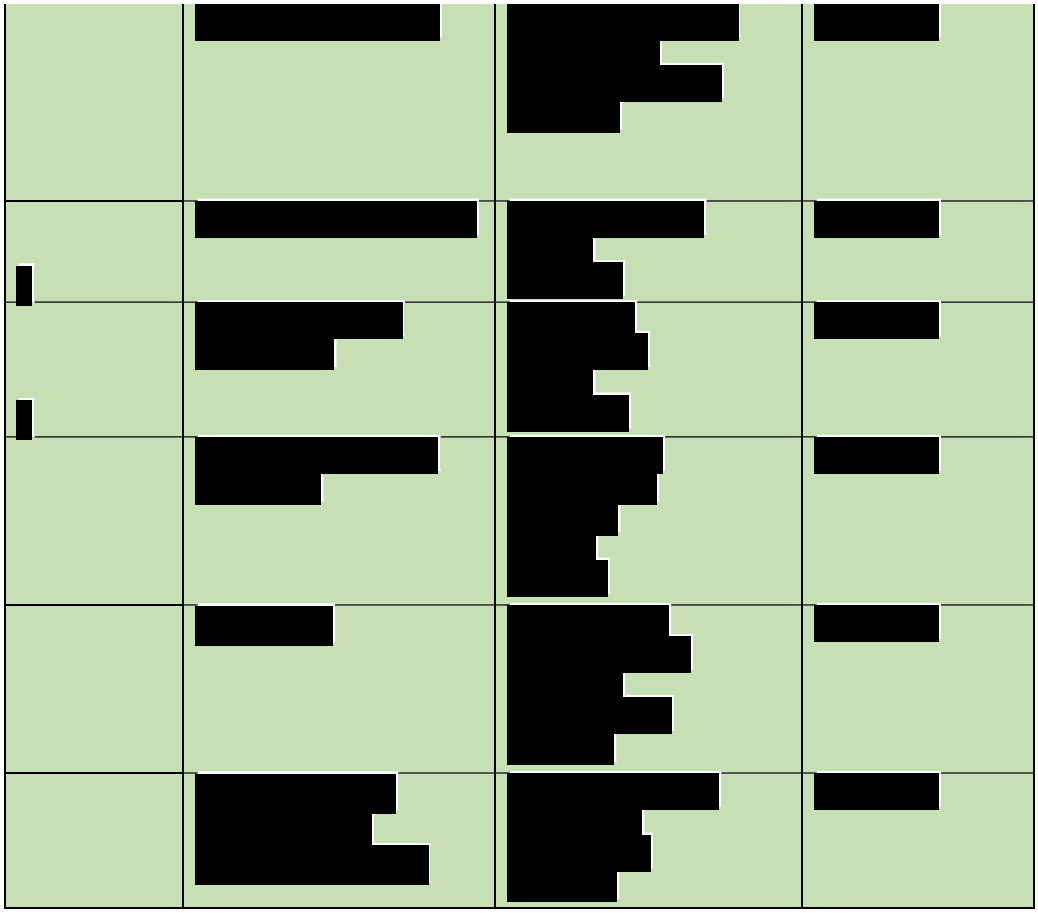
The Chief Executive	Clydesdale Bank plc	30 St Vincent Place Glasgow G1 2HL	SK293111 as Mortgagee
The Chief Executive	Agricultural Mortgage Corporation plc (The)	Charlton Place Charlton Road Andover SP10 1RE	SK293111 as Mortgagee

Category B(i)

Addressee	Name	Address	Title Number
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	[redacted]	[redacted]	[redacted]

Category C

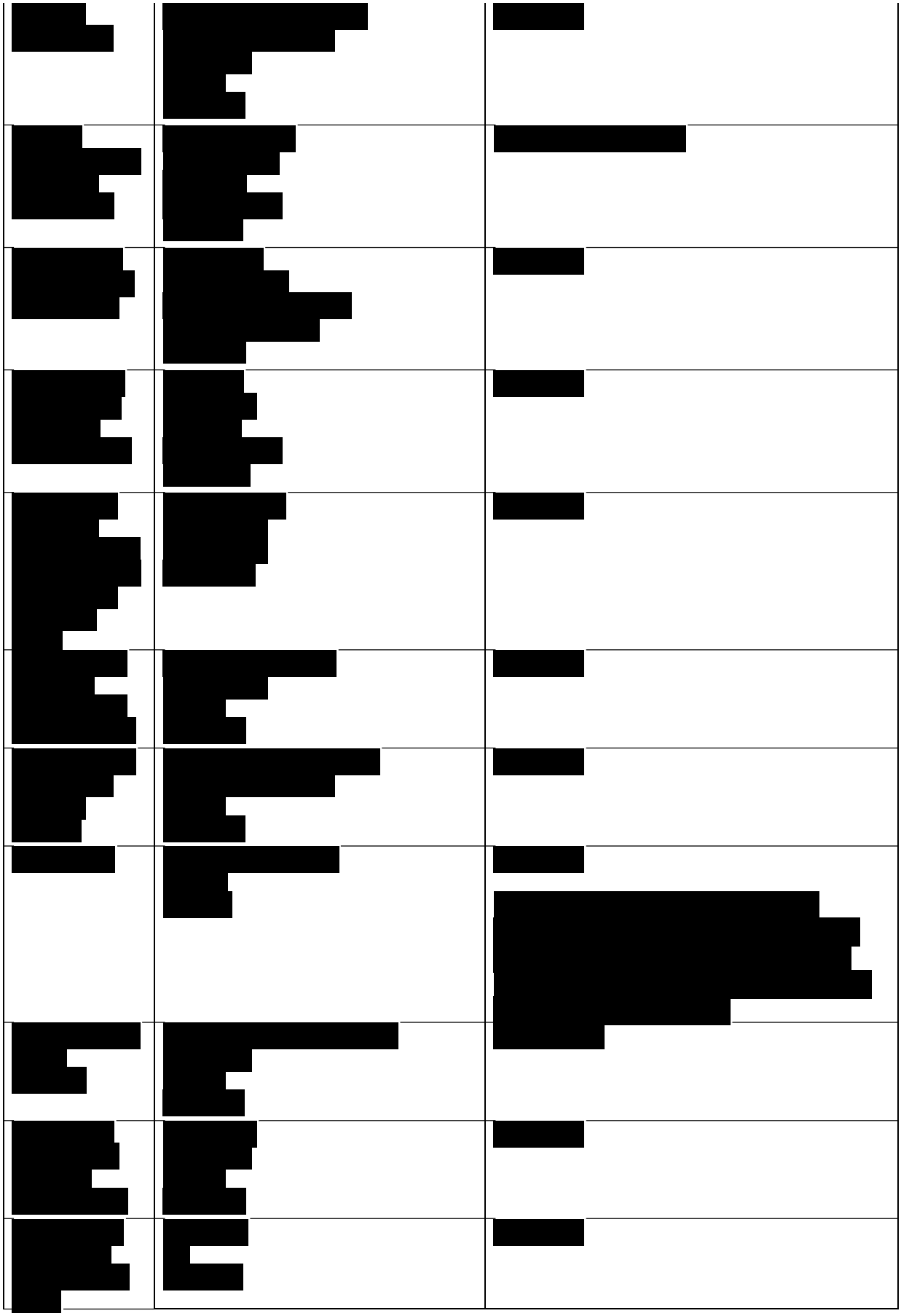
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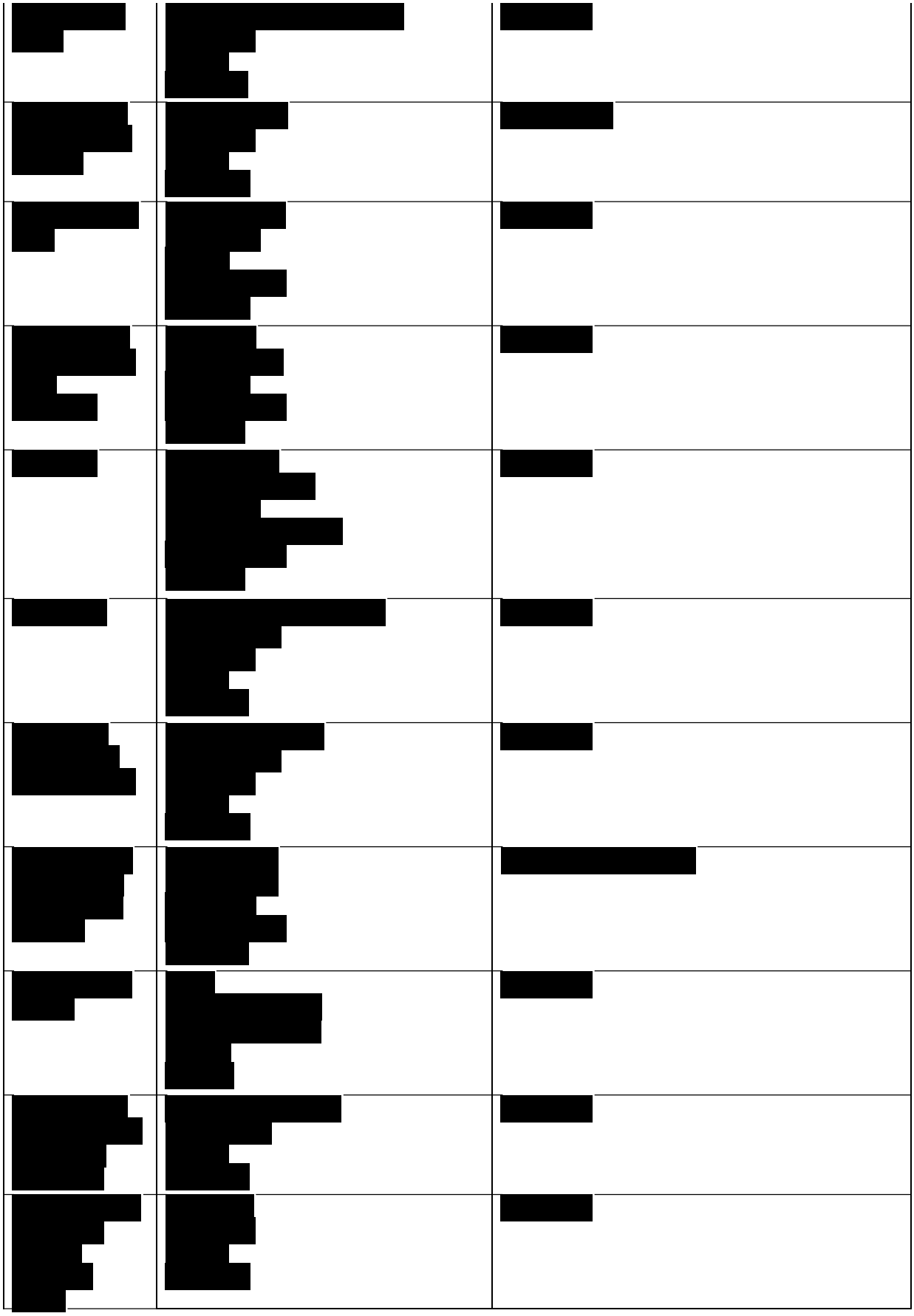
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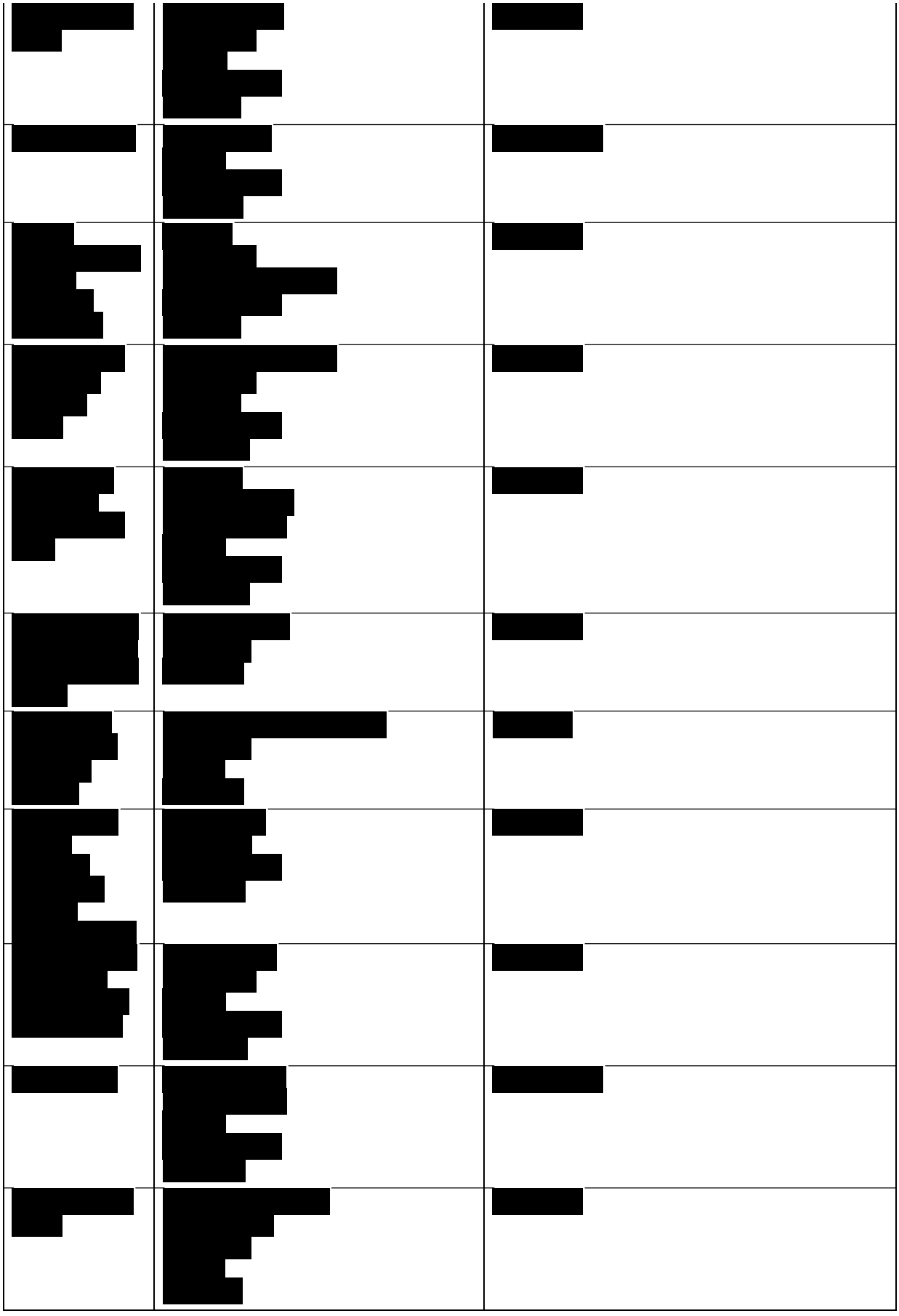
Name	Address	Title Number
Abbey View Homes Limited	40a Station Road Upminster RM14 2TR	SK201185; SK316975
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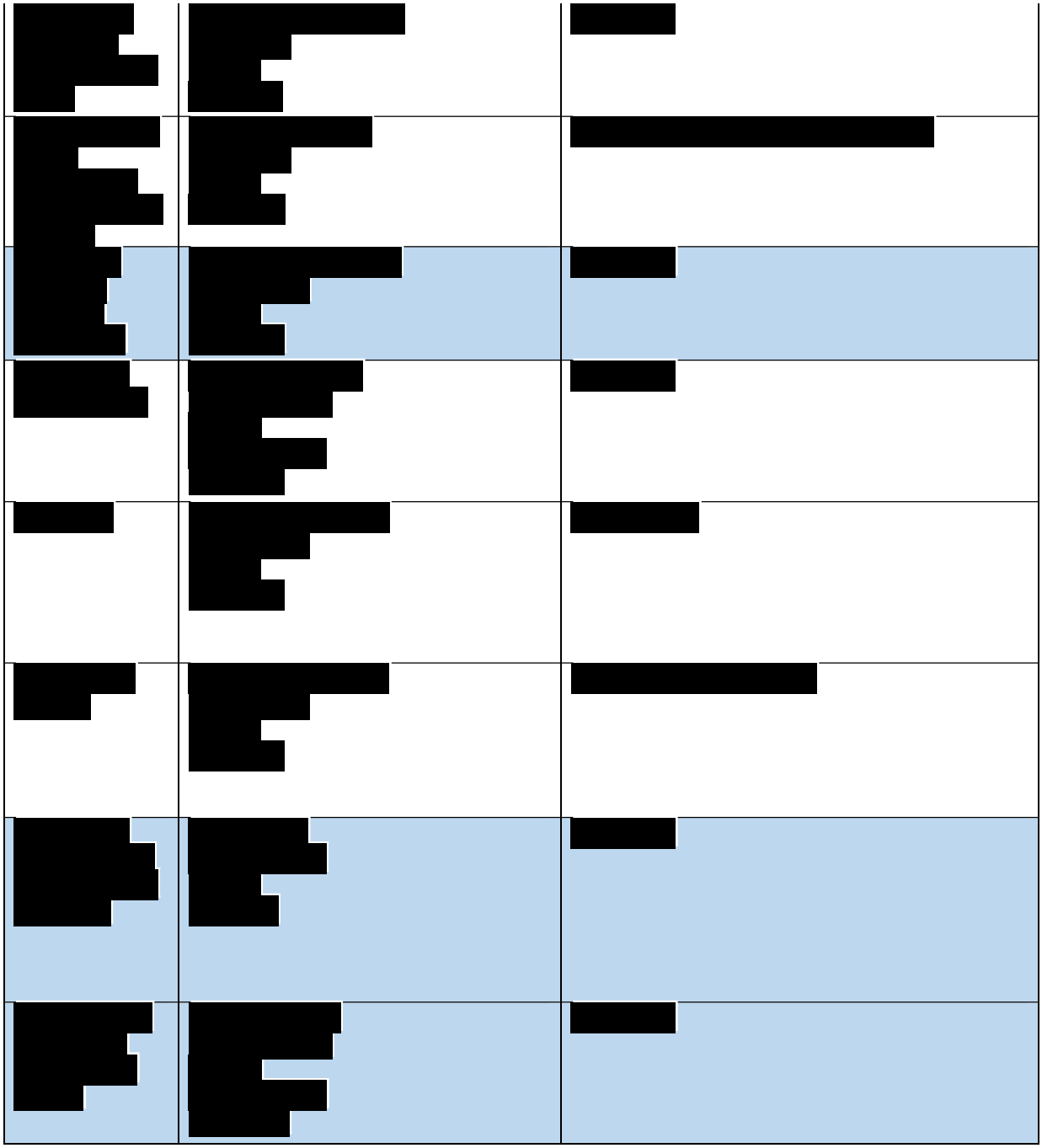
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County Care Homes Limited	Oak House Morris Green Sible Hedingham CO9 3LU	SK208475
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[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
Flagship Housing Group Limited	31 King Street Norwich NR1 1PD	SK103483; SK103485; SK103486; SK103489; SK103499











Category E

Prescribed Consultee	Organisation	Addressee	First Name	Surname	Address 1	Address 2	Address 3	Address 4	Postcode
Local Authority	Aldeburgh Town Council		[redacted]	[redacted]	Moot Hall	Market Cross Place	Aldeburgh		IP15 5DS
Local Authority	Babergh District Council	The Chief Executive			Endeavour House	8 Russell Road	Ipswich		IP1 2BX
Local Authority	Cambridgeshire County Council	The Chief Executive			Shire Hall	Castle Hill	Cambridge		CB3 0AP
Local Authority	East Suffolk Council	The Chief Executive			East Suffolk House	Station Road	Melton	Woodbridge	IP12 1RT
Local Authority	East Suffolk Council	The Chief Executive			Riverside	4 Canning Road	Lowestoft		NR33 0EQ
Local Authority	East Suffolk Council		[redacted]	[redacted]	4 The Limes	London Road	Halesworth		IP19 8LT
Local Authority	Essex County Council	The Chief Executive			County Hall	Market Road	Chelmsford		CM1 1QH
Local Authority	Felixstowe Town Council		[redacted]	[redacted]	Undercliff Road West	Town Hall	Felixstowe		IP11 2AG
Local Authority	Framlingham Town Council		[redacted]		The Old Court House	Bridge Street	Framlingham		IP13 9AJ
Local Authority	Ipswich Borough Council	The Chief Executive			Grafton House	15-17 Russell Road	Ipswich		IP1 2DE
Local Authority	Kesgrave Town Council		[redacted]	[redacted]	Town Council Offices	Ferguson Way	Kesgrave	Ipswich	IP5 2FZ
Local Authority	Leiston-cum-Sizewell Town Council		[redacted]	[redacted]	Council Chambers	Main Street	Leiston		IP16 4ER
Local Authority	Leiston-cum-Sizewell Town Council		[redacted]	[redacted]	Ersanmine	Westward Ho!	Leiston		IP16 4HX
Local Authority	Mid Suffolk District Council		[redacted]	[redacted]	Endeavour House	8 Russell Road	Ipswich		IP1 2BX
Local Authority	Norfolk County Council	The Chief Executive			County Hall	Martineau Lane	Norwich		NR1 2DH
Local Authority	Saxmundham Town Council	The Chief Executive			The Market Hall	29 High Street	Saxmundham		IP17 1AF
Local Authority	Southwold Town Council		[redacted]	[redacted]	Town Hall	Market Place	Southwold		IP18 6EF
Local Authority	Suffolk County Council	The Chief Executive			Endeavour House	8 Russell Road	Ipswich		IP1 2BX
Local Authority	Tendring District Council	The Chief Executive			Town Hall	Station Road	Clacton-on-Sea		CO15 1SE
Local Authority	Woodbridge Town Council		[redacted]	[redacted]y		The Shire Hall	Market Hill	Woodbridge	IP12 4LP
Local Authority	Broads Authority				Yare House	62-64 Thorpe Road	Norwich		NR1 1RY
Parish Council	Alderton Parish Council		[redacted]	[redacted]	37 Mill Hoo	Alderton	Woodbridge		IP12 3DA
Parish Council	Aldringham-Cum-Thorpe Parish Council		S[redacted]	[redacted]	Tyn Rhyl	Aldeburgh Road	Aldringham	Leiston	IP16 4PR
Parish Council	Badingham Parish Council		[redacted]	[redacted]	Oakburn	Harriers Walk	Easton	Woodbridge	IP13 0HA
Parish Council	Bawdsey Parish Council		[redacted]	[redacted]	5 Fern Terrace	The Street	Bawdsey	Woodbridge	IP12 3AH
Parish Council	Benhall and Sternfield Parish Council		[redacted]	[redacted]	19 Stanhope Close	Snape	Saxmundham		IP17 1RH
Parish Council	Blaxhall Parish Council		[redacted]	[redacted]	Neutral Farm House	Mill Lane	Butley		IP12 3PA
Parish Council	Blythburgh Parish Council		[redacted]	[redacted]	Marsh End	Church Road	Blythburgh		IP19 9LL
Parish Council	Boulge Parish Meeting		[redacted]	[redacted]	2 Beaconsfield Cottage	Debach	Woodbridge		IP13 6BU
Parish Council	Boyton Parish Council		[redacted]	[redacted]	1 Rectory Road	Hollesley	Woodbridge		IP12 3JS

Parish Council	Bramfield and Thorington Parish Council		[redacted]	[redacted]	69 Dukes Drive	Halesworth			IP19 8DR
Parish Council	Brampton with Stoven Parish Council		[redacted]	[redacted]s	4 Grove Cottages	The Street	Brampton	Beccles	NR34 8DY
Parish Council	Brandeston Parish Council		[redacted]		St Edmund's Farm	The Street	Brandeston	Woodbridge	IP13 8BL
Parish Council	Bredfield Parish Council		[redacted]	[redacted]	56 Church Lane	Henley	Ipswich		IP6 0RQ
Parish Council	Brightwell, Foxhall and Purdis Farm Parish Council		[redacted]	[redacted]	27 Brendon Drive	Rushmere St Andrew	Ipswich		IP5 1NJ
Parish Council	Bromeswell Parish Council		[redacted]		17 Saxon Way	Melton	Woodbridge		IP12 1LG
Parish Council	Bruisyard Parish Council		[redacted]	[redacted]o	Rendham Road	Bruisyard	Saxmundham		IP17 2DX
Parish Council	Bucklesham Parish Council		[redacted]	[redacted]	Manor Farm	Hollesley	Woodbridge		IP12 3NB
Parish Council	Burgh Parish Meeting		[redacted]	[redacted]	Mill House	Mill Road	Burgh	Woodbridge	IP13 6PU
Parish Council	Butley, Capel St Andrew and Wantisden Parish Council		J[redacted]		Neutral Farm House	Mill Lane	Butley	Woodbridge	IP12 3PA
Parish Council	Campsea Ashe Parish Council		[redacted]	[redacted]	Village Hall	Campsea Ashe			IP13 0QF
Parish Council	Charsfield Parish Council		[redacted]	[redacted]	June Cottage	Ipswich Road	Charsfield	Woodbridge	IP13 7PR
Parish Council	Chediston, Linstead Parva and Linstead Magna Parish		[redacted]	[redacted]	The Old House	Ash Farm	Chediston		IP19 0BB
Parish Council	Chillesford Parish Meeting		[redacted]	[redacted]	33 Padley Water	Chillesford	Woodbridge		IP12 3PR
Parish Council	Clopton Parish Council		[redacted]	E[redacted]	Manor Road	Clopton	Woodbridge		IP13 6QN
Parish Council	Cookley & Walpole Parish Council		[redacted]	[redacted]on	69 Dukes Drive	Halesworth			IP19 8DR
Parish Council	Cransford Parish Meeting		[redacted]	[redacted]	The Clock House	Low Road	Bruisyard	Woodbridge	IP17 2EA
Parish Council	Cratfield Parish Council		[redacted]	[redacted]	Lodge Farm Bungalow	Rushall Diss			IP21 4RT
Parish Council	Cretingham, Monewden and Hoo Parish Council		[redacted]		Maple House	Rookery Road	Monewden		IP13 7DE
Parish Council	Dallinghoo and Dallinghoo Wield Parish Meeting		[redacted]		Merton Farm Barn	Dallinghoo	Woodbridge		IP13 0LE
Parish Council	Darsham Parish Council		[redacted]	[redacted]	Street Farm	Rumburgh	Halesworth		IP19 0JX
Parish Council	Debach Parish Meeting		[redacted]	[redacted]	Allby Green	Woodbridge Road	Debach	Woodbridge	IP13 6BU
Parish Council	Dennington Parish Council		[redacted]		Silverlace Lodge	Silverlace Green	Parham	Woodbridge	IP13 9AD
Parish Council	Dunwich Parish		[redacted]	[redacted]	Marshide	St. James Street	Dunwich	Saxmundham	IP17 3DU
Parish Council	Earl Soham Parish Council		[redacted]	[redacted]	The Oaks	The Street	Earl Soham		IP13 7SB
Parish Council	Easton Parish Council		[redacted]	[redacted]	The Street	Easton			IP13 0EF
Parish Council	Eyke Parish Council		[redacted]		Barn Hill End	The Street	Eyke	Woodbridge	IP12 2QG
Parish Council	Farnham with Stratford St Andrew Parish Council		[redacted]	[redacted]	Brereton House	Great Glemham Road	Stratford St Andrew	Saxmundham	IP17 1LL

Parish Council	Friston Parish Council		[redacted]	[redacted]	Cherry Trees	St Michaels Way	Wenhaston	Halesworth	IP19 9EH
Parish Council	Great Bealings Parish Council		[redacted]e	[redacted]	Dunure	39 Avocet Lane	Martlesham Heath		IP5 3SF
Parish Council	Great Glemham Parish Council		[redacted]	[redacted]	Low Road	Great Glemham	Saxmundham		IP17 2DH
Parish Council	Grundisburgh and Culpho Parish Council		[redacted]	[redacted]	8 Post Mill Close	Grundisburgh	Woodbridge		IP13 6UU
Parish Council	Hacheston Parish Council		[redacted]	[redacted]	Hacheston Village Hall	Hacheston	Woodbridge		IP13 0DW
Parish Council	Halesworth Town Council		[redacted]	[redacted]	London Road	Halesworth			IP19 8LW
Parish Council	Hasketon Parish Council		[redacted]	[redacted]	1 Top Street	Martlesham	Woodbridge		IP12 4RB
Parish Council	Hemley Parish Meeting		[redacted]	[redacted]	Drift House	Hemley	Woodbridge		IP12 4QA
Parish Council	Heveningham Parish Council		[redacted]	[redacted]	Bridge Cottage	Huntingfield	Halesworth		IP19 0PX
Parish Council	Hollesley Parish Council		J[redacted]	[redacted]	Manor Farm	Hollesley	Woodbridge		IP12 3NB
Parish Council	Huntingfield Parish Council		[redacted]	[redacted]	Bridge Cottage	Huntingfield	Halesworth		IP19 0PX
Parish Council	Iken Parish Council		[redacted]	[redacted]	Rose Cottage	1 Chapel Road	Saxmundham		IP17 1BH
Parish Council	Kelsale cum Carlton Parish Council		[redacted]	[redacted]	21 Ferry Road	Orford	Woodbridge		IP12 2NR
Parish Council	Kettleburgh Parish Council		[redacted]	[redacted]	Fortuna House	Low Street	Badingham	Woodbridge	IP13 8JS
Parish Council	Kirton and Falkenham Parish Council		[redacted]	[redacted]	17 Grays Orchard	Kirton	Ipswich		IP10 0RE
Parish Council	Knodishall Parish Council		[redacted]	[redacted]	The Smithy	Cherry Tree Farm	St Andrew Road	Knodishall	IP17 1FD
Parish Council	Letheringham Parish Council		[redacted]a[redacted]	[redacted]	The Old Vicarage	Blyth Hill	Letheringham	Woodbridge	IP13 7RA
Parish Council	Levington and Stratton Hall Parish Council		[redacted]	[redacted]	27 Brendon Drive	Rushmere St Andrew	Ipswich		IP5 1NJ
Parish Council	Little Bealings Parish Council		[redacted]	[redacted]	The Hollies	Holly Lane	Little Bealings	Woodbridge	IP13 6PW
Parish Council	Little Glemham Parish Council		[redacted]	[redacted]	Hill House	Shop Lane	Little Glemham	Woodbridge	IP13 0BD
Parish Council	Marlesford Parish Council		[redacted]	[redacted]	19 Stanhope Close	Snape	Saxmundham		IP17 1RH
Parish Council	Martlesham Parish Council		Su[redacted]	[redacted]	Parish Room	Felixstowe Road	Martlesham	Woodbridge	IP12 4PB
Parish Council	Melton Parish Council		[redacted]	[redacted]	17 Riduna Park	Station Road	Melton	Woodbridge	IP12 1QT
Parish Council	Middleton Cum Fordley Parish Council		[redacted]	[redacted]	Arbour House	Rectory Road	Middleton	Saxmundham	IP17 3NP
Parish Council	Nacton Parish Council		[redacted]	[redacted]	17 George Elliston Road	Ipswich			IP3 8XQ
Parish Council	Newbourne Parish Council		[redacted]	[redacted]	15 Llewellyn Drift	Kesgrave	Ipswich		IP5 2DN
Parish Council	Orford & Gedgrave Parish Council		[redacted]	Backhouse	The Town Hall	Market Hill	Orford	Woodbridge	IP12 2NZ
Parish Council	Otley Parish Council		R[redacted]	[redacted]n	39 Gurdon Road	Grundisburgh	Woodbridge		IP13 6XA
Parish Council	Parham Parish Council		[redacted]	[redacted]	Silverlace Lodge	Silverlace Green	Parham	Woodbridge	IP13 9AD
Parish Council	Peasenhall Parish Council		[redacted]	[redacted]ll	Methodist Church Hall	Peasenhall	Saxmundham		IP17 2JD
Parish Council	Pettistree Parish Council		[redacted]	[redacted]s	14 Jaguar Close	Ipswich			IP1 5QF
Parish Council	Playford Parish Council		[redacted]	[redacted]	The Coach	Playford Mount	Great Bealings	Woodbridge	IP13 6PH

Parish Council	Ramsholt Parish Council		[redacted]		Plumtree Hall	Ramsholt	Woodbridge		IP12 3AD
Parish Council	Rendham Parish Council		[redacted]		Pippins	Bruisyard Road	Rendham	Saxmundham	IP17 2AH
Parish Council	Rendlesham Parish Council		[redacted]		Parish Office	Rendlesham Community	Walnut Tree Avenue	Rendlesham	IP12 2GG
Parish Council	Rushmere St Andrew Parish Council		[redacted]	d	Parish Office	Tower Hall	5 Broadlands Way	Rushmere St Andrew	IP4 5SU
Parish Council	Saxtead Parish Council		[redacted]	k	Foxearth Lodge	Saxstead	Woodbridge		IP13 9QY
Parish Council	Shottisham Parish Council		[redacted]	s	2 Square Cottages	Shottisham	Woodbridge		IP12 3EY
Parish Council	Sibton Parish Council		[redacted]		69 Dukes Drive	Halesworth			IP19 8DR
Parish Council	Snape Parish Council		[redacted]		21 Ferry Road	Orford	Woodbridge		IP12 2NR
Parish Council	Sudbourne Parish Council		[redacted]		Neutral Farm House	Mill Lane	Butley	Woodbridge	IP12 3PA
Parish Council	Sutton Heath Parish Council		[redacted]		Barnsdale Centre	Easton Road	Sutton Heath	Woodbridge	IP12 3TD
Parish Council	Sutton Parish Council		[redacted]		9 Oakhill	Hollesley	Woodbridge		IP12 3JY
Parish Council	Sweffling Parish Council		[redacted]		Flat 3	Glemham House	Saxmundham		IP17 1LP
Parish Council	Swilland and Witnesham grouped Parish Council		[redacted]		Yew Tree Cottage	The Street	Framsden	Stowmarket	IP14 6HG
Parish Council	Theberton and Eastbridge Parish Council		[redacted]		Arbour House	Rectory Road	Middleton	Saxmundham	IP17 3NP
Parish Council	Trimley St Martin Parish Council		[redacted]		37 Meadowlands	Kirton			IP10 0PP
Parish Council	Trimley St Mary Parish Council		[redacted]		17 Fairfield Avenue		Felixstowe		IP11 9JQ
Parish Council	Tuddenham St Martin Parish Council		[redacted]		Timbers Flynn Lane	Tuddenham St Martin	Ipswich		IP6 9DB
Parish Council	Tunstall Parish Council		[redacted]		Manor Farm	Hollesley	Woodbridge		IP12 3NB
Parish Council	Ubbeston Parish Council		[redacted]		Bridge Cottage	The Street	Huntingfield	Halesworth	IP19 0PX
Parish Council	Ufford Parish Council		[redacted]		Manor Farm	Hollesley	Woodbridge		IP12 3NB
Parish Council	Walberswick Parish Council		[redacted]		The Heritage Hut	The Green	Walberswick	Southwold	IP18 6TT
Parish Council	Waldringfield Parish Council		[redacted]		5 St George's Terrace	Church Road	Felixstowe		IP11 9ND
Parish Council	Wenhaston with Mells Hamlet Parish Council		[redacted]		2 Mill Down	Holton	Halesworth		IP19 8PE
Parish Council	Westerfield Parish Council		[redacted]		26 Church Lane	Henley			IP6 0RQ
Parish Council	Westleton Parish Council		[redacted]		6 Cooper Close	Saxmundham			IP17 1EX
Parish Council	Wickham Market Parish Council		[redacted]		Neutral Farm House	Mill Lane	Butley	Woodbridge	IP12 3PA
Parish Council	Yoxford Parish Council		[redacted]		Arbour House	Rectory Road	Middleton		IP17 3NP
Prescribed Consultee	Crown Estate Commissioners				1 St James's Market	London			SW1Y 4AH
Prescribed Consultee	East Suffolk Internal Drainage Board				Kettlewell House	Austin Fields	Kings Lynn		PE30 1PH
Prescribed Consultee	Highways England				National Traffic Operations Centre	3 Ridegway	Quinton Business Park	Birmingham	B32 1AF
Prescribed Consultee	Historic England (East of England)				24 Brooklands Avenue	Cambridge			CB2 2BU

Prescribed Consultee	Historic England (Head Office)				4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA
Prescribed Consultee	Joint Nature Conservation Committee				Monkstone House	City Road	Peterborough		PE1 1JY
Prescribed Consultee	Marine Management Organisation		[redacted]	[redacted]	Lancaster House	Hampshire Court	Newcastle Upon Tyne		NE4 7YH
Prescribed Consultee	Natural England				Hornbeam House	Electra Way	Crewe Business Park	Crewe	CW1 6GJ
Prescribed Consultee	Natural England		[redacted]	[redacted]	Dragonfly House	2 Gilders Way	Norwich		NR3 1UB
Prescribed Consultee	NHS Ipswich and Suffolk Clinical Commissioning Group				Ipswich & Suffolk CCG	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Prescribed Consultee	NHS Ipswich and Suffolk Clinical Commissioning Group		[redacted]	[redacted]	First Floor	Purple Block	Endeavour House	8 Russell Road	IP1 2BX
Prescribed Consultee	NHS West Suffolk Clinical Commissioning Group				West Suffolk CCG	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Prescribed Consultee	Public Health England				Public Information Access Office	Wellington House	133-155 Waterloo Road	London	SE1 8UG
Prescribed Consultee	Secretary of State for Transport		[redacted]	[redacted]	Department for Transport	Great Minster House	33 Horseferry Road	London	SW1P 4DR
Prescribed Consultee	Suffolk Coast and Heaths AONB		[redacted]	[redacted]	Dock Lane	Melton	Woodbridge		IP12 1PE
Prescribed Consultee	Suffolk Fire and Rescue Service				Suffolk County Council	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Prescribed Consultee	Suffolk Fire and Rescue Service		[redacted]	[redacted]	Suffolk County Council	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Prescribed Consultee	The Canal and River Trust				First Floor North	Station House	500 Elder Gate	Milton Keynes	MK9 1BB
Prescribed Consultee	The Civil Aviation Authority International				CAA House	45-59 Kingsway	London		WC2B 6TE
Prescribed Consultee	The Coal Authority				200 Lichfield Lane	Mansfield	Nottinghamshire		NG18 4RG
Prescribed Consultee	The Environment Agency				Legal Services	Horizon House	Deanery Road	Bristol	BS1 5AH
Prescribed Consultee	The Environment Agency		[redacted]	[redacted]	Kingfisher House	Goldhay Way	Orton Goldhay	Peterborough	PE2 5ZR
Prescribed Consultee	The Environment Agency (Essex, Norfolk and Suffolk)		[redacted]	[redacted]	Iceni House	Cobham Road	Ipswich		IP3 9JD
Prescribed Consultee	The Environment Agency (Essex, Norfolk and Suffolk)		[redacted]	[redacted]	Iceni House	Cobham Road	Ipswich		IP3 9JD
Prescribed Consultee	The Forestry Commission				620 Bristol Business Park	Coldharbour Lane	Bristol		BS16 1EJ
Prescribed Consultee	The Forestry Commission (East of England)				Santon Downham	Brandon	Suffolk		IP27 0TJ
Prescribed Consultee	The Health and Safety Executive				Redgrave Court	Merton Road	Bootle	Merseyside	L20 7HS
Prescribed Consultee	The Maritime and Coastguard Agency				Spring Place	105 Commercial Road	Southampton		SO15 1EG
Prescribed Consultee	The Office of Nuclear Regulation				Redgrave Court	Merton Road	Bootle		L20 7HS
Prescribed Consultee	The Office of the Suffolk Police and Crime Commissioner		[redacted]	[redacted]	Police Headquarters	Martlesham Heath	Ipswich		IP5 3QS
Prescribed Consultee	Suffolk Constabulary		[redacted]	[redacted]	Police Headquarters	Martlesham Heath	Ipswich		IP5 3QS

Prescribed Consultee	The Secretary of State for Defence				Ministry of Defence	Whitehall	London		SW1A 2HB
Prescribed Consultee	Trinity House Local Office				Trinity House	The Quay	Harwich		CO12 3JW
Prescribed Consultee	Trinity House				Trinity Square	Tower Hill	London		EC3N 4DH
Statutory Undertaker	A.W. Mortier (Farms) Limited	Mr Parry			FAO Richard Parry	Cedar Farm	Hollesley Road	Alderton	IP12 3BB
Statutory Undertaker	Abellio Greater Anglia Limited	The Company Secretary			Floor 2	St Andrew's House	18-20 St Andrew Street	London	EC4A 3AG
Statutory Undertaker	ABP Port of Ipswich				Port Office	Old Custom House	Key Street	Ipswich	IP4 1BY
Statutory Undertaker	Affiniti Integrated Solutions Limited	The Company Secretary			37 Carr Lane	Hull	North Humberside		HU1 3RE
Statutory Undertaker	Airwave Solutions				Nova South	160 Victoria Street	London		SW1E 5LB
Statutory Undertaker	Albion Water Limited	The Company Secretary			Operations Centre	Claverton Down Road	Claverton Down	Bath	BA2 7WW
Statutory Undertaker	Aldeburgh Community Hospital				Park Road	Aldeburgh			IP15 5ES
Statutory Undertaker	All Hallows Hospital				Station Road	Ditchingham	Bungay		NR35 2QL
Statutory Undertaker	Amey Fleet Services Limited	The Company Secretary			The Sherard Building	Edmund Halley Road	Oxford		OX4 4DQ
Statutory Undertaker	Anglian Water Business (National) Limited	The Company Secretary			Northumbria House	Abbey Road	Pity Me	Durham	DH1 5FJ
Statutory Undertaker	Anglian Water Services Limited	The Company Secretary			Lancaster House	Lancaster Way	Ermine Business Park	Huntingdon	PE29 6XU
Statutory Undertaker	Arqiva Limited	The Company Secretary			Crawley Court	Winchester			SO21 2QA
Statutory Undertaker	Associated British Ports				2nd Floor	25 Bedford Street	London		WC2E 9ES
Statutory Undertaker	Association of Train Operating Companies				2nd Floor	200 Aldersgate Street	London		EC1A 4HD
Statutory Undertaker	AWG Water Limited	The Company Secretary			Lancaster House	Lancaster Way	Ermine Business Park	Huntingdon	PE29 6XU
Statutory Undertaker	Balfour Beatty Rail Services				5 Churchill Place	Canary Wharf	London		E14 5HU
Statutory Undertaker	BES Commercial Electricity Limited	The Company Secretary			Parkside Stand	Fleetwood Town Football Club	Park Avenue	Fleetwood	FY7 6TX
Statutory Undertaker	Better Business Energy Limited	The Company Secretary			39-43 Bridge Street	Swinton	Mexborough		S64 8AP
Statutory Undertaker	BOC Limited	The Company Secretary			The Priestley Centre	10 Priestley Road	The Surrey Research Park	Guildford	GU2 7XY
Statutory Undertaker	British Energy Direct Limited	The Company Secretary			Barnett Way	Barnwood	Gloucester		GL4 3RS
Statutory Undertaker	British Gas Limited	The Company Secretary			Millstream	Maidenhead Road	Windsor		SL4 5GD
Statutory Undertaker	British Gas Services Limited	The Company Secretary			Millstream	Maidenhead Road	Windsor		SL4 5GD
Statutory Undertaker	British Gas Trading Limited	The Company Secretary			Millstream	Maidenhead Road	Windsor		SL4 5GD
Statutory Undertaker	British Pipeline Agency Limited	The Company Secretary			5-7 Alexandra Road	Hemel Hempstead	Hertfordshire		HP2 5BS
Statutory Undertaker	British Sky Broadcasting Limited	The Company Secretary			Legal Department	Grant Way	Isleworth		TW7 5QD
Statutory Undertaker	British Telecommunications plc	The Chief Executive			BT Centre	81 Newgate Street	London		EC1A 7AJ
Statutory Undertaker	BT Group plc	The Chief Executive			BT Centre	81 Newgate Street	London		EC1A 7AJ

Statutory Undertaker	BT Openreach				BT Centre	81 Newgate Street	London		EC1A 7AJ
Statutory Undertaker	Business Energy Solutions Limited	The Company Secretary			Parkside Stand	Fleetwood Town Football Club	Park Avenue	Fleetwood	FY7 6TX
Statutory Undertaker	CABE Design Review				Design Council	Angel Building	407 St John Street	London	EC1V 4AB
Statutory Undertaker	Cable & Wireless Carrier Limited	The Company Secretary			Griffin House	161 Hammersmith Road	London		W6 8BS
Statutory Undertaker	Cable & Wireless Communications plc	The Chief Executive			3rd Floor	26 Red Lion Square	London		WC1R 4HQ
Statutory Undertaker	Cadent Gas Limited	The Company Secretary			Ashbrook Court	Prologis Park	Central Boulevard	Coventry	CV7 8PE
Statutory Undertaker	Caythorpe Gas Storage Limited	The Company Secretary			Woodland House	Woodland Park	Hessle		HU13 0FA
Statutory Undertaker	Centrica plc	The Chief Executive			Millstream	Maidenhead Road	Windsor		SL4 5GD
Statutory Undertaker	CenturyLink Communications UK Limited	The Company Secretary			7th Floor	10 Fleet Place	London		EC4M 7RB
Statutory Undertaker	CLH Pipeline System (CLH-PS) Limited	The Company Secretary			69 Wilson Street	London			EC2A 2BB
Statutory Undertaker	Colas Rail Plant Depot				Dacre House	19 Dacre Street	London		SW1H 0DJ
Statutory Undertaker	Colt Telecoms				Colt House	20 Great Eastern Street	London		EC2A 3EH
Statutory Undertaker	Cooperative Energy Limited	The Company Secretary			Cooperative House	Warwick Technology Park	Gallows Hill	Warwick	CV34 6DA
Statutory Undertaker	DB Cargo (UK) Limited	The Company Secretary			Lakeside Business Park	Carolina Way	Doncaster		DN4 5PN
Statutory Undertaker	Department for Environment, Food & Rural Affairs				Seacole Building	2 Marsham Street	Westminster	London	SW1P 4DF
Statutory Undertaker	Department for Transport				Great Minster House	33 Horseferry Road	London		SW1P 4DR
Statutory Undertaker	DfT Rail Service Delivery				Great Minster House	33 Horseferry Road	London		SW1P 4DR
Statutory Undertaker	Direct Rail Services Limited	The Company Secretary			Regents Court	Baron Way	Carlisle		CA6 4SJ
Statutory Undertaker	Dual Energy Direct Limited	The Company Secretary			Premium House	The Esplanade	Worthing		BN11 2BJ
Statutory Undertaker	E.ON UK plc	The Chief Executive			Westwood Way	Westwood Business Park	Coventry		CV4 8LG
Statutory Undertaker	East Of England Ambulance Service NHS Trust				Whiting Way	Melbourn			SG8 6NA
Statutory Undertaker	East Of England Ambulance Service NHS Trust		[redacted]	[redacted]	Whiting Way	Melbourn			SG8 6NA
Statutory Undertaker	Eastern Power Networks				Newington House	237 Southwark Bridge Road	London		SE1 6NP
Statutory Undertaker	Easynet Limited	The Company Secretary			C/O: Interoute Communications Limited	31st Floor	25 Canada Square	London	E14 5LQ
Statutory Undertaker	ECG (Distribution) Limited	The Company Secretary			Sterling House	Langston Road	Loughton		IG10 3FA
Statutory Undertaker	EDF Development Company Limited	The Company Secretary			90 Whitfield Street	London			W1T 4EZ
Statutory Undertaker	EDF Energy Customers Limited	The Company Secretary			90 Whitfield Street	London			W1T 4EZ
Statutory Undertaker	EDF Energy Limited	The Company Secretary			90 Whitfield Street	London			W1T 4EZ

Statutory Undertaker	EDF Energy Nuclear Generation Limited		[redacted]	[redacted]	Barnett Way	Barnwood	Gloucester		GL4 3RS
Statutory Undertaker	EE				Trident Place	Mosquito Way	Hatfield		AL10 9BW
Statutory Undertaker	Electricity Network Company Limited	The Company Secretary			Energy House	Woolpit Business Park	Woolpit	Bury St Edumnds	IP30 9UP
Statutory Undertaker	Energetics Electricity Limited	The Company Secretary			International House	Stanley Boulevard	Hamilton International	Technology Park	G72 OBN
Statutory Undertaker	Energetics Gas Limited	The Company Secretary			International House	Stanley Boulevard	Hamilton International	Technology Park	G72 OBN
Statutory Undertaker	Energy Assets Group Limited	The Company Secretary			Ship Canal House	98 King Street	Manchester		M2 4WU
Statutory Undertaker	Energy Data Company Limited (EnDCo Ltd)	The Company Secretary			Hurst House	131-133 New London Road	Chelmsford		CM2 0QT
Statutory Undertaker	Engie Supply Holding UK Limited	The Company Secretary			No 1 Leeds	26 Whitehall Road	Leeds		LS12 1BE
Statutory Undertaker	Environmental Capital Fund LP				17 Blythswood Square	Glasgow			G2 4AD
Statutory Undertaker	Equality and Human Rights Commission				Correspondence Unit	Arndale House	The Arndale Centre	Manchester	M4 3AQ
Statutory Undertaker	ES Pipelines Limited	The Company Secretary			Bluebird House	Mole Business Park	Leatherhead		KT22 7BA
Statutory Undertaker	ESP Connections Limited	The Company Secretary			Bluebird House	Mole Business Park	Leatherhead		KT22 7BA
Statutory Undertaker	ESP Electricity Limited	The Company Secretary			Bluebird House	Mole Business Park	Leatherhead		KT22 7BA
Statutory Undertaker	ESP Networks Limited	The Company Secretary			Bluebird House	Mole Business Park	Leatherhead		KT22 7BA
Statutory Undertaker	ESP Utilities Group Limited	The Company Secretary			Bluebird House	Mole Business Park	Leatherhead		KT22 7BA
Statutory Undertaker	Essex and Suffolk Water				Northumbrian House	Abbey Road	Pity Me	Durham	DH1 5FJ
Statutory Undertaker	ESSO Petroleum Company Limited	The Company Secretary			Ermyn House	Ermyn Way	Leatherhead		KT22 8UX
Statutory Undertaker	Everything Everywhere Limited	The Company Secretary			Trident Place	Mosquito Way	Hatfield		AL10 9BW
Statutory Undertaker	First Engineering Ltd (Railway People.com)	The Company Secretary			33 Wigmore Street				W1U 1QX
Statutory Undertaker	Freightliner Heavy Haul Limited	The Company Secretary			3rd Floor	90 Whitfield Street	London		W1T 4EZ
Statutory Undertaker	Freightliner Limited	The Company Secretary			3rd Floor	90 Whitfield Street	London		W1T 4EZ
Statutory Undertaker	Fulcrum Pipelines Limited	The Company Secretary			2 Europa View	Sheffield Business Park	Sheffield		S9 1XH
Statutory Undertaker	Fulcrum Utility Services Limited	The Company Secretary			Ugland House	PO Box 309	Grand Cayman	Cayman Islands	KY1 1104
Statutory Undertaker	Gamma Telecom				5 Fleet Place	London			EC4M 7RD
Statutory Undertaker	Galloper Wind Farm Limited	The Company Secretary			Auckland House	Lydiard Fields	Great Western Way	Swindon	SN5 8ZT
Statutory Undertaker	Galloper Wind Farm Limited		[redacted]	[redacted]	Windmill Hill Business Park	Whitehill Way	Swindon		SN5 6PB
Statutory Undertaker	Galloper Wind Farm Limited		[redacted]	[redacted]	43 Forbury Road	Reading			RG1 8BU
Statutory Undertaker	Garsington Energy Limited	The Company Secretary			Black Swan House	23 Baldock Street	Ware		SG12 9DH
Statutory Undertaker	Gas Transportation Company Limited	The Company Secretary			Energy House	Woolpit Business Park	Woolpit	Bury St Edmunds	IP30 9UP

Statutory Undertaker	Gazprom Marketing and Trading Retail Limited	The Company Secretary			20 Triton Street	London			NW1 3BF
Statutory Undertaker	GB Railfreight Limited	The Company Secretary			3rd Floor	55 Old Broad Street	London		EC2M 1RX
Statutory Undertaker	Good Energy Limited	The Company Secretary			Monkton Reach	Monkton Hill	Chippenham		SN15 1EE
Statutory Undertaker	Grant Rail Limited	The Company Secretary			10 Copley Gardens	Sprotbrough	Doncaster		DN5 7JH
Statutory Undertaker	Great Yarmouth Port Company Limited (trading as Peel Ports Great Yarmouth)	The Company Secretary			Maritime Centre	Port of Liverpool			L21 1LA
Statutory Undertaker	Greater Gabbard Offshore Wind Limited		[redacted]	[redacted]	43 Forbury Road	Reading			RG1 8BU
Statutory Undertaker	Greater Gabbard Ofto plc	The Chief Executive			350 Euston Road	London			NW1 3AX
Statutory Undertaker	Greater Gabbard Ofto plc	The Chief Executive			EMS	Welken House	Charterhouse Square		EC1M 6EH
Statutory Undertaker	Greater Gabbard Offshore Wind Limited (SSE)		[redacted]	[redacted]	10 Herring Market	Battery Green Road	Lowestoft		NR32 1BY
Statutory Undertaker	Greenpark Energy Transportation Limited	The Company Secretary			7 Down Street	London			W1J 7AJ
Statutory Undertaker	GTC Pipelines Limited	The Company Secretary			Energy House	Woolpit Business Park	Woolpit	Bury St Edmunds	IP30 9UP
Statutory Undertaker	Harwich International Port Limited	The Company Secretary			Tomline House	The Dock	Felixstowe		IP11 3SY
Statutory Undertaker	Haven Power Limited	The Company Secretary			Drax Power Station	Drax	Selby		YO8 8PH
Statutory Undertaker	Health and Social Care Information Centre (Special Health Authority)				1 Trevelyan Square	Boar Lane	Leeds		LS1 6AE
Statutory Undertaker	Health Education England		[redacted]	[redacted]	Department of Health	1st Floor	Blenheim House	Duncombe Street	LS1 4PL
Statutory Undertaker	Health Research Authority				Skipton House	80 London Road	London		SE1 6LH
Statutory Undertaker	Highways England Company Ltd	The Company Secretary			Bridge House	1 Walnut Tree Close	Guildford		GU1 4LZ
Statutory Undertaker	Highways England Historical Rail Estate				Hudson House	Toft Green	York		YO1 6HP
Statutory Undertaker	HS1 Limited	The Company Secretary			5th Floor	Kings Place	90 York Way	London	N1 9AG
Statutory Undertaker	Hudson Energy Supply UK				3/F Elder House	586-592 Elder Gate	Milton Keynes		MK9 1LR
Statutory Undertaker	Hull Trains Company Limited	The Company Secretary			4th Floor	Europa House	184 Ferensway	Hull	HU1 3UT
Statutory Undertaker	Humbly Grove Energy Services Limited	The Company Secretary			One New Ludgate	9th Floor	60 Ludgate Hill	London	EC4M 7AW
Statutory Undertaker	Hutchison 3G UK Limited	The Company Secretary			Star House	20 Grenfell Road	Maidenhead		SL6 1EH
Statutory Undertaker	Independent Pipelines Limited	The Company Secretary			Energy House	Woolpit Business Park	Woolpit	Bury St Edmunds	IP30 9UP
Statutory Undertaker	Independent Metres Limited	The Company Secretary			Energy House	Woolpit Business Park	Woolpit	Bury St Edmunds	IP30 9UP
Statutory Undertaker	Independent Water Limited	The Company Secretary			Energy House	Woolpit Business Park	Woolpit	Bury St Edmunds	IP30 9UP

Statutory Undertaker	Independent Power Networks Limited	The Company Secretary			Energy House	Woolpit Business Park	Woolpit	Bury St Edmunds	IP30 9UP
Statutory Undertaker	Indigo Pipelines Limited	The Company Secretary			Loddon Reach	Reading Road	Arborfield	Reading	RG2 9HU
Statutory Undertaker	Instalcom Limited	The Company Secretary			467 Rayners Lane	Pinner			HA5 5ET
Statutory Undertaker	Interoute Communications Limited	The Company Secretary			Third Floor	Newcastle House	Castle Boulevard	Nottingham	NG7 1FT
Statutory Undertaker	Interoute Networks Limited	The Company Secretary			Third Floor	Newcastle House	Castle Boulevard	Nottingham	NG7 1FT
Statutory Undertaker	Interoute Vtesse Limited	The Company Secretary			C/O: Interoute Communications Limited	25 Canada Square	Canary Wharf	London	E14 5LQ
Statutory Undertaker	IPM Energy Retail Limited	The Company Secretary			No 1 Leeds	26 Whitehall Road	Leeds		LS12 1BE
Statutory Undertaker	Ipswich Port Limited	The Company Secretary			25 Bedford Street	London			WC2E 9ES
Statutory Undertaker	Ipswich Hospital NHS Trust				Ipswich Hospital	Heath Road	Ipswich		IP4 5PD
Statutory Undertaker	KCOM Business				Osprey House	Osprey Road	Exeter		EX2 7WN
Statutory Undertaker	KPN International				4th Floor	Regina House	1 Queen Street	London	EC4N 1SW
Statutory Undertaker	Level 3 Communications Limited	The Company Secretary			7th Floor	10 Fleet Place	London		EC4M 7RB
Statutory Undertaker	LNG Portable Pipeline Services Limited	The Company Secretary			Athena House	Athena Drive	Tachbrook Park	Warwick	CV34 6RL
Statutory Undertaker	LoC02 Energy Supply Limited	The Company Secretary			Unit 8 Peerglow Centre	Marsh Lane	Ware		SG12 9QL
Statutory Undertaker	London and Continental Railways Limited	The Company Secretary			4th Floor	1 Kemble Street	London		WC2B 4AN
Statutory Undertaker	MA Energy Limited	The Company Secretary			Unit 45	Skyline Business Village	Limeharbour	London	E14 9TS
Statutory Undertaker	Mainline Pipelines Limited	The Company Secretary			100 Wood Street	5th Floor	London		EC2V 7EX
Statutory Undertaker	Marine Scotland Compliance				Russell House	King Street	Ayr		KA8 0BE
Statutory Undertaker	Mastdata Limited	The Company Secretary			Trent House	Dunning Street	Tunstall	Stoke On Trent	ST6 5AP
Statutory Undertaker	Magnox Limited	The Company Secretary			Oldbury Technical Centre	Oldbury Technical Centre	Thornbury		BS35 1RQ
Statutory Undertaker	Mobile Broadband Network Limited	The Company Secretary			6th Floor	Thames Tower	Station Road	Reading	RG1 1LX
Statutory Undertaker	National Grid Electricity Transmission plc	The Chief Executive			1-3 Strand	London			WC2N 5EH
	National Grid Ventures				1-3 Strand	London			WC2N 5EH
Statutory Undertaker	National Grid plc	The Chief Executive			1-3 Strand	London			WC2N 5EH
Statutory Undertaker	National Grid Gas plc	The Chief Executive			1-3 Strand	London			WC2N 5EH
Statutory Undertaker	National Institute For Health and Care Excellence				10 Spring Gardens	London			SW1A 2BU

Statutory Undertaker	NATS Limited	The Company Secretary			4000 Parkway	Whiteley	Fareham		PO15 7FL
Statutory Undertaker	Network Rail (High Speed) Limited	The Company Secretary			1 Eversholt Street	London			NW1 2DN
Statutory Undertaker	Network Rail Infrastructure Limited		[redacted]	[redacted]	Kings Place	9 Kings Way	London		N1 9AG
Statutory Undertaker	Network Rail Infrastructure Limited	The Company Secretary			1 Eversholt Street	London			NW1 2DN
Statutory Undertaker	New Orford Town Trust (Orford Port)				Town Hall	Market Hill	Orford	Woodbridge	IP12 2NZ
Statutory Undertaker	NHS Blood and Transplant				500 North Bristol Park	Filton	Bristol		BS34 7QH
Statutory Undertaker	NHS Business Services Authority				Stella House	Goldcrest Way	Newcastle upon Tyne		NE15 8NY
Statutory Undertaker	NHS Commissioning Board Authority				1st Floor	Quarry House	Quarry Hill	Leeds	LS2 7UE
Statutory Undertaker	NHS Digital				1 Trevelyan Square	Boar Lane	Leeds		LS1 6AE
Statutory Undertaker	NHS England				NHS England	PO Box 16738	Redditch		B97 9PT
Statutory Undertaker	NHS England (Improving Quality)				NHS England Sustainable Improvement Team	Wellington House	133-155	Waterloo Road	SE1 8UG
Statutory Undertaker	NHS Litigation Authority				2nd Floor	151 Buckingham Palace Road	London		SW1W 9SZ
Statutory Undertaker	Norfolk and Suffolk NHS Foundation Trust (Mental Health Trust)				Hellesdon Hospital	Drayton High Road	Norwich		NR6 5BE
Statutory Undertaker	Northern Gas Networks Limited	The Company Secretary			1100 Century Way	Thorpe Park Business Park	Colton	Leeds	LS15 8TU
Statutory Undertaker	Npower Limited	The Company Secretary			Windmill Hill Business Park	Whitehall Way	Swindon		SN5 6PB
Statutory Undertaker	Nuclear Decommisioning Authority (NDA)				Herdus House	Westlakes Technolgy and Science Park	Moor Row		CA24 3HU
Statutory Undertaker	Nuclear Decommissioning Authority		[redacted]	[redacted]	Hinton House	Birchwood Park Avenue	Risley	Warrington	WA3 6GR
Statutory Undertaker	O2 UK Limited	The Company Secretary			260 Bath Road	Slough	Berkshire		SL1 4DX
Statutory Undertaker	Opus Energy Limited	The Company Secretary			Drax Power Station	Selby			YO8 8PH
Statutory Undertaker	Orange Personal Communications Services Limited	The Company Secretary			Trident Place	Mosquito Way	Hatfield		AL10 9BW
Statutory Undertaker	Ovo Energy Limited	The Company Secretary			1 Rivergate Temple Quay	Bristol			BS1 6ED
Statutory Undertaker	PHE East of England		[redacted]	[redacted]	West Wing	Victoria House	Capital Park	Fulbourn	CB21 5XA
Statutory Undertaker	Plusnet plc	The Chief Executive			The Balance	2 Pinfold Street	Sheffield		S1 2GU
Statutory Undertaker	Port of Felixstowe (The Felixstowe Dock and Railway Company)				Tomline House	The Dock	Felixstowe		IP11 3SY
Statutory Undertaker	Port of Lowestoft				Port Office	North Quay Terminal	Commercial Road	Lowestoft	NR32 1BA
Statutory Undertaker	Quadrant Pipelines Limited	The Company Secretary			Energy House	Woolpit Business Park	Woolpit	Bury St Edmunds	IP30 9UP
Statutory Undertaker	Rail Safety and Standards Board				The Helicon	1 South Place	London		EC2M 2RB
Statutory Undertaker	Redcentric plc	The Chief Executive			Central House	Beckwith Knowle	Harrogate		HG3 1UG

Statutory Undertaker	Royal Mail Group Limited	The Company Secretary			100 Victoria Embankment	London			EC4Y 0HQ
Statutory Undertaker	RWE Generation UK plc	The Chief Executive			Windmill Hill Business Park	Whitehill Way	Swindon		SN5 6PB
Statutory Undertaker	Scotia Gas Networks Limited	The Company Secretary			St Lawrence House	Station Approach	Horley		RH6 9HJ
Statutory Undertaker	Scotland Gas Networks plc	The Chief Executive			Axis House	5 Lonehead Drive	Newbridge	Edinburgh	EH28 8TG
Statutory Undertaker	Scottish and Southern Energy Power Distribution Limited	The Company Secretary			Inveralmond House	200 Dunkeld Road	Perth		PH1 3AQ
Statutory Undertaker	Scottish Power Limited	The Company Secretary			320 St Vincent Street	Glasgow			G2 5AD
Statutory Undertaker	Scottish Power UK plc	The Chief Executive			320 St Vincent Street	Glasgow			G2 5AD
Statutory Undertaker	SEEBOARD Energy Limited	The Company Secretary			40 Grosvenor Place	London			SW1X 7EN
Statutory Undertaker	Serco Rail Technical Services				RTC Business Park	Derby			DE24 8UP
Statutory Undertaker	Severn Trent plc	The Chief Executive			Severn Trent Centre	2 St John's Street	Coventry		CV1 2LZ
Statutory Undertaker	SKY UK Limited	The Company Secretary			Grant Way	Isleworth			TW7 5QD
Statutory Undertaker	Slaughden Quay				Slaughden Way	Aldeburgh			IP15 5NA
Statutory Undertaker	SmartestEnergy Limited	The Company Secretary			Dashwood House	69 Old Broad Street	London		EC2M 1QS
Statutory Undertaker	Southern Gas Networks plc	The Chief Executive			St Lawrence House	Station Approach	Horely		RH6 9HJ
Statutory Undertaker	Southwold Harbour Masters Office				Ferry Road	Southwold			IP18 6TA
Statutory Undertaker	Southwold Pier				North Parade	Southwold			IP18 6BN
Statutory Undertaker	SP Gas Limited	The Company Secretary			227 West George Street	Glasgow			G2 2ND
Statutory Undertaker	SP Gas Transportation Cockenzie Limited	The Company Secretary			320 St Vincent Street	Glasgow	Scotland		G2 5AD
Statutory Undertaker	SP Gas Transportation Hatfield Limited	The Company Secretary			320 St Vincent Street	Glasgow	Scotland		G2 5AD
Statutory Undertaker	Spectrum Interactive plc	The Chief Executive			Crawley Court	Winchester	Hampshire		SO21 2QA
Statutory Undertaker	SSE Energy Supply Limited	The Company Secretary			NO. 1 Forbury Place	43 Forbury Road	Reading		RG1 3JH
Statutory Undertaker	Suffolk Resilience Forum				Endeavour House	B3 GF	8 Russell Road	Ipswich	IP1 2BX
Statutory Undertaker	Talk Talk Limited	The Company Secretary			88-90 Baker Street	London			W1U 6TQ
Statutory Undertaker	TaTa Communications (UK) Limited	The Company Secretary			Vintners Place	68 Upper Thames Street	London		EC4V 3BJ
Statutory Undertaker	Teletrac Navman (UK) Limited	The Company Secretary			K1 First Floor	Kent Hill Business Park	Milton Keynes		MK7 6BZ
Statutory Undertaker	Telefonica O2 UK Limited	The Company Secretary			260 Bath Road	Slough			SL1 4DX
Statutory Undertaker	The Air Ambulance Service				Blue Skies House	Butlers Leap	Rugby		CV21 3RQ
Statutory Undertaker	The Disabled Persons Transport Advisory Committee				2/17 Great Minster House	33 Horseferry Road	London		SW1P 4DR

Statutory Undertaker	The Environment Agency (West Thames)		[redacted]	[redacted]	Red Kite House	Howbery Business Park	Wallingford		OX10 8BD
Statutory Undertaker	The Health Protection Agency				151 Buckingham Palace Road	London			SW1W 9SZ
Statutory Undertaker	The Homes and Communities Agency				Arpley House	110 Birchwood Boulevard	Birchwood	Warrington	WA3 7QH
Statutory Undertaker	The Office of Gas and Electricity Markets (OFGEM)				Ofgem - London	10 South Colonnade	Canary Wharf	London	E14 4PU
Statutory Undertaker	The Office of Rail and Road Regulation				One Kemble Street	London			WC2B 4AN
Statutory Undertaker	The Secretary of State for Business, Innovation and Skills				1 Victoria Street	London			SW1H 0ET
Statutory Undertaker	Tide Mill Yacht Harbour Limited	The Company Secretary			Tidemill Way	Woodbridge			IP12 1BP
Statutory Undertaker	Total Gas & Power Limited	The Company Secretary			13th Floor	10 Upper Bank Street	Canary Wharf	London	E14 5BF
Statutory Undertaker	Trafficmaster Limited	The Company Secretary			Martell House	University Way	Cranfield		MK43 0TR
Statutory Undertaker	Transport Focus				Fleetbank House	2-6 Salisbury Square	London		EC4Y 8JX
Statutory Undertaker	Transport for London (Transport Trading Limited)	The Company Secretary			55 Broadway	London			SW1H 0BD
Statutory Undertaker	UK Healthcare Corporation Limited (D-ENERGI)	The Company Secretary			D-ENERGi Business Complex	Madison Place	Central Park	Northampton Road	M40 5AG
Statutory Undertaker	UK Power Networks				Newington House	237 Southwark Bridge Road	London		SE1 6NP
Statutory Undertaker	UK Power Networks (IDNO) Limited	The Company Secretary			Newington House	237 Southwark Bridge Road	London		SE1 6NP
Statutory Undertaker	UK Power Networks (Operations) Limited	The Company Secretary			Newington House	237 Southwark Bridge Road	London		SE1 6NP
Statutory Undertaker	Union railways (North) Limited	The Company Secretary			5th Floor	Kings Place	90 York Way	London	N1 9AG
Statutory Undertaker	Utility Assets Limited	The Company Secretary			53 High Street	Cheveley	Newmarket		CB8 9DQ
Statutory Undertaker	Utility Grid Installations Limited	The Company Secretary			Energy House	Woolpit Business Park	Woolpit	Bury St Edmunds	IP30 9UP
Statutory Undertaker	Verizon Connect UK Limited	The Company Secretary			Reading Int Business Park	Basingstoke Road	Reading		RG2 6DA
Statutory Undertaker	Virgin Media Limited	The Company Secretary			Media House	Bartley Wood Business Park	Hook		RG27 9UP
Statutory Undertaker	Virgin Mobile Telecoms Limited	The Company Secretary			Media House	Bartley Wood Business Park	Hook		RG27 9UP
Statutory Undertaker	Vodafone Limited	The Company Secretary			Vodafone House	The Connection	Newbury		RG14 2FN
Statutory Undertaker	VolkerRail Limited	The Company Secretary			Hertford Road	Hoddeson			EN11 9BX
Statutory Undertaker	Wales and West Utilities Limited	The Company Secretary			Wales & West House	Spooner Close	Celtic Springs	Coedkernew	NP10 8FZ
Statutory Undertaker	Water Services Regulation Authority (OFWAT)				Centre City Tower	7 Hill Street	Birmingham		B5 4UA
Statutory Undertaker	West Coast Railway Company Limited	The Company Secretary			Jesson Way	Crag Bank	Carnforth		LA5 9UR

Statutory Undertaker	West Suffolk NHS Foundation Trust				West Suffolk Hospital	Hardwick Lane	Bury St Edmunds		IP33 2QZ
Statutory Undertaker	Western Power Distribution, Midlands				Avonbank	Feeder Road	Bristol		BS2 0TB
Statutory Undertaker	WINGAS Storage UK Limited	The Company Secretary			20 Triton Street	London			NW1 3BF
Statutory Undertaker	Zayo Group UK Limited	The Company Secretary			C/O: JSM Group Ltd	100 New Bridge Street	London		EC4V 6JA
Interest Party	Department of Housing, Planning and Local Government				2 Marsham St	Westminster	London		SW1P 4DF
Interest Party	White Arch Residential Park				Main Road	Benhall	Saxmundham		IP17 1NA
Interest Party	Ward Farming Limited	The Company Secretary			Theberton Hall Farm	Theberton	Leiston		IP16 4SE
Interest Party	The Woodland Trust				Kempton Way	Grantham			NG31 6LL
Interest Party	The Suffolk Coast Limited	The Company Secretary			Sapphire House	Knightsdale Road	Ipswich		IP1 4JJ
Interest Party	Swedish NGO Office for Nuclear Waste Review		[redacted]	[redacted]	28 Goteborg				SE-413
Interest Party	Swedish Environmental Protection Agency				Naturvårdsverket	48	Stockholm		SE-106
Interest Party	Suffolk Wildlife Trust				Brooke House	Ashbocking	Ipswich		IP6 9JY
Interest Party	The Suffolk Safeguarding Partneship				Endeavour House	8 Russell Road	Ipswich		IP1 2BX
Interest Party	Suffolk Preservation Society				Little Hall	Market Place	Lavenham	Sudbury	CO10 9QZ
Interest Party	Suffolk New College				Rope Walk		Ipswich		IP4 1LT
Interest Party	Suffolk Local Access Forum				Suffolk County Council	Phoenix House	3 Goddard Road	Ipswich	IP1 5NP
Interest Party	Suffolk Coast Acting for Resilience				Hall Farmhouse	Beccles			NR34 7LW
Interest Party	Suffolk Chamber of Commerce				Felaw Maltings	South Kiln	4 Felaw Street	Ipswich	IP2 8SQ
Interest Party	Theberton and Eastbridge Action Group				Old Store	Eastbridge	Leiston		IP16 4SJ
Interest Party	Stichting Greeneace Netherlands				NDSM-Plein 32	1033 WB	Amsterdam		
Interest Party	Steel Sculptures Limited	The Company Secretary			Ambleside	Leiston Road	Middleton	Saxmundham	IP17 3NT
Interest Party	St Peter's Church. Theberton				B1112	Theberton			IP16 4SA
Interest Party	Southworld and Reydon Society				23 Station Road	Southwold			IP18 6AX
Interest Party	Savills UK Limited	The Company Secretary			Stuart House	St John's Street	Peterborough		PE1 5DD
Interest Party	Royal Society for the Protection of Birds				The Lodge	Potton Road	Sandy		SG19 2DL
Interest Party	Nuclear Decommissioning Authority				10 Victoria Street	Westminster		London	SW1G 0NN
Interest Party	Magnox Limited	The Company Secretary			Oldbury Techical Centre	Oldbury Naite	Thornbury		BS35 1RQ
Interest Party	Wissett Parish Council		[redacted]	[redacted]	10 The Street	Wissett	Halesworth		IP19 0JE

Interest Party	Heveningham Hall Estate				15 Regent Street			London	SW1Y 4LR
Interest Party	NHS Norfolk and Waveney CCG				Kings Court	Chapel Street	Kings Lynn		PE30 1EL
Interest Party	NFU				Agriculture House	Stoneleigh Park	Stoneleigh		CV8 2TZ
Interest Party	N J Bacon Farms				Theberton Hall Farm	Theberton	Suffolk Costal		IP16 4SE
Interest Party	Ministry of Infrastructure and Water Management				Rijnstraat 8	2515 XP	The Hague	Netherlands	
Interest Party	Ministry of Energy Transition, Agriculture, Environment, Nature and Digitalisation				Dusternbrooker Weg 104	4100 Kiel			
Interest Party	Ministry of Defence				Whitehall	Westminster		London	SW1A 2HB
Interest Party	Leiston Labour Party		[redacted]		4 Lime Tree Avenue	Leiston			IP16 4EH
Interest Party	East of England Ambulance Service NHS				Whiting Way	Melbourn			SG8 6EN
Interest Party	Kier Construction				12 Mason Road	Norwich			NR6 6RF
Interest Party	Laxfield Parish Council		[redacted]		Hill Farm Barn	Badingham			IP13 8JL
Interest Party	Ipswich and East Suffolk CCG				Endeavour House	8 Russell Road	Ipswich		IP1 2BX
Interest Party	West Suffolk CCG				Wset Suffolk House	Western Way	Bury St Edmunds		IP33 3YU
Interest Party	High House Fruit Farm				High House Fruit Farm	Sudbourne	Woodbridge		IP12 2BL
Interest Party	Clarke and Simpson				Well Close Square	Framlingham	Woodbridge		IP13 9DU
Interest Party	Fish Guidance Systems Limited	The Company Secretary			14 Matrix Business Park	Talbot Road	Fareham		PO15 5AP
Interest Party	East Suffolk Liberal Democrats				Tree Cottage	Mill Green	Parham	Woodbridge	IP13 9NH
Interest Party	Danish Emergency Management Agency				Hedelykken 10	Hedehusene	Zealand		2640 DK
Interest Party	Corton Parish Council		[redacted]	[redacted]	Bluebells	4 Station Road	Corton	Lowestoft	NR32 5HF
Interest Party	Coddenham Parish Council		[redacted]	[redacted]	24 Church Crescent	Sproughton	Ipswich		IP8 3BJ
Interest Party	Country Land & Business Association				16 Belgrave Squre	Belgravia	London		SW1X 8PQ
Interest Party	Cakes and Ale Holiday Park				Abbey Lane	Theberton	Leiston		IP16 4TE
Interest Party	Bungay Town Council	The Chief Executive			Broads House	1a Broad Stareet	Bungay		NR35 1EE
Interest Party	Britten Pears Arts				Snape Maltings Concert Hall	Snape			IP17 1SP
Interest Party	B Chocolates Suffolk Limited	The Company Secretary			The Old Woodshed	High House Farm Road	Woodbridge		IP12 2BL
Parish Council	Blyford and Sotherton Parish Council	The Chief Executive		Street Farm	Rumburgh	Halesworth			IP19 0JX
Parish Council	Holton Parish Council	The Chief Executive			2 Milldown	Holton	Halesworth		IP19 8PE
Parish Council	Reydon Parish Council	The Chief Executive			5 Mill Lane	Wrentham			NR34 7JQ
Parish Council	Wangford Parish Council	The Chief Executive			5 Mill Lane	Wrentham			NR34 7JQ
Parish Council	Great Barton Parish Council	The Chief Executive			6 Garden Close	Great Barton	Bury St Edmunds		IP31 2SY
Parish Council	Thurston Parish Council	The Chief Executive			Parish Council Office	New Green Centre	Thurston		IP31 3TG
Parish Council	Great Livermere Parish Council	The Chief Executive			Red House	Back Hills	Botesdale	Diss	IP22 1DW

Parish Council	Norton Parish Council	The Chief Executive			Willowbrook Cottage	Ashfield Road	Norton	Bury St Edmunds	IP31 3NN
Parish Council	Ixworth & Ixworth Thorpe Parish Council	The Chief Executive			13 Benet Close	Thetford			IP24 2UA
Parish Council	Pakenham Parish Council	The Chief Executive			Chapel House	Elmswell Road	Great Ashfield	Bury St Edmunds	IP31 3HH
Parish Council	Stowlandtoft Parish Council	The Chief Executive			1 Mill Cottages	Thurston Road	Pakenham		IP31 2NF
Local Authority	Braintree District				Causeway House	Bocking End	Braintree		CM7 9HB
Local Authority	South Cambridgeshire District				South Cambridgeshire Hall	Cambourne Business Park	Cambourne		CB3 6EA
Local Authority	East Cambridgeshire District				The Grange	Nutholt Lane	Ely		CB7 4EE
Local Authority	Breckland District				Elizabeth House	Walpole Lake	Dereham		NR19 1EE
Local Authority	Kings Lynne and West Norfolk District				Kings Court	Chapel Street	King's Lynn		PE30 1EX
Prescribed Consultee	West Suffolk Drainage Board				16 Flemington Close	Mildenhall	Bury St Edmunds		IP28 7FB
Prescribed Consultee	NHS North East Essex CCG				Aspen House	Stephenson Road	Severalls Business Park	Colchester	CO4 9QR
Prescribed Consultee	NHS Mid Essex CCG				Wren House	Hedgerows Business Park	Colchester Road	Chelmsford	CM2 5PF
Prescribed Consultee	NHS Cambridgeshire and Peterborough CCG				Lockton House	Clarendon Road	Cambridge		CB2 8FH
Prescribed Consultee	NHS West Essex CCG				Building 4	Spencer Close	St Margaret's Hospital	The Plain	CM16 6TN
Prescribed Consultee	South Norfolk Council	The Chief Executive			South Norfolk House	Cygnet Court	Long Stratton	Norwich	NR15 2XE
Prescribed Consultee	Great Yarmouth Borough Council	The Chief Executive		Town Hall	Hall Plain	Great Yarmouth			NR30 2QF
Prescribed Consultee	West Suffolk District Council	The Chief Executive				West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Prescribed Consultee	Cambridgeshire County Council	The Chief Executive			Shire Hall	Castle Street	Cambridge		CB3 0AP
Non-Prescribed Consultee	A.J. Kernahan Developments Limited	The Company Secretary			Fox Burrow House	Saddlemakers Lane	Melton	Woodbridge	IP12 1NA
Non-Prescribed Consultee	Age UK Suffolk		[redacted]	[redacted]	14 Hillview Business Park	Old Ipswich Road	Claydon	Ipswich	IP6 0AJ
Non-Prescribed Consultee	Alde and Ore Association		[redacted]	[redacted]	19 Lee Road	Aldeburgh			IP15 5HG
Non-Prescribed Consultee	Alde and Ore Estuary Partnership		[redacted]	[redacted]	26 Lakeside Avenue	Thorpeness			IP16 4NH
Non-Prescribed Consultee	Alde and Ore Estuary Trust		[redacted]	[redacted]	26 Lakeside Avenue	Thorpeness			IP16 4NH
Non-Prescribed Consultee	Alde Valley Academy		[redacted]	[redacted]		Seaward Avenue	Leiston		IP16 4BG
Non-Prescribed Consultee	Aldeburgh Fishermen's Association		[redacted]	[redacted]		Aldeburgh			IP15 5HF
Non-Prescribed Consultee	Aldeburgh Fresh Fish Company				Marsh End Bungalow	Rattala Corner	Theberton	Leiston	IP16 4SD
Non-Prescribed Consultee	Archant East Anglia		[redacted]	[redacted]y		Prospect House	Rouen Road	Norwich	NR1 1RE
Non-Prescribed Consultee	Avenues East		[redacted]l	[redacted]		Acorn Business Centre	Paper Mill Lane	Bramford	IP8 4BZ
Non-Prescribed Consultee	Babcock International		[redacted]	[redacted]tt	33 Wignall Street	London			W1U 1QX
Non-Prescribed Consultee	Babcock International		[redacted]	[redacted]	Suite H	Dencora Business Centre	36 Whitehouse Road	Ipswich	IP1 5NX
Non-Prescribed Consultee	Barretts of Woodbridge Limited	The Company Secretary			40 Thoroughfare	Woodbridge			IP12 1AL
Non-Prescribed Consultee	BCT Consortium		[redacted]	[redacted]	Room J22	Colchester Institute	Sheepen Road	Colchester	CO3 3LL
Non-Prescribed Consultee	Beach View Holiday Park				Suffolk Coast & Heaths AONB	Sizewell Common	Sizewell	Leiston	IP16 4TU

Non-Prescribed Consultee	Benjamin Britten High School		[redacted]	[redacted]		Blyford Road	Lowestoft		NR32 4PZ
Non-Prescribed Consultee	Breckland Astronomical Society				5 Watton Road	Great Ellingham	Attkeborough		NR17 1HZ
Non-Prescribed Consultee	Brighton College				Eastern Road	Brighton			BN2 0AL
Non-Prescribed Consultee	BT Adastral Park		[redacted]	[redacted]		Martlesham Heath	Ipswich		IP5 3RE
Non-Prescribed Consultee	Bungay High School (North Suffolk Skills Centre)		[redacted]	[redacted]		Queen's Road	Bungay		NR35 1RW
Non-Prescribed Consultee	Cakes and Ale Limited		[redacted]	[redacted]	Abbey Lane	Theberton			IP16 4TE
Non-Prescribed Consultee	CBI East of England		[redacted]	[redacted]e		7 Kings Court	Willie Snaith Road	Newmarket	CB8 7SG
Non-Prescribed Consultee	CEFAS		[redacted]	[redacted]		Pakefield Road	Lowestoft		NR33 0HT
Non-Prescribed Consultee	CEMEX UK Operations Limited	The Company Secretary				CEMEX House	Evreux Way	Rugby	CV21 2DT
Non-Prescribed Consultee	Chartered Institution of Water and Environmental Management (CIWEM)				106-109 Saffron Hill	London			EC1N 8QS
Non-Prescribed Consultee	Chiltern Associates Chartered Surveyors				24 Garden Square	Rendlesham	Woodbridge		IP12 2GW
Non-Prescribed Consultee	Church Barn Consulting Limited	The Company Secretary			Cardinal House	46 St Nicholas Street	Ipswich		IP1 1TT
Non-Prescribed Consultee	CICO Chimneys				Lawrence House	5 St Andrews Hill	Norwich		NR2 1AD
Non-Prescribed Consultee	CITB Construction Skills		[redacted]	[redacted]		The Birches	National Construction Co	Bircham Newton	PE31 6RH
Non-Prescribed Consultee	CITB Construction Skills		[redacted]	[redacted]		Unit 1 & 2	674 Melton Road	Thurmaston	LE4 8BB
Non-Prescribed Consultee	Citizens Advice Mid Suffolk				5 Milton Road	Stowmarket			IP14 1EZ
Non-Prescribed Consultee	Civil Aviation Authority				Aviation House	Beehive Ring Road	Crawley		RH6 0YR
Non-Prescribed Consultee	Civil Nuclear Constabulary				Building F6	Culham Science Centre	Abingdon		OX14 3DB
Non-Prescribed Consultee	Coastal Accessible Transport Service Limited	The Company Secretary			Suite 2	Colonial House	Leiston		IP16 4JD
Non-Prescribed Consultee	Communities against Nuclear Expansion		[redacted]	[redacted]	Wood Farm	Westward Ho	Leiston		IP16 4HT
Non-Prescribed Consultee	Action with Communities in Rural England, Suffolk (ACRE)			Brightspace	160 Hadleigh Road	Ipswich			IP2 0HH
Non-Prescribed Consultee	Community Action Suffolk (ACRE)		[redacted]	[redacted]	Brightspace	160 Hadleigh Road	Ipswich		IP2 0HH
Non-Prescribed Consultee	Cruising Association					CA House	1 Northey Street	Limehouse Basin	E14 8BT
Non-Prescribed Consultee	CTC, The Uk's National Cyclists' Organisation		[redacted]	[redacted]	136 Dell Road	Oulton Broad	Lowestoft		NR33 9NT
Non-Prescribed Consultee	Cycling UK				Parklands	Railton Road	Guildford		GU2 9JX
Non-Prescribed Consultee	D M PIPE		[redacted]	[redacted]	The Cottage	St James South	Elmham	Halesworth	IP19 0HL
Non-Prescribed Consultee	Darsham and Surrounding Hamlets Astronomical Society (DASH)		[redacted]	[redacted]	Westleton Village Hall	The Street	Westleton	Saxmundham	IP17 3AD
Non-Prescribed Consultee	Darsham Nurseries				Main Road	Darsham	Saxmundham		IP17 3PW
Non-Prescribed Consultee	Diocese of St Edmundsbury and Ipswich				Diocesan Office	St Nicholas Centre	4 Cutler Street	Ipswich	IP1 1UQ

Non-Prescribed Consultee	Drain Center, Wolseley Group				Unit 7 Central Trading Estate	Cole Avenue	Gloucester		GL2 5HA
Non-Prescribed Consultee	East Anglia One Offshore Wind				3rd Floor	1 Tudor Street	London		EC4Y 0AH
Non-Prescribed Consultee	East Anglia Two Limited	The Company Secretary			4th Floor	2 Tudor Street	London		EC4Y 0AH
Non-Prescribed Consultee	East of England Co-operative Society		[redacted]	[redacted]	Wherstead Park	The Street	Wherstead	Ipswich	IP9 2BJ
Non-Prescribed Consultee	East Point Academy		[redacted]	[redacted]	East Point Academy	Kirkley Run	Lowestoft		NR33 0UQ
Non-Prescribed Consultee	Suffolk Sight				Suffolk Sight	19 Tower Street	Ipswich		IP1 3BE
Non-Prescribed Consultee	East Suffolk Travel Association		[redacted]	[redacted]	15 Clapham Road	Lowestoft			NR32 1RQ
Non-Prescribed Consultee	Eastern Inshore Fisheries and Conservation Authority				Unit 6, North Lynn Business Village	Bergen Way	King's Lynn		PE30 2JG
Non-Prescribed Consultee	City College Norwich		C[redacted]d		Ipswich Road	Norwich			NR2 2LJ
Non-Prescribed Consultee	EBC		[redacted]		The Warren	Easton Bavents	Southwold		IP18 6SW
Non-Prescribed Consultee	EEEGR		[redacted]		Unit 4 Ground Floor	Wellington Park	Excalibur Road	Beacon Business Park	NR31 7BB
Non-Prescribed Consultee	English Heritage		[redacted]		First Floor	Cavendish House	233-235 High Street	Guildford	GU1 3BJ
Non-Prescribed Consultee	Enterprise Lowestoft		[redacted]	[redacted]son	The Moorings	Romany Road	Oulton Broad	Lowestoft	NR32 3PJ
Non-Prescribed Consultee	F.L.Readhead & Co.				House Farm	Leiston			IP16 4TW
Non-Prescribed Consultee	Farlingaye High School		[redacted]	[redacted]		Ransom Road	Woodbridge		IP12 4JX
Non-Prescribed Consultee	Felixstowe Academy		[redacted]	[redacted]		High Street	Felixstowe		IP11 9QR
Non-Prescribed Consultee	Food Standards Agency				Floors 6 and 7	70 Pretty France	London		SW1H 9EX
Non-Prescribed Consultee	West Suffolk Council		[redacted]	[redacted]		College Heath Road	Mildenhall		IP28 7EY
Non-Prescribed Consultee	West Suffolk Council	The Chief Executive				63 The Guineas	Newmarket		CB8 8HT
Non-Prescribed Consultee	Forestry Commission		[redacted]	[redacted]	Forest Services	East & East Midlands	Santon Downham	Brandon	IP27 0TJ
Non-Prescribed Consultee	Framlingham Business Association		[redacted]	[redacted]s		c/o Charnwood Milling Co Ltd	Saxtead Road	Framlingham	IP13 9PT
Non-Prescribed Consultee	Friends of the Earth					The Printworks	139 Clapham Road	London	SW9 0HP
Non-Prescribed Consultee	South East Essex Friends of the Earth				The Printworks	139 Clapham Road	London		SW9 0HP
Non-Prescribed Consultee	Good Food Growers				Reckford Farm	Middleton	Saxmundham		IP17 3NS
Non-Prescribed Consultee	Great Glemham Farms		[redacted]		Glemham House	Great Glemham	Saxmundham		IP17 1LP
Non-Prescribed Consultee	Greater Anglia Railways				Greater Anglia Contact Centre	Norwich Railway Station	Station Approach	Norwich	NR1 1EF
Non-Prescribed Consultee	Greener Fram (Transition Group)				East Green	Saxmundham			IP17 2PH
Non-Prescribed Consultee	Greenpeace					Environmental Trust	Canonbury Villas	London	N1 2PN
Non-Prescribed Consultee	Hanson UK (Ipswich)					Sproughton Road		Ipswich	IP1 5AN
Non-Prescribed Consultee	Harwich Haven Authority				Navigation House	Angel Gate		Harwich	CO12 3EJ
Non-Prescribed Consultee	Haven Gateway Partnership		[redacted]	[redacted]	1 The Green House	Parkside Office Village	Nesfield Road	Wivenhoe Park	CO4 3ZL
Non-Prescribed Consultee	Inshore Fisheries and Conservation Authority		P[redacted]	[redacted]	6 North Lynn Business Village	Bergen Way	King's Lynn		PE30 2JG
Non-Prescribed Consultee	Institution of Civil Engineers					One Great George Street	Westminster	London	SW1P 3AA
Non-Prescribed Consultee	Ipswich and Suffolk Council for Racial Equality		[redacted]	[redacted]		46A St. Matthew's Street	Ipswich		IP1 3EP
Non-Prescribed Consultee	IRS Recruitment		[redacted]		31 New Market	Beccles			NR34 9HE
Non-Prescribed Consultee	Job Centre Plus		Paul	Gisbey	St Felix House	Silent Street	Ipswich		IP1 1TF

Non-Prescribed Consultee	Kesgrave High School		[redacted]	[redacted]		Main Road	Kesgrave	Ipswich	IP5 2PB
Non-Prescribed Consultee	L.F.Geater & Sons Limited		[redacted]	[redacted]er	West End Nurseries	24 Westward Ho	Leiston		IP16 4HX
Non-Prescribed Consultee	Lafarge Tarmac				Cliff Road Dock Estate	Cliff Road	Ipswich		IP3 0BS
Non-Prescribed Consultee	LEAP Centre		[redacted]	[redacted]		University of Suffolk	Waterfront Building	Neptune Quay	IP4 1QJ
Non-Prescribed Consultee	Leiston and District Labour Party		[redacted]	[redacted]	Mill Walk House	School Hill	Blaxhall	Woodbridge	IP12 2HN
Non-Prescribed Consultee	Leiston and Saxmundham District Citizens Advice Bureau		[redacted]	[redacted]		14 Colonial House	Station Road	Leiston	IP16 4JD
Non-Prescribed Consultee	Coastal Accessible Transport Service Ltd (Cats), Leiston	The Company Secretary		Leiston Coastal Accessible Transport Services	Suite 2 Colonial House	Station Road	Leiston		IP16 4JD
Non-Prescribed Consultee	Leiston Long Shop Museum		[redacted]	[redacted]		15 Main Street	Leiston		IP16 4ES
Non-Prescribed Consultee	Leiston Surgery		[redacted]	[redacted]	The Surgery	Main Street	Leiston		IP16 4ES
Non-Prescribed Consultee	Leiston Surgery PPG		L[redacted]	[redacted]	The Surgery	Main Street	Leiston		IP16 4ES
Non-Prescribed Consultee	Leiston United Church				45A High Street	Leiston			IP16 4EL
Non-Prescribed Consultee	LFP		[redacted]	[redacted]	Homleigh	The Street	Pettistree		IP13 0HU
Non-Prescribed Consultee	Limitbrook Limited		[redacted]	[redacted]	K Shah & Co	Buckingham House East	The Broadway	Stanmore	HA7 4EB
Non-Prescribed Consultee	Lowestoft and Yarmouth Regional Astronomers (LYRA)		[redacted]	[redacted]	The Coach House Room	Parkhill Hotel	Parkhill	Lowestoft	NR32 5DQ
Non-Prescribed Consultee	East Coast College		[redacted]	[redacted]	Lowestoft College	St Peters Street	Lowestoft		NR32 2NB
Non-Prescribed Consultee	Marine Conservation Society					Over Ross House	Ross Park	Ross-on-Wye	HR9 7US
Non-Prescribed Consultee	Melton Womens Institute		[redacted]	[redacted]	Burness Parish Rooms	38 The Street	Melton		IP12 1PW
Non-Prescribed Consultee	Mid Suffolk Bridleways Association		[redacted]	[redacted]	St. Edmund's Farm	Brundish	Woodbridge		IP13 8BL
Non-Prescribed Consultee	Mill Hill Farm Caravan and Campsite				Wesleton Road	Saxmundham			IP17 3BS
Non-Prescribed Consultee	Miller Clear Architects				Miller Clear Architects LLP	Mintworks	Kendal	Cumbria	LA9 4HE
Non-Prescribed Consultee	Ministry of Defence				Whitehall	London			SW1A 2HB
Non-Prescribed Consultee	Minsmere Levels Stakeholder Group		[redacted]		1 The Old Store Gardens	Cemetery Road	Eastbridge	Leiston	IP16 4SJ
Non-Prescribed Consultee	Mollett's Partnership		[redacted]	[redacted]	Mollet's Farm	Main Road	Benhall	Saxmundham	IP17 1JY
Non-Prescribed Consultee	NAAME - New Anglia Advanced Manufacturing & Engineering		[redacted]	[redacted]	New Anglia Local Enterprise Partnership	The Walpole Suite		Ketteringham Hall	NR18 9RS
Non-Prescribed Consultee	NAAME - New Anglia Advanced Manufacturing & Engineering		Pa[redacted]s		Hethel Engineering Centre	Chapman Way	Hethel	Norwich	NR14 8FB
Non-Prescribed Consultee	National Farmers' Union					Agriculture House	Stoneleigh Park	Stoneleigh	CV8 2TZ
Non-Prescribed Consultee	National Skills Academy for Nuclear		[redacted]	[redacted]		The Base	Dallam Lane	Warrington	WA2 7NG
Non-Prescribed Consultee	National Trust				Heelis	Kemble Drive	Swindon		SN2 2NA
Non-Prescribed Consultee	National Trust		[redacted]	[redacted]n	Tranmer House	Sutton Hoo	Woodbridge		IP12 3DJ
Non-Prescribed Consultee	National Trust		[redacted]	[redacted]r	Dunwich Heath	Saxmundham			IP17 3DJ
Non-Prescribed Consultee	New Anglia LEP		[redacted]	[redacted]	Centrum	Norwich Business Park	Colney Lane	Norwich	NR4 7UG
Non-Prescribed Consultee	New Anglia LEP		[redacted]	[redacted]	Centrum	Norwich Business Park	Colney Lane	Norwich	NR4 7UG

Non-Prescribed Consultee	New Anglia LEP Green Economy Pathfinder Board		[redacted]	[redacted]	The Walpole Suite	Ketteringham Hall	Wymondham		NR18 9RS
Non-Prescribed Consultee	Norfolk Chamber of Commerce		[redacted]	[redacted]	Norwich Business Park	9 Whiting Road	Norwich		NR4 6DJ
Non-Prescribed Consultee	Nuclear Industry Association				5th Floor	Tower House	10 Southampton Street	London	WC2E 7HA
Non-Prescribed Consultee	Nuclear Legacy Advisory Forum (NuLeAF)					c/o Suffolk County Council	Endeavour House	8 Russell Road	IP1 2BX
Non-Prescribed Consultee	NuLEAF		[redacted]	[redacted]s	Endeavour House	8 Russell Road	Ipswich		IP1 2BX
Non-Prescribed Consultee	Office for Nuclear Development (DECC)		[redacted]	[redacted]	Dept of Energy and Climate Change	Dept for Business, Energy and Infrastructure		1 Victoria Street	SW1H 0ET
Non-Prescribed Consultee	ONR Civil Nuclear Security and Safeguards		[redacted]	[redacted]	CNNS	Office for Nuclear Regulation	Redgrave Court	Merton Road	L20 7HS
Non-Prescribed Consultee	Orbis Energy / NSEA		[redacted]	[redacted]		Orbis Energy Centre	Wilde Street	Lowestoft	NR32 1XH
Non-Prescribed Consultee	Orford and District Inshore Fishermen's Association		[redacted]	[redacted]	Aspen House	Mallet's Lane	Orford		IP12 2NA
Non-Prescribed Consultee	Ormiston Denes Academy		[redacted]	[redacted]l		Yarmouth Road	Lowestoft		NR32 4AH
Non-Prescribed Consultee	Orwell Astronomical Society (Ipswich)		D[redacted]	[redacted]	Church Road	Nacton	Ipswich		IP10 0EP
Non-Prescribed Consultee	Orwell Park Estates				Camilla Court	Nacton	Ipswich		IP10 0EU
Non-Prescribed Consultee	Optua		[redacted]	[redacted]	1 Old Ipswich Road	Claydon	Ipswich		IP6 0AJ
Non-Prescribed Consultee	Pakefield High School		[redacted]	[redacted]	Pakefield High School	London Road	Pakefield	Lowestoft	NR33 7AQ
Non-Prescribed Consultee	Parish Councillor at Kelsale		[redacted]	[redacted]	Home Port	Main Road	Carlton	Saxmundham	IP17 2QL
Non-Prescribed Consultee	Transport Focus				7th Floor	Piccadilly Gate	Store Street	Manchester	M1 2WS
Non-Prescribed Consultee	Piper Transport Services				Unit 16	Tomo Buisness Park	Tomo Industrial Estate	Stowmarket	IP14 5AY
Non-Prescribed Consultee	Pro Corda Trust		[redacted]	[redacted]	Leiston Abbey	Theberton	Leiston		IP16 4TD
Non-Prescribed Consultee	Radiation Free Lakeland		[redacted]	[redacted]	8 Chelsea Court	Milnthorpe			LA7 7DJ
Non-Prescribed Consultee	Railfuture, East Anglian Branch		[redacted]	[redacted]	7 Hollymount	Cambridge			CB1 1QD
Non-Prescribed Consultee	Ramblers Association - Suffolk Area - Alde Valley Group		[redacted]	[redacted]	41 Fawcett Road	Aldeburgh			IP15 5HQ
Non-Prescribed Consultee	Richard Perkins & Associates		[redacted]	[redacted]	The Barn	2 Gunton Church Lane	Lowestoft		NR32 4LE
Non-Prescribed Consultee	Right to Ride Network		J[redacted]	[redacted]	136 Dell Road	Oulton Broad	Lowestoft		NR33 9NT
Non-Prescribed Consultee	Robert Wynn & Sons				Shaftesbury House	High Street	Eccleshall		ST21 6BZ
Non-Prescribed Consultee	Royal National Lifeboat Institution					West Quay Road	Poole		BH15 1HZ
Non-Prescribed Consultee	Royal Yachting Association					RYA House	Ensign Way	Hamble-le-Rice	SO31 4YA
Non-Prescribed Consultee	RSPB Minsmere Nature Reserve		[redacted]	[redacted]		Sheepwash Lane	Westleton	Saxmundham	IP17 3BY
Non-Prescribed Consultee	RSPB Minsmere Nature Reserve		[redacted]	[redacted]	2 Hill Cottages	Aldeburgh Road	Aldringham	Leiston	IP16 4PX
Non-Prescribed Consultee	RSPB Minsmere Nature Reserve		[redacted]	[redacted]	Hazelwood	Yarmouth Road	North Walsham		NR28 9NA
Non-Prescribed Consultee	RSPB Minsmere Nature Reserve		[redacted]	[redacted]	12 Ashfield Road	Elmswell			IP30 9HG

Non-Prescribed Consultee	RSPB Minsmere Nature Reserve		[redacted]		2 Heaton Court	Huddersfield			HD5 0LD
Non-Prescribed Consultee	RSPB				The Lodge	Potton Road	Sandy		S619 2DL
Non-Prescribed Consultee	Sharp Contract & Surveying Limited	The Company Secretary			Easton Road	22 Beach Road	Lowestoft		NR32 1EA
Non-Prescribed Consultee	Sir John Leman High School		[redacted]	[redacted]		Ringsfield Road	Beccles		NR34 9PG
Non-Prescribed Consultee	Sizewell B		[redacted]	[redacted]	EDF Energy	Sizewell B Power Station	NR Leiston		IP16 4UR
Non-Prescribed Consultee	Sizewell Tea				Suffolk Coast & Heaths	Sizewell Gap	Leiston		IP16 4UH
Non-Prescribed Consultee	Sizewell Hall Limited		[redacted]	[redacted]	Christian Conference Centre	Sizewell	Leiston		IP16 4TX
Non-Prescribed Consultee	Sizewell Parishes Liaisons Group		[redacted]	[redacted]	10 Minsmere Rise	Middleton			IP17 3PA
Non-Prescribed Consultee	Sizewell Residents Association		[redacted]	[redacted]an	Gap House	Sizewell	Leiston		IP16 4UH
Non-Prescribed Consultee	Sizewell Shoreline Management Group		[redacted]	[redacted]	[redacted] Secretariat	ERO	EDFE Barnett Way	Barnwood	GL4 3RS
Non-Prescribed Consultee	Southwold and Reydon Society		[redacted]	[redacted]	Rowan Croft	Rissemere Lane East	Reydon	Southwold	IP18 6SW
Non-Prescribed Consultee	St Peters Church		[redacted]	[redacted]	St Peters Church	Theberton	Leiston		IP16 4RX
Non-Prescribed Consultee	Leiston, Saxmundham & District Citizens Advice Bureau		[redacted]	[redacted]	14 Colonial House	Station Road	Leiston		IP16 4JD
Non-Prescribed Consultee	Suffolk Agricultural Association		[redacted]	[redacted]		Trinity Park	Felixstowe Road	Ipswich	IP3 8UH
Non-Prescribed Consultee	Suffolk Association of Voluntary Organisations					Dickson House	43a Woodbridge Road East	Ipswich	IP4 5QN
Non-Prescribed Consultee	Suffolk Chamber of Commerce		[redacted]	[redacted]	South Kiln	Felaw Maltings	44 Felaw Street	Ipswich	IP2 8SQ
Non-Prescribed Consultee	Suffolk Chamber of Commerce		[redacted]	[redacted]	South Kiln	Felaw Maltings	44 Felaw Street	Ipswich	IP2 8SQ
Non-Prescribed Consultee	Suffolk Chamber of Commerce		[redacted]	[redacted]	South Kiln	42 Felaw Street	Ipswich		IP2 8SQ
Non-Prescribed Consultee	Suffolk Chief Executives and Leaders Group		[redacted]	[redacted]		131 High Street	Needham Market		IP6 8DL
Non-Prescribed Consultee	Suffolk Coast Against Retreat		[redacted]	[redacted]		5 Fern Terrace	The Street	Bawdsey	IP12 3AH
Non-Prescribed Consultee	Suffolk Coast DMO				The Suffolk Coast Limited	Sapphire House	Knightsdale Road	Ipswich	IP1 4JJ
Non-Prescribed Consultee	Suffolk Coastal Friends of the Earth		[redacted]	[redacted]	The Old Coach House	Cransford	Woodbridge		IP13 9NZ
Non-Prescribed Consultee	Suffolk Coastal Liberal Democrats		[redacted]	[redacted]	38 High Street	Saxmundham	Ipswich		IP17 1AB
Non-Prescribed Consultee	Suffolk Community Foundation		[redacted]	[redacted]		The Old Barns	Peninsula Business Centre	Wherstead	IP9 2BB
Non-Prescribed Consultee	Suffolk Deaf Association		[redacted]	[redacted]	2 Wharfside Road	Ipswich			IP1 4JP
Non-Prescribed Consultee	Suffolk Hearing Advisory Service		[redacted]	[redacted]	2 Wharfside Road	Ipswich			IP1 4JP
Non-Prescribed Consultee	Suffolk Libraries		[redacted]	[redacted]	Ipswich County Library	Northgate Street	Ipswich		IP1 3DE
Non-Prescribed Consultee	Suffolk Local Access Forum		[redacted]	[redacted]	SLAF Secretariat c/o Green Access Team	Public Rights of Way and Access	Phoenix House	3 Goddard Road	IP1 5NP
Non-Prescribed Consultee	Suffolk New College		[redacted]	[redacted]	Suffolk New College	Rope Walk	Ipswich		IP4 1LT
Non-Prescribed Consultee	Suffolk Preservation Society		[redacted]	[redacted]	Little Hall Market Place	Lavenham			CO10 9QZ

Non-Prescribed Consultee	Suffolk Resilience Forum		[redacted]	[redacted]	Suffolk Joint Emergency Planning Unit	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Non-Prescribed Consultee	Suffolk Wildlife Trust		[redacted]	[redacted]	Brooke House	Ashbocking			IP6 9JY
Non-Prescribed Consultee	Summerhill School		[redacted]	[redacted]	Lodge Lane	Kingswinford			DY6 9XE
Non-Prescribed Consultee	Sycamore Park		[redacted]	[redacted]	Main Road	Theberton	Leiston		IP16 4RA
Non-Prescribed Consultee	The Hotel Folk Limited	The Company Secretary			Thorpeness Hotel & Golf Club Lakeside Avenue	Thorpeness	Leiston		IP16 4NH
Non-Prescribed Consultee	The Aldeburgh Society		[redacted]	[redacted]	Onemana	Alde House Drive	Aldeburgh		IP15 5EE
Non-Prescribed Consultee	The EA's River Basin Management Committee					Environment Agency	Kingfisher House	Goldhay Way	PE2 5ZR
Non-Prescribed Consultee	The Eel's Foot Inn				Eastbridge	Leiston			IP16 4SN
Non-Prescribed Consultee	The Institute of Marine Engineering, Science & Technology			1 Birdcage Walk	Westminster	London			SW1H 9JJ
Non-Prescribed Consultee	The Marine Biological Association of the United Kingdom			The Laboratory	Citadel Hill	Plymouth			PL1 2PB
Non-Prescribed Consultee	The National Federation of Fisherman's Organisations		A[redacted]	[redacted]		30 Monkgate	York		YO31 7PF
Non-Prescribed Consultee	The Theberton Lion				Leiston Road		Theberton	Leiston	IP16 4RU
Non-Prescribed Consultee	The Woodbridge Society		[redacted]	[redacted]	18 Bury Hill	Melton	Woodbridge		IP12 1LF
Non-Prescribed Consultee	Thomas Mills High School		[redacted]	[redacted]		Saxtead Road	Framlingham		IP13 9HE
Non-Prescribed Consultee	Together Against Sizewell C (TASC)		[redacted]	[redacted]	Wood Farm	Westward Ho	Leiston		IP16 4HT
Non-Prescribed Consultee	Town and Country Consultants Limited		[redacted]	[redacted]	Theberton Hall	Theberton	Leiston		IP16 4RZ
Non-Prescribed Consultee	Trustees of Leiston Business Association		[redacted]	[redacted]		c/o Crispin Clay	Munchies Seeds	Eastlands Industrial Estate	IP16 4LL
Non-Prescribed Consultee	UEA		[redacted]	[redacted]		Norwich Research Park	Norwich		NR4 7TJ
Non-Prescribed Consultee	Ufford Park Woodbridge Hotel Golf & Spa		[redacted]	[redacted]	Yarmouth Road	Melton	Woodbridge		IP12 1QW
Non-Prescribed Consultee	UK Chamber of Shipping					30 Park Street	London		SE1 9EQ
Non-Prescribed Consultee	University of Suffolk		[redacted]	[redacted]	University Campus Suffolk	Waterfront Building	19 Neptune Quay	Ipswich	IP4 1QJ
Non-Prescribed Consultee	Visit East of England		[redacted]	[redacted]		PO Box 3630		Norwich	NR7 7YD
Non-Prescribed Consultee	Volunteer Campaigners Network Cycling UK (CUK)		[redacted]	[redacted]	Cycling UK	Parklands	Railton Road	Guildford	GU2 9JX
Non-Prescribed Consultee	Waveney Labour Group		[redacted]	[redacted]	17 Commerical Road	Lowestoft			NR32 4BF
Non-Prescribed Consultee	West Suffolk College		[redacted]	[redacted]		Out Risbygate	Bury St Edmunds		IP33 3RL
Non-Prescribed Consultee	Westhall Parish Council		[redacted]	[redacted]	Aisling	Church Lane	Westhall	Halesworth	IP19 8NU
Non-Prescribed Consultee	Westover Landscapes		[redacted]	[redacted]	129 High Street	Wickham Market	Woodbridge		IP13 0RD
Non-Prescribed Consultee	Wilkinson Environmental Consulting Limited		[redacted]	[redacted]	Georgian House	34 Thoroughfare	Halesworth		IP19 8AP

Non-Prescribed Consultee	Woodbridge Against the Lorry Park for Sizewell (W.A.Lo.P.S)		[redacted]	[redacted]	The Highstead	Lower Haugh Lane	Woodbridge		IP12 4NJ
Non-Prescribed Consultee	WS Training		[redacted]	[redacted]	Manor Barn	Church Road	Great Barton	Bury St Edmunds	IP31 2QR
Non-Prescribed Consultee	WS Training		[redacted]	[redacted]	Manor Barn	Church Road	Great Barton	Bury St Edmunds	IP31 2QR
Non-Prescribed Consultee	Young People Taking Action (The CYDS Project)		[redacted]	[redacted]		53 High Street	Leiston		IP16 4EL
Non-Prescribed Consultee	Shut Down Sizewell		[redacted]	[redacted]	c/o Hawthorns	Toad Lane	Thwaite St. Mary	Bungay	NR35 2EQ
Non-Prescribed Consultee	National Parks UK		[redacted]	[redacted]	Yare House	62-64 Thorpe Road	Norwich		NR1 1RY
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]



[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
									IP1 2BX
Elected Representatives			Colin	Spence	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			Joanna	Spicer, MBE, D	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			Jamie	Starling	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			Jane	Storey	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			Andrew	Stringer	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			Melanie	Vigo Di Gallido	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			Paul	West	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			Robert	Whiting	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			Steve	Wiles	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			David	Wood	Endeavour House	Russell Road	Ipswich		IP1 2BX
Elected Representatives			Oliver	Amorowson	5 Wordsworth Road		Stowmarket		IP14 1TT
Elected Representatives			Gerard	Brewster	The Limes	27 Combs Lane	Stowmarket		IP14 2DB
Elected Representatives			David	Burn	Sunnyside Cottage	Church Lane	Yaxley		IP23 8BU
Elected Representatives			Terence	Carter	Babergh and Mid Suffolk	8 Russell Road	Ipswich		IP1 2BX
Elected Representatives			James	Caston	C/O Democratic Services	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Elected Representatives			Rachel	Eburne	Shrub Farm	Fir Tree Lane	Haughley		IP14 3RL
Elected Representatives			Paul	Ekpenyong	15 The Brickfields	Stowmarket			IP14 1RZ
Elected Representatives			Julie	Flatman	Lower Grove Cottage	Banyards Green	Laxfield		IP13 8EX
Elected Representatives			Helen	Geake	White Cottage	Mill Lane	Woolpit		IP30 9QX
Elected Representatives			Peter	Gould	Babergh and Mid Suffolk	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Elected Representatives			Kathie	Guthrie	Hill House	Pettaugh Road	Winston Nr Debenham		IP14 6BD
Elected Representatives			Lavinia	Hadingham	Walsham Hall	Mendham	Harleston		IP20 0NR
Elected Representatives			Barry	Humphreys	Babergh and Mid Suffolk	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Elected Representatives			Sarah	Mansel	Ashcroft House	Ashfield Road	Elmswell		IP30 9HJ
Elected Representatives			John	Matthissen	2 Brick Kiln Cottages	Barretts Lane	Needham Market		IP6 8RZ
Elected Representatives			Andrew	Mellen	20 South View	Westhorpe Road	Wyverstone		IP14 4SP
Elected Representatives			Richard	Meyer	The Limes	The Street	Wattisfield		IP22 1NS
Elected Representatives			Suzie	Morley	Sweetbrier Barn	Mill Green	Stonham Aspal		IP14 6BZ
Elected Representatives			David	Muller	3 Robin Close	Cedars Park	Stowmarket		IP14 5NG
Elected Representatives			Mike	Norris	Brackendale	20 Stowmarket Road	Needham Market		IP6 8DS
Elected Representatives			Penny	Otton	Meadowside	High Street	Rattlesden		IP30 0RA

Elected Representatives			Timothy	Passmore	Babergh and Mid Suffolk	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Elected Representatives			Stephen	Phillips	Babergh and Mid Suffolk	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Elected Representatives			Daniel	Pratt	Babergh and Mid Suffolk	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Elected Representatives			Harry	Richardson	Babergh and Mid Suffolk	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Elected Representatives			Keith	Scarff	Babergh and Mid Suffolk	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Elected Representatives			Wendy	Turner	Babergh and Mid Suffolk	Endeavour House	8 Russell Road	Ipswich	IP1 2BX
Elected Representatives			Rowland	Warboys	Oak Barn	The Common	Mellis		IP23 8EE
Elected Representatives			Keith	Welham	2 Rambler Cottage	Thorney Green	Stowupland		IP14 4AN
Elected Representatives			John	Whitehead	High Croft	9 Highfield Drive	Claydon		IP6 0EY
Elected Representatives			Richard	Alecock	16 Flemington Close	Mildenhall	Bury St Edmunds		IP28 7FB
Elected Representatives			Michael	Anderson	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			John	Augustine	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Trevor	Beckwith	1 Salter Close		Bury St Edmunds		IP32 7EQ
Elected Representatives			Mick	Bradshaw	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Sarah	Broughton	The Manor House	Church Road	Great Barton	Bury St Edmunds	IP31 2QR
Elected Representatives			Simon	Brown	22 Thomas Close	Ixworth	Bury St Edmunds		IP31 2UQ
Elected Representatives			Tony	Brown	5 Minerva Close		Haverhill		CB9 0NF
Elected Representatives			Carol	Bull	Fen Stables	Nethergate Street	Hopton		IP22 2QZ
Elected Representatives			John	Burns	10 Kingfisher Close		Haverhill		CB9 0JW
Elected Representatives			Mike	Chester	The Old Forge	The Street	Chedburgh		IP29 4UH
Elected Representatives			Patrick (Hu	Chung	8 Chichester Close		Bury St Edmunds		IP33 2LZ
Elected Representatives			Max	Clarke	2 Summers Road		Bury St Edmunds		IP32 6SF
Elected Representatives			Terry	Clements	Olivers Barn	Donkey Lane	Bury St Edmunds		IP29 4RA
Elected Representatives			Simon	Cole	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Jason	Crooks	2 Little Low Cottages	Brinkley Road	Carlton		CB8 9JX
Elected Representatives			Dawn	Dicker	4 Daisy Court	Red Lodge	Bury St Edmunds		IP28 8GB
Elected Representatives			Roger	Dicker	Kentford Village Stores	45 Moulton Avenue	Kentford		CB8 8QX
Elected Representatives			Andy	Drummond	Heathside	Kennett Road	Herringswell		IP28 6SS
Elected Representatives			Mary (Aliso	Evans	Old Village Hall	Lower Street	Stansfield		CO10 8LP
Elected Representatives			Robert	Everitt	17 Barn Lane		Bury St Edmunds		IP33 1YH
Elected Representatives			Stephen	Frost	9 Meadow Drive		Lakenheath		IP27 9JG
Elected Representatives			Susan	Glossop	Willow Tree Cottage	8-9 Bury Road	Flempton		IP28 6EG
Elected Representatives			John	Griffiths MBE	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Patrick	Hanlon	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Brian	Harvey	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Diane	Hind	9 Appledown Drive		Bury St Edmunds		IP32 7HG
Elected Representatives			Rachel	Hood	55 Bury Road		Newmarket		CB8 7BY
Elected Representatives			Rebecca	Hopfensperger	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Paul	Hopfensperger	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Ian	Houlder	Highfields	9 Mill Lane	Barrow	Bury St Edmunds	IP29 5BS
Elected Representatives			Lisa	Ingwall King	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			James	Lay	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Aaron	Luccarini	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Victor	Lukaniuk	3 Hellesdon Court	High Street	Brandon		IP27 0BJ
Elected Representatives			Margaret	Marks	Walnut Brook	Withersfield Road	Haverhill		CB9 7RN
Elected Representatives			Joseph	Mason	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Elaine	McManus	2 Gurlings Close		Haverhill		CB9 0EG
Elected Representatives			Jim	Meikle	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Sara	Mildmay-White	Chantry Cottage	Almshouse Road	Rougham	Bury St Edmunds	IP30 9JW
Elected Representatives			Andy	Neal	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			David	Nettleton	3 Cadney Lane	Cannon Street	Bury St Edmunds		IP33 1JP
Elected Representatives			Robert	Nobbs	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			David	Palmer	2 Walton Way	Brandon			IP27 0HP
Elected Representatives			Jo	Rayner	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Karen	Richardson	Sparrow's Cottage	The Street	Great Wratting		CB9 7HQ
Elected Representatives			David	Roach	37 Bumpstead Road		Haverhill		CB9 8QA
Elected Representatives			Richard	Rout	17 Chancellery Mews		Bury St Edmunds		IP33 3AB
Elected Representatives			Marion	Rushbrook	17 Dane Close	Kedington	Haverhill		OB9 7NX

Elected Representatives			Ian	Shipp	28 Bridewell Close	Mildenhall			IP28 7RB
Elected Representatives			Andrew	Smith	Lavender Barn	Bowbeck	Bardwell		IP31 1BA
Elected Representatives			David	Smith	19A Cleved Road	Haverhill			CB9 9PL
Elected Representatives			John	Smith	Horseferry Lodge	West Row	Bury St Edmunds		IP28 8PE
Elected Representatives			Karen	Soons	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Clive	Springett	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Peter	Stevens	Point Cottage	High Street	Cavendish		CO10 8AT
Elected Representatives			Peter	Thompson	4 Kembold Close		Bury St Edmunds		IP32 7EF
Elected Representatives			Jim	Thorndyke	23 Fordhams Close	Stanton	Bury St Edmunds		IP31 2EE
Elected Representatives			Don	Waldron	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Cliff	Waterman	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Ann	Williamson	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU
Elected Representatives			Phil	Wittam	West Suffolk Council	West Suffolk House	Western Way	Bury St Edmunds	IP33 3YU

APPENDIX B: CONSULTATION SAMPLE LETTERS

CATEGORY A

[Address]

16 November 2020

Dear [Addressee or Sir / Madam]

Land parcel description:
The Sizewell C Project, PINS Reference Number: EN010012
Consultation on proposed changes: 18 November 2020 to 18 December 2020

On 27 May 2020, NNB Generation Company (SZC) Limited (the **Applicant**) submitted an application for a Development Consent Order for the Sizewell C Project under the Planning Act 2008 to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (the **Application**). The Application was accepted for examination by the Planning Inspectorate on 24 June 2020 and is available to view at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs.

The Applicant has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. In advance of seeking approval to amend the Application, the Applicant is carrying out a consultation on the proposed changes. Enclosed with this letter is a copy of the Applicant's notice publicising the consultation.

A consultation document including preliminary environmental information has been prepared, which explains the changes that are being proposed. You can view the consultation document and response form between 18 November and 18 December 2020 by:

- downloading them from the homepage of www.sizewellc.co.uk
- calling Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) or emailing info@sizewellc.co.uk to request a hard copy or USB stick

We are writing to you in connection with this consultation because we believe you own, occupy or have a legal interest in land which the Applicant has identified as being required for the Sizewell C Project. **We do not believe your interest would be affected by any of the proposed changes.**

Any responses to this consultation must be submitted to the Applicant by the latest of **18 December 2020** via one of the methods below:

- Complete a response form online at www.sizewellc.co.uk
- Email comments to info@sizewellc.co.uk

- Post comments to FREEPOST SZC CONSULTATION (no stamp or further address required)
- If you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected

This consultation is being carried out in accordance with the Planning Inspectorate's "Advice note sixteen: How to request a change which may be material" available at https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/07/Advice-note-16.pdf. Following this consultation, we will consider consultation feedback and refine our change proposals further before applying to the Planning Inspectorate to change our Application.

The Applicant is committed to acquiring all land necessary for the Sizewell C Project through private agreements with landowners wherever possible. If, however, negotiations with landowners are unsuccessful and it is established that land is required for the Sizewell C Project, we propose to acquire land via compulsory acquisition and are seeking the necessary powers in the Development Consent Order. If you wish to discuss any land acquisition issues or to engage with our appointed Land Agents over the acquisition of your land by agreement, please contact SZCproperty@edf-energy.com

Yours faithfully,

Carly Vince
Sizewell C Chief Planning Officer

Enc.
1. Applicant's notice publicising the consultation

CATEGORY B

[Address]

16 November 2020

Dear [Addressee or Sir / Madam]

Land parcel description:
The Sizewell C Project, PINS Reference Number: EN010012
Consultation on proposed changes: 18 November 2020 to 18 December 2020

On 27 May 2020, NNB Generation Company (SZC) Limited (the **Applicant**) submitted an application for a Development Consent Order for the Sizewell C Project under the Planning Act 2008 to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (the **Application**). The Application was accepted for examination by the Planning Inspectorate on 24 June 2020. The Application form and its accompanying documents, drawings, plans and maps, including an environmental statement, comprising the Application are available to view at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs

The Applicant has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. In advance of seeking approval to amend the Application, the Applicant is carrying out a consultation on the proposed changes. Enclosed with this letter is a copy of the Applicant's notice publicising the consultation.

We are writing to you in connection with this consultation because we believe you own, occupy or have a legal interest in land which the Applicant has identified as being required for the Sizewell C Project. **This land would be affected by the proposed changes.** If you have any queries about the consultation, you can call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) or email info@sizewellc.co.uk

Any responses to this consultation must be submitted to the Applicant by the latest of **18 December 2020** via one of the methods below:

- Complete a response form online at www.sizewellc.co.uk
- Email comments to info@sizewellc.co.uk
- Post comments to FREEPOST SZC CONSULTATION (no stamp or further address required)
- If you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected

This consultation is being carried out in accordance with the Planning Inspectorate's "Advice note sixteen: How to request a change which may be material" available at https://infrastructure.planninginspectorate.gov.uk/wp-

content/uploads/2015/07/Advice-note-16.pdf. Following this consultation, we will consider consultation feedback and refine our change proposals further before applying to the Planning Inspectorate to change our Application.

The Applicant is committed to acquiring all land necessary for the Sizewell C Project through private agreements with landowners wherever possible. If, however, negotiations with landowners are unsuccessful and it is established that land is required for the Sizewell C Project, we propose to acquire land via compulsory acquisition and are seeking the necessary powers in the Development Consent Order. If you wish to discuss any land acquisition issues or to engage with our appointed Land Agents over the acquisition of your land by agreement, please contact SZCproperty@edf-energy.com.

Yours sincerely,

Carly Vince
Sizewell C Chief Planning Officer

Enc.
1. Applicant's notice publicising the consultation
2. Consultation document

CATEGORY B(I)

[Address]

16 November 2020

Dear [Addressee or Sir / Madam]

Land parcel description:
The Sizewell C Project, PINS Reference Number: EN010012
Consultation on proposed changes: 18 November 2020 to 18 December 2020

On 27 May 2020, NNB Generation Company (SZC) Limited (the **Applicant**) submitted an application for a Development Consent Order for the Sizewell C Project under the Planning Act 2008 to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (the **Application**). The Application was accepted for examination by the Planning Inspectorate on 24 June 2020 and is available to view at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs.

The Applicant has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. In advance of seeking approval to amend the Application, the Applicant is carrying out a consultation on the proposed changes. Enclosed with this letter is a copy of the Applicant's notice publicising the consultation.

A consultation document including preliminary environmental information has been prepared, which explains the changes that are being proposed. You can view the consultation document and response form between 18 November and 18 December 2020 by:

- downloading them from the homepage of www.sizewellc.co.uk
- calling Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) or emailing info@sizewellc.co.uk to request a hard copy or USB stick

We are writing to you in connection with this consultation because you own, occupy or have a legal interest in land which the Applicant identified in the Application as being required for the Sizewell C Project. **If the proposed changes were to be accepted, that land would no longer be required for the Sizewell C Project.**

Any responses to this consultation must be submitted to the Applicant by the latest of **18 December 2020** via one of the methods below:

- Complete a response form online at www.sizewellc.co.uk
- Email comments to info@sizewellc.co.uk
- Post comments to FREEPOST SZC CONSULTATION (no stamp or further address required)

- If you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected

This consultation is being carried out in accordance with the Planning Inspectorate's "Advice note sixteen: How to request a change which may be material" available at https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/07/Advice-note-16.pdf. Following this consultation, we will consider consultation feedback and refine our change proposals further before applying to the Planning Inspectorate to change our Application.

The Applicant is committed to acquiring all land necessary for the Sizewell C Project through private agreements with landowners wherever possible. If, however, negotiations with landowners are unsuccessful and it is established that land is required for the Sizewell C Project, we propose to acquire land via compulsory acquisition and are seeking the necessary powers in the Development Consent Order. If you wish to discuss any land acquisition issues, please contact SZCproperty@edf-energy.com

Yours sincerely,

Carly Vince
Sizewell C Chief Planning Officer

Enc.
1. Applicant's notice publicising the consultation

CATEGORY C

[Address]

16 November 2020

Dear [Addressee or Sir / Madam]

Land parcel description:
The Sizewell C Project, PINS Reference Number: EN010012
Consultation on proposed changes: 18 November 2020 to 18 December 2020

On 27 May 2020, NNB Generation Company (SZC) Limited (the **Applicant**) submitted an application for a Development Consent Order for the Sizewell C Project under the Planning Act 2008 to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (the **Application**). The Application was accepted for examination by the Planning Inspectorate on 24 June 2020. The Application form and its accompanying documents, drawings, plans and maps, including an environmental statement, comprising the Application are available to view at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs

The Applicant has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. In advance of seeking approval to amend the Application, the Applicant is carrying out a consultation on the proposed changes. Enclosed with this letter is a copy of the Applicant's notice publicising the consultation.

We are writing to you in connection with this consultation because **we believe you own, occupy or have a legal interest in land which the Applicant has identified as being required for the Sizewell C Project, if amended as proposed**. Enclosed with this letter is a consultation document, including preliminary environmental information, which explains the changes that are being proposed. If you have any queries about the consultation, you can call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) or email info@sizewellc.co.uk

Any responses to this consultation must be submitted to the Applicant by the latest of **18 December 2020** via one of the methods below:

- Complete a response form online at www.sizewellc.co.uk
- Email comments to info@sizewellc.co.uk
- Post comments to FREEPOST SZC CONSULTATION (no stamp or further address required)
- If you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected

This consultation is being carried out in accordance with the Planning Inspectorate's "Advice note sixteen: How to request a change which may be material" available at https://infrastructure.planninginspectorate.gov.uk/wp-

content/uploads/2015/07/Advice-note-16.pdf. Following this consultation, we will consider consultation feedback and refine our change proposals further before applying to the Planning Inspectorate to change our Application.

The Applicant is committed to acquiring all land necessary for the Sizewell C Project through private agreements with landowners wherever possible. If, however, negotiations with landowners are unsuccessful and it is established that land is required for the Sizewell C Project, we propose to acquire land via compulsory acquisition and are seeking the necessary powers in the Development Consent Order. If you wish to discuss any land acquisition issues or to engage with our appointed Land Agents over the acquisition of your land by agreement, please contact SZCproperty@edf-energy.com

Yours sincerely,

Carly Vince
Sizewell C Chief Planning Officer

Enc.
1. Applicant's notice publicising the consultation
2. Consultation document

CATEGORY D

[Adderess]

16 November 2020

Dear [Addressee or Sir / Madam]

Land parcel description:
The Sizewell C Project, PINS Reference Number: EN010012
Consultation on proposed changes: 18 November 2020 to 18 December 2020

On 27 May 2020, NNB Generation Company (SZC) Limited (the **Applicant**) submitted an application for a Development Consent Order for the Sizewell C Project under the Planning Act 2008 to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (the **Application**). The Application was accepted for examination by the Planning Inspectorate on 24 June 2020 and is available to view at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs.

The Applicant has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. In advance of seeking approval to amend the Application, the Applicant is carrying out a consultation on the proposed changes. Enclosed with this letter is a copy of the Applicant's notice publicising the consultation.

A consultation document including preliminary environmental information has been prepared, which explains the changes that are being proposed. You can view the consultation document and response form between 18 November and 18 December 2020 by:

- downloading them from the homepage of www.sizewellc.co.uk
- calling Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) or emailing info@sizewellc.co.uk to request a hard copy or USB stick

We are writing to you in connection with this consultation because although your land is not required for the Sizewell C Project, **we believe that you have a land interest or right that may be affected by the Sizewell C Project**.

Any responses to this consultation must be submitted to the Applicant by the latest of **18 December 2020** via one of the methods below:

- Complete a response form online at www.sizewellc.co.uk
- Email comments to info@sizewellc.co.uk
- Post comments to FREEPOST SZC CONSULTATION (no stamp or further address required)

- If you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected

This consultation is being carried out in accordance with the Planning Inspectorate's "Advice note sixteen: How to request a change which may be material" available at https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/07/Advice-note-16.pdf. Following this consultation, we will consider consultation feedback and refine our change proposals further before applying to the Planning Inspectorate to change our Application.

Yours faithfully,

Carly Vince
Sizewell C Chief Planning Officer

Enc.
1. Applicant's notice publicising the consultation

CATEGORY E

[Address]

16 November 2020

Dear [Addressee or Sir / Madam]

The Sizewell C Project, PINS Reference Number: EN010012
Consultation on proposed changes: 18 November 2020 to 18 December 2020

On 27 May 2020, NNB Generation Company (SZC) Limited (the **Applicant**) submitted an application for a Development Consent Order for the Sizewell C Project under the Planning Act 2008 to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (the **Application**). The Application was accepted for examination by the Planning Inspectorate on 24 June 2020 and is available to view at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs.

The Applicant has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. In advance of seeking approval to amend the Application, the Applicant is carrying out a consultation on the proposed changes. Enclosed with this letter is a copy of the Applicant's notice publicising the consultation.

A consultation document including preliminary environmental information has been prepared, which explains the changes that are being proposed. You can view the consultation document and response form between 18 November and 18 December 2020 by:

- downloading them from the homepage of www.sizewellc.co.uk
- calling Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) or emailing info@sizewellc.co.uk to request a hard copy or USB stick

Any responses to this consultation must be submitted to the Applicant by the latest of **18 December 2020** via one of the methods below:

- Complete a response form online at www.sizewellc.co.uk
- Email comments to info@sizewellc.co.uk
- Post comments to FREEPOST SZC CONSULTATION (no stamp or further address required)
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content/uploads/2015/07/Advice-note-16.pdf. Following this consultation, we will consider consultation feedback and refine our change proposals further before applying to the Planning Inspectorate to change our Application.

Yours sincerely,

Carly Vince
Sizewell C Chief Planning Officer

Enc.
1. Applicant's notice publicising the consultation

CORRECTION LETTER

Addressee
Address
Address
Address
Postcode

[Date]

Dear [Addressee or Sir / Madam]

Consultation on Proposed Changes - Correction

Further to our letter of 16 November 2020 and the enclosed Consultation Document, we have identified that Figure 5.15 of the Consultation Document was incorrect. Enclosed is the corrected Figure 5.15 for your records. The figure has also been corrected within the electronic version of the document which can be found at: https://www.edfenergy.com/energy/nuclear-new-build-projects/sizewell-c/proposals

We would like to apologise for any inconvenience caused. If you have any queries please do not hesitate to contact us on Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) or email info@sizewellc.co.uk.

Yours sincerely / faithfully,

Carly Vince
Sizewell C Chief Planning Officer

Enc.
1. Corrected Figure 5.15 of the Consultation Document

NNB Generation Company (SZC) Limited Registered in England and Wales. Registered No. 09284825 Registered Office: 90 Whitfield Street, London, W1T 4EZ
© Copyright 2019 NNB Generation Company (SZC) Limited. All rights reserved.

Figure 5.15 Change to the red line boundary for the A12/B1119 junction at Saxmundham



APPENDIX C: COPIES OF NEWSPAPER NOTICES

Tuesday, 10 November 2020 | East Anglian Daily Times 38

NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE SIZEWELL C PROJECT (APPLICATION REFERENCE: EN010012)

PLANNING ACT 2008, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 AND INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

On 24 June 2020, the Planning Inspectorate on behalf of the Secretary of State for Business, Energy and Industrial Strategy accepted an application by NNB Generation Company (SZC) Limited of 90 Whitfield Street, London W1T 4EZ (the **Applicant**) for a Development Consent Order under the Planning Act 2008 for the Sizewell C Project (the **Application**) (Application Reference: EN010012). The Application is currently in the pre-examination period prior to being examined by a panel of Examining Inspectors appointed by the Planning Inspectorate.

The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which comprises two UK EPR™ reactor units, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts. The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (**SSSI**); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (**EIA development**), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Further details of the Sizewell C Project are provided in the Application. The Application form and its accompanying documents, drawings, plans and maps, including an environmental statement, comprising the Application are available for inspection free of charge by downloading them from the Planning Inspectorate's website: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs.

The Applicant has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. In advance of seeking approval from the Planning Inspectorate to amend the Application, the Applicant is carrying out a consultation on the proposed changes summarised below. A consultation document, which includes preliminary environmental information, has been prepared, which explains the changes that are being proposed.

Proposed changes

- Increase in the frequency of freight train movements to facilitate bulk material imports by rail.
- Enhancement of the permanent beach landing facility and options for a new temporary beach landing facility to facilitate material imports by sea.
- Change to the SSSI crossing design to a single span bridge with embankments.
- Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall.
- Change to the sea defence to make the scheme more efficient and resilient to climate change.
- Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field.
- Change to certain parameter heights and activities on the main development site to facilitate the construction process.
- Change to the location of the Water Resource Storage Area and the addition of flood mitigation measures to lower flood risk.
- Revisions to tree retention on the main development site.
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- Minor reductions to the Order Limits at the northern park and ride.
- Extension of the Order Limits for works on the two village bypass, change to the public right of way around Walk Barn Farm and additional habitat mitigation proposals.
- Extension to and reduction of the Order Limits for works on the Sizewell link road.
- Minor reductions to the Order Limits for Yoxford roundabout, the A12/B1119 junction at Saxmundham and the A1094/B1069 south of Knodishall.

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PLANNING ACT 2008, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 AND INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

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The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which comprises two UK EPR™ reactor units, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts. The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (**SSSI**); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (**EIA development**), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

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- Enhancement of the permanent beach landing facility and options for a new temporary beach landing facility to facilitate material imports by sea.
- Change to the SSSI crossing design to a single span bridge with embankments.
- Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall.
- Change to the sea defence to make the scheme more efficient and resilient to climate change.
- Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field.
- Change to certain parameter heights and activities on the main development site to facilitate the construction process.
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PUBLIC NOTICE

NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE SIZEWELL C PROJECT (Application Reference: EN010012)

Planning Act 2008, Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

On 24 June 2020, the Planning Inspectorate on behalf of the Secretary of State for Business, Energy and Industrial Strategy accepted an application by NNB Generation Company (SZC) Limited of 90 Whitfield Street, London W1T 4EZ (the Applicant) for a Development Consent Order under the Planning Act 2008 for the Sizewell C Project (the Application) (Application Reference: EN010012). The Application is currently in the pre-examination period prior to being examined by a panel of Examining Inspectors appointed by the Planning Inspectorate.

The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which comprises two UK EPR™ reactor units, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts. The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (SSSI); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

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PROPOSED CHANGES

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The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which comprises two UK EPR™ reactor units, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts. The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (**SSSI**); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (**EIA development**), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

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Coronavirus

See Coronavirus notices on thegazette.co.uk

See Coronavirus legislation on legislation.gov.uk

Get Coronavirus guidance from **GOV.UK**
Additional advice for
Scotland | **Wales** | **Northern Ireland**

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OFFICIAL PUBLIC RECORD

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Notice details

Type:
Planning
> Town and Country Planning

Publication date:
17 November 2020, 13:50

Edition:
The London Gazette

Notice ID:
3677642

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1601

About Town and Country Planning notices

Town and Country Planning

NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE SIZEWELL C PROJECT (APPLICATION REFERENCE: EN010012)

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The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which comprises two UK EPR™ reactor units, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts. The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (**SSSI**); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (**EIA development**), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

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The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (**SSSI**); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (**EIA development**), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Further details of the Sizewell C Project are provided in the Application. The Application form and its accompanying documents, drawings, plans and maps, including an environmental statement, comprising the Application are available for inspection free of charge by downloading them from the Planning Inspectorate's website: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs.

The Applicant has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. In advance of seeking approval from the Planning Inspectorate to amend the Application, the Applicant is carrying out a consultation on the proposed changes summarised below. A consultation document, which includes preliminary environmental information, has been prepared, which explains the changes that are being proposed.

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- Increase in the frequency of freight train movements to facilitate bulk material imports by rail.
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- Change to the SSSI crossing design to a single span bridge with embankments.
- Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall.
- Change to the sea defence to make the scheme more efficient and resilient to climate change.
- Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field.
- Change to certain parameter heights and activities on the main development site to facilitate the construction process.
- Change to the location of the Water Resource Storage Area and the addition of flood mitigation measures to lower flood risk.
- Revisions to tree retention on the main development site.
- A new bridleway link between Aldhurst Farm and Kenton Hills.
- Extension of the Order Limits to provide for fen meadow habitat at Pakenham as further mitigation for fen meadow loss.
- Extension and reduction of the Order Limits for works on the main development site and related sites (fen meadow mitigation sites and marsh harrier improvement sites).
- Extension of landscaped bund and other minor changes at the southern park and ride, including a minor reduction of the Order Limits.
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The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which comprises two UK EPR™ reactor units, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts. The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (**SSSI**); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (**EIA development**), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

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The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (**SSSI**); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (**EIA development**), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

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The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (**SSSI**); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (**EIA development**), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

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APPENDIX D: COPY OF SITE NOTICE

Notice Publicising Consultation on Proposed Changes to the Application for a Development Consent Order for the Sizewell C Project (Application Reference: EN010012)

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On 24 June 2020, the Planning Inspectorate on behalf of the Secretary of State for Business, Energy and Industrial Strategy accepted an application by NNB Generation Company (SZC) Limited of 90 Whitfield Street, London W1T 4EZ (the **Applicant**) for a Development Consent Order under the Planning Act 2008 for the Sizewell C Project (the **Application**) (Application Reference: EN010012). The Application is currently in the pre-examination period prior to being examined by a panel of Examining Inspectors appointed by the Planning Inspectorate.

The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which comprises two UK EPR™ reactor units, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts. The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Sizewell C Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest (**SSSI**); access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. The Sizewell C Project is an Environmental Impact Assessment development (**EIA development**), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Further details of the Sizewell C Project are provided in the Application. The Application form and its accompanying documents, drawings, plans and maps, including an environmental statement, comprising the Application are available for inspection free of charge by downloading them from the Planning Inspectorate's website: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs.

The Applicant has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. In advance of seeking approval from the Planning Inspectorate to amend the Application, the Applicant is carrying out a consultation on the proposed changes summarised below. A consultation document, which includes preliminary environmental information, has been prepared, which explains the changes that are being proposed.

Proposed changes

- Increase in the frequency of freight train movements to facilitate bulk material imports by rail.
- Enhancement of the permanent beach landing facility and options for a new temporary beach landing facility to facilitate material imports by sea.
- Change to the SSSI crossing design to a single span bridge with embankments.
- Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall.
- Change to the sea defence to make the scheme more efficient and resilient to climate change.
- Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field.
- Change to certain parameter heights and activities on the main development site to facilitate the construction process.
- Change to the location of the Water Resource Storage Area and the addition of flood mitigation measures to lower flood risk.
- Revisions to tree retention on the main development site.
- A new bridleway link between Aldhurst Farm and Kenton Hills.
- Extension of the Order Limits to provide for fen meadow habitat at Pakenham as further mitigation for fen meadow loss.
- Extension and reduction of the Order Limits for works on the main development site and related sites (fen meadow mitigation sites and marsh harrier improvement sites).
- Extension of landscaped bund and other minor changes at the southern park and ride, including a minor reduction of the Order Limits.
- Minor reductions to the Order Limits at the northern park and ride.
- Extension of the Order Limits for works on the two village bypass, change to the public right of way around Walk Barn Farm and additional habitat mitigation proposals.
- Extension to and reduction of the Order Limits for works on the Sizewell link road.
- Minor reductions to the Order Limits for Yoxford roundabout, the A12/B1119 junction at Saxmundham and the A1094/B1069 south of Knodishall.

How to view the consultation document

You can view the consultation document and response form between 18 November and 18 December 2020 free of charge by downloading them from the homepage of www.sizewellc.co.uk or by contacting the Applicant using the contact details below to request a hard copy or USB stick.

Applicant's contact details

If you have any enquiries about the consultation, please contact the Applicant on:

- Freephone: 0800 197 6102 (09:00 – 17:00 Monday to Friday)
- Email: info@sizewellc.co.uk

Any details you provide to us via the telephone or email will be subject to our privacy policy, which is available to view at: https://www.edfenergy.com/privacy/NNB.

Responding to the consultation

Any responses to this consultation must be submitted to the Applicant by the latest of **18 December 2020** via one of the methods below:

- Complete a response form online at www.sizewellc.co.uk
- Email comments to info@sizewellc.co.uk
- Post comments to FREEPOST SZC CONSULTATION (no stamp or further address required)
- If you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected

APPENDIX E: CONSULTATION DOCUMENT AND FEEDBACK FORM (NOVEMBER 2020)



The Sizewell C Project

Consultation Document

Consultation on Proposed Changes

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SizewellC
Doing the power of good for Britain
EDF CGN

November - December 2020

FOREWORD



Building Sizewell C, the proposed new nuclear power station on the Suffolk coast, would make a major contribution to the economy of Suffolk and beyond, through new jobs and development opportunities. It would also provide low carbon energy to six million homes and help the UK to achieve its net zero commitments.

Submitting the application for development consent for Sizewell C earlier this year was a big step forward. It followed years of engagement with stakeholders and local communities, whose contributions helped to shape our proposals. But it was by no means the end of our commitment to listening to and acting on feedback.

Supporting the creation of significant business, training and job opportunities locally, regionally and nationally, while minimising or mitigating any adverse effects for local people and the environment, remains our overarching aim. We are also continuing to learn lessons from Hinkley Point C, which is already under construction, contributing significantly to the Somerset economy and on track to generate electricity from 2025.

We continue to work with the local authorities, environmental organisations, local stakeholder groups and the public. This process has identified potential opportunities for changing our 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. For example, we are now considering increasing the frequency of freight train movements to allow more material to be transported by rail and also proposing additional land for fen meadow mitigation.

We are now seeking feedback on these and other changes to our Application, which I am pleased to be able to present for consultation.

I do hope you will contribute to the further development of our plans by participating in this consultation, which closes on 18 December 2020. I look forward to hearing your views.

Julia Pyke
Nuclear Development Director

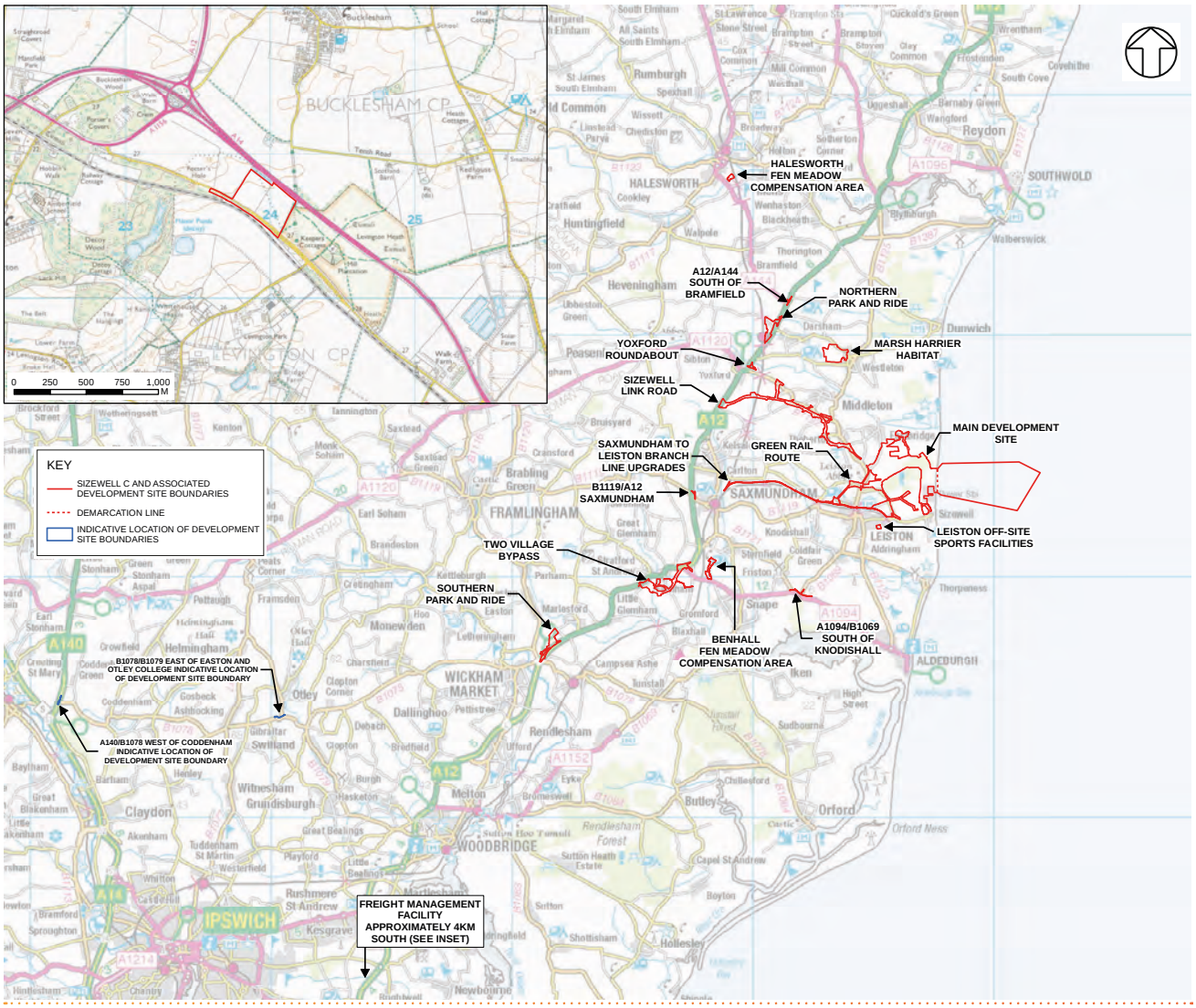
1. INTRODUCTION

1.1. Introduction

1.1.1. On 27 May 2020 NNB Generation Company (SZC) Limited (SZC Co.) made an application for a Development Consent Order (DCO) under the Planning Act 2008 to the Planning Inspectorate (who considers such applications on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (the 'Application'). The Application was accepted for examination on 24 June 2020. The Application was then published, and stakeholders and the public were invited to submit relevant representations to the Planning Inspectorate by 30 September 2020.

1.1.2. The Application seeks consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which comprises two UK EPR™ reactor units, giving a total site capacity of approximately 3,340MW, along with associated development required to support its construction or operation or to mitigate its impacts (the 'Sizewell C Project'). The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston and adjacent to the existing Sizewell B Power Station. The locations of the elements of development are shown in Figure 1.1.

Figure 1.1 Sizewell C Project, Suffolk



1.1.3. The Application is available on the Planning Inspectorate's website at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs

1.1.4. Prior to the Application being submitted to the Planning Inspectorate, we undertook multiple stages of pre-application consultation. We are grateful for the extensive feedback that has already been received from the local community, others with an interest in the project and statutory consultees, including the local authorities. The feedback from these consultations was considered throughout the development of the proposals and strategies for the Sizewell C Project and in the finalisation of the Application.

1.1.5. Since submission we have continued to engage with the local authorities, environmental organisations, local stakeholder groups and the public to gather their responses to the Application. We have also been working with our contractors to develop our proposals to the next level of detail in preparation for implementation, in the event that DCO consent is granted. As a result, we have identified potential opportunities to further minimise impacts on the local area and environment in many cases and potential changes which will assist with the efficient construction of the project.

1.1.6. One of these opportunities is to establish an independent environmental Trust to manage the ongoing re-wilding and biodiversity of the growing Sizewell Estate. We will commit to contributing financially to the Trust every year during the operation of Sizewell C, with a view to expand and connect parcels of land identified for re-wilding and habitat creation. We will update the community regularly on our progress.

1.1.7. Other opportunities we have identified would require a change to our Application. The proposed changes in this consultation document reflect design evolution or refinement in response to feedback from engagement, which would deliver improvements to the Sizewell C Project and in many cases reduce impacts. Before making these changes, we are consulting the public, landowners and other stakeholders so that views can be taken into account before we formally propose changes to the Planning Inspectorate. It will be for the Planning Inspectorate to decide if the changes can be made to the Application before it is examined.

1.1.8. The changes are described and explained through this consultation document and are in summary:

- Increase in the frequency of freight train movements to facilitate bulk material imports by rail.
- Enhanced permanent beach landing facility and options for a new, temporary facility to import material by sea.
- Change to the Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments.
- Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall.
- Change to the sea defence to make the scheme more efficient and resilient to climate change.
- Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field.
- Change to certain parameter heights and activities on the main development site to facilitate the construction process.
- Change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk.
- Revisions to tree retention on the main development site.
- A new bridleway link between Aldhurst Farm and Kenton Hills.
- Extension of the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss.
- Extension and reduction of the Order Limits for works on the main development site and related sites (fen meadow mitigation and marsh harrier improvement sites).
- Extension of landscaped bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits.
- Minor reductions to the Order Limits of the northern park and ride.
- Extension of the Order Limits for works on the two village bypass, change to the public rights of way around Walk Barn Farm and additional habitat mitigation proposals.
- Extension to and reduction of the Order Limits for works on the Sizewell link road.
- Minor reductions to the Order Limits for Yoxford roundabout, the A12/B1119 junction at Saxmundham and the A1094/B1069 south of Knodishall.

1.2. Policy context

1.2.1. The Overarching National Policy Statement (NPS) for Energy (NPS EN – 1) (Ref 1.1) and the NPS for Nuclear Power Generation (NPS EN – 6) (Ref 1.2) were considered by Parliament and formally designated in July 2011. Together, NPS EN-1 and NPS EN-6 provide the framework for development consent decisions on applications for new nuclear power stations which are capable of deployment by the end of 2025. Sizewell was one of the sites listed in NPS EN-6 as potentially suitable for the deployment of a new nuclear power station in England and Wales by the end of 2025. Whilst SZC Co. remains confident that Sizewell is suitable for the deployment of a new nuclear power station, it is no longer possible for deployment to take place by the end of 2025.

1.2.2. The need for the Sizewell C Project is established in NPS EN – 6 which lists Sizewell as one of eight potentially suitable sites for the deployment of new nuclear power stations in England and Wales before the end of 2025. NPS EN – 1 confirms that all applications for development consent should be assessed on the basis that the Government has demonstrated that there is a need for those types of infrastructure. NPS EN – 1 confirms that it is Government policy that new nuclear power forms an important element of the strategy for moving towards a de-carbonised, diverse electricity sector by 2050, and that nuclear power should be able to contribute to the UK's need for new capacity. The need for new nuclear power generation is described as "urgent".

1.2.3. In December 2017, the Government published a Written Statement on Energy Infrastructure (ref. HLWS316) (the '2017 Ministerial Statement') which reiterated the continuing need for new nuclear and explained that the Government had begun the process of consulting on the preparation of a new NPS for nuclear power stations expected to be deployed after 2025. For projects yet to apply for development consent and due to deploy beyond 2025, which includes the Sizewell C Project, the 2017 Ministerial Statement confirmed that: "…Government continues to give its strong in principle support to project proposals at those sites currently listed in EN-6" (Ref 1.3)

1.2.4. In July 2018, the Government published its response to the consultation. The Government's Response (Ref 1.4) reiterated the statements made in the 2017 Ministerial Statement and confirmed again the important role of nuclear in the UK's energy future.

1.2.5. A more detailed explanation of the legislative and policy context of the Sizewell C Project can be found in Chapter 3 of the Planning Statement (Doc Ref. 8.4).

1.3. Decarbonisation and the need for new nuclear capacity

1.3.1. Climate change is one of the greatest global challenges we face. To meet agreed global climate change targets, CO2 emissions from all sectors must be reduced to near zero levels (Ref 1.5). On 12 June 2019, the Secretary of State for Business, Energy and Industrial Strategy Greg Clark announced the proposal to commit the UK to achieving a net zero carbon economy by 2050 (Ref 1.6). This represents a strengthening of the previous target set under the Climate Change Act to reduce greenhouse gas emissions to at least 80% of 1990 levels by 2050 (Ref 1.7).

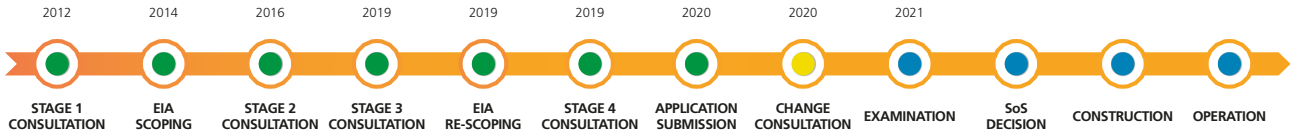
1.3.2. Nuclear power is the largest source of low-carbon electricity in the developed world (Ref 1.8) and the UK Government recognises that new nuclear power stations will form a prominent part of the country's transition to a low-carbon energy system that is resilient, diverse and value for money for end users (Ref 1.9). Nuclear generation has a lower carbon footprint than low-carbon alternatives, such as large-scale solar and carbon capture and storage and a similar footprint to wind generation. It also has a significantly lower physical footprint, requiring around 1,000 times less land than solar and 1,500 times less land than onshore wind.

1.3.3. The Government recognises that new nuclear power stations are critical to the country's transition to a more resilient, affordable, and diverse low-carbon energy system. National Policy Statement EN-1 states that:

"Nuclear power generation is a low carbon, proven technology, which is anticipated to play an increasingly important role as we move to diversify and decarbonise our sources of electricity…[i]t is Government policy that new nuclear power should be able to contribute as much as possible to the UK's need for new capacity."

1.3.4. Sizewell C would provide 3,340MW (3.34GW) and therefore be meeting over a quarter of this capacity.

Figure 1.2 Planning process



1.4. Status of the Sizewell C Project

1.4.1. SZC Co. has prioritised consultation since the early stages of the development of our proposals for Sizewell C. The planning process is illustrated in Figure 1.2.

1.4.2. Following the last stage of pre-application consultation, SZC Co. took time to consider feedback, further refine our proposals and conclude our environmental assessments to make sure that the Application reflected the proposals we considered necessary and appropriate for the construction, operation and maintenance of Sizewell C. Throughout this period SZC Co. continued engaging with statutory and non-statutory stakeholders.

1.4.3. On 27 May 2020, SZC Co. submitted the Application to the Planning Inspectorate. The Planning Inspectorate then used the following 28 days to review the Application and consult with the local authorities to consider whether to accept the Application for examination. As part of this process the local authorities were invited to submit Adequacy of Consultation Reports to aid the Planning Inspectorate in concluding whether SZC Co. had carried out its pre-application consultation appropriately and in accordance with all legal requirements. On 24 June 2020, the Planning Inspectorate wrote to SZC Co. confirming that the Application was of a satisfactory standard and that it was therefore accepted for examination.

1.4.4. On 8 July 2020, SZC Co. published notices in newspapers and wrote to all statutory consultees to notify them and the public that the Application had been accepted and could be viewed on the Planning Inspectorate's website. Relevant representations on the Application were required to be submitted to the Planning Inspectorate by 30 September 2020.

1.4.5. The time for submission of relevant representations has now ended and all the representations received have been published on the Planning Inspectorate's website. SZC Co. is currently reviewing these representations and is grateful for the engagement by all parties in the process. The representations have included themes which are directly relevant to the proposed changes to the application set out in this consultation document.

1.4.6. SZC Co. notified the Planning Inspectorate of its intention to consult on these changes to the Application on 6 October 2020 and received feedback on 23 October 2020. Following this consultation, we will consider the responses to decide which changes should be included in our formal application to change the Application. In January 2021, we will submit a change request to the Planning Inspectorate, including further environmental information.

1.4.7. The start of the 6-month examination of the Application is marked by a preliminary meeting. The Planning Inspectorate will consider the most appropriate time and setting for the preliminary meeting to take place. During the examination the Planning Inspectorate will examine the Application and then make a recommendation to the Secretary of State who will ultimately determine whether development consent is granted. As part of that process, the Planning Inspectorate will encourage the submission of views on the Sizewell C Project from interested parties. The Application will be largely examined in writing but it is likely that a series of open floor and issue specific hearings, including compulsory acquisition hearings, will be held so that the Planning Inspectorate can ask questions about the written representations submitted, and gather information and evidence to further their understanding of important and relevant issues.

1.4.8. If stakeholders wish to understand more about the planning process for nationally significant infrastructure projects, further information is available on the Planning Inspectorate's website: http://infrastructure.planninginspectorate.gov.uk/

1.5. The DCO Application

1.5.1. Our full Application is available on the Planning Inspectorate's website: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/. Details of how to request and electronic version of the Application are in Chapter 6 of this consultation document.

1.5.2. The Application includes full descriptions of the development proposed as part of the Sizewell C Project and a full environmental impact assessment. It also includes explanations of the key strategies SZC Co. proposes to adopt to ensure that Sizewell C is constructed, operated and maintained in a way that minimises the impacts on the environment.

1.5.3. Throughout this consultation document references are made to documents within the Application. The Application is made up of 8 "Books" of documents. A Document Reference number refers to the Book of the Application in which that document can be found. For example, the Planning Statement is Doc Ref. 8.4 meaning it is the fourth document within Book 8. All of the documents which form the Application can be found at the links listed above.

1.6. Process for seeking changes to the DCO Application

1.6.1. This consultation is occurring in the pre-examination period of the process for obtaining development consent. SZC Co. has used the time since the submission of the Application to further engage with stakeholders and to work with contractors to develop plans for the construction of the project if development consent is granted. Through this process SZC Co. has identified some changes which would assist with the implementation of the project and some opportunities to further minimise impacts on the local area and the environment in many cases and would like your views on these changes.

1.6.2. This consultation is being carried out in accordance with the Planning Inspectorate's Advice Note 16, which provides information about how to request a change to an application after it has been accepted and before the close of the examination.

1.6.3. On 6 October 2020, SZC Co. wrote to the Planning Inspectorate to provide notification of our intention to consult on, and request changes to the Application. A Notification Report which accompanied the letter identified the nature of the proposed changes, the proposed approach to consultation and submission of the request for the changes. A response was received from the Planning Inspectorate on 23 October 2020 accepting the Notification Report and confirming procedural requirements.

1.6.4. As the Application has already been submitted, this consultation is not carried out in strict accordance with the Updated Statement of Community Consultation (SoCC) (2016) which applied to pre-application consultation only. However, SZC Co. has discussed and agreed our consultation approach with East Suffolk Council and Suffolk County Council and has taken steps to ensure that everyone has access to the consultation materials especially in light of the current pandemic.

1.6.5. This consultation will run from 18 November 2020 to 18 December 2020. Full details of the ways to respond are set out in Chapter 6 of this consultation document.

1.6.6. SZC Co. will consider feedback from the consultation, the outcome of further engagement with statutory consultees and further environmental and modelling assessments to decide which changes to the Application we would like to formally propose. We will then prepare a formal change request to submit to the Planning Inspectorate for their consideration.

1.6.7. SZC Co. has consulted landowners whose land was identified as being required within the Application throughout the pre-application period and this engagement has continued since the Application was accepted.

1.6.8. SZC Co. is committed to acquiring all land required for the Sizewell C Project, including additional land added as a result of the proposed changes, by private agreement wherever possible. This includes any additional land required by the proposed changes set out in this consultation document. However, SZC Co. is seeking powers of compulsory acquisition over all such land to ensure that it is able to deliver the project without impediment.

1.7. Structure of this consultation document

1.7.1. This consultation document is structured as follows:

- Chapter 2 of this consultation document gives an overview of the proposed development which is part of the Sizewell C Project. It summarises the proposed and potential changes which are presented in this consultation document and provides sign-posts to where further information about the Sizewell C Project and the changes can be found.
- Chapter 3 of this consultation document describes the potential changes to the freight management strategy that we would like your views on. It explains how the potential changes have come about and explains how each would operate. It also describes any new or different likely environmental effects from those described in the Application.
- Chapter 4 of this consultation document describes the proposed changes to the main development site. It includes the reasons for each of the proposed changes and an assessment of whether the changes have any impact on the environmental assessment presented in Application.
- Chapter 5 of this consultation document describes the proposed changes to the associated development sites. These are primarily changes to the Order Limits as a result of design development or engagement with the relevant stakeholders.
- Chapter 6 of this consultation document sets out the different ways you can view this consultation document and the Application and lists the ways you can respond to this consultation.

2. PROJECT OVERVIEW

2.1. Introduction

2.1.1. The Sizewell C Project comprises the construction, operation and maintenance of a new nuclear power station at Sizewell in East Suffolk, together with the proposed associated development components. Since submission of the Application in May 2020, SZC Co. has identified potential opportunities to deliver improvements to the Sizewell C Project and in many cases reduce impacts as a result of continued engagement with stakeholders, the public and its contractors. The changes considered and proposed in this consultation, and on which SZC Co. is seeking views, would affect elements of the Sizewell C Project including our freight management strategy.

2.1.2. This chapter provides a high-level overview of each of the following elements of the Sizewell C Project:

2.2 Freight management strategy

2.3 Main development site

2.4 Northern and southern park and rides

2.5 Two village bypass

2.6 Sizewell link road

2.7 Yoxford roundabout and other highway improvements

2.8 Freight management facility

2.9 Rail

2.1.3. In respect of each element of the Sizewell C Project described in this chapter, a short introduction section is included which provides background and context. Where appropriate cross references are provided to both the Application and the relevant chapter of this consultation document where further details are set out. Where changes are being considered or proposed, these are then explained.

2.1.4. Further information on each of the changes is set out in the following chapters of this consultation document: Chapter 3 (Freight management strategy), Chapter 4 (Main development site) and Chapter 5 (Associated development). Each of these chapters sets out further details of the changes to that strategy or site and sets out the relevant proposed development which was included in the Application, a description of the proposed change and an explanation of why the change is being considered or proposed. Where options are being consulted on, these are set out in the description of the change.

2.1.5. Preliminary environmental information has been provided for each of the changes and options being considered with reference to the environmental information provided in the Application. Conclusions explaining whether there are likely to be any new or different significant effects from those included in the Application as a result of each change are included at the end of each section in the relevant chapter.

2.2. Freight Management Strategy

a) Introduction

2.2.1. To deliver Sizewell C, significant amounts of construction material and equipment will need to be transported during the construction phase. In developing and designing our transport proposals, we have sought opportunities to limit the impact of construction of Sizewell C on the local highway network wherever possible and to move materials by more sustainable modes (by rail and sea) where practical.

2.2.2. Through our pre-application consultations and engagement with stakeholders and the public, SZC Co. has worked to find the most sustainable freight management strategy and consulted widely on options to minimise the impacts on local communities. Our proposals include a comprehensive set of mitigation measures, including investment in rail, marine and road infrastructure.

2.2.3. Chapter 6 of the Planning Statement (Doc Ref. 8.4) describes the evolution of and justification for our freight management strategy in the Application and sets out the policy context for the strategy. This is further explained in Chapter 4 of the Transport Assessment (Doc Ref. 8.5).

b) Proposed development

2.2.4. The Application includes a freight management strategy aimed at maximising the use of rail by committing to a range of rail works which we have confidence can be delivered sufficiently early to have a material impact on the movement of freight. The strategy is supported by extensive investment in a range of transport infrastructure, including marine infrastructure, which is listed in Table 2.1.

2.2.5. Table 2.2 describes how each of these elements of infrastructure would be used to transport freight for the development of Sizewell C. The Application forecasts that approximately 40% of construction materials (by volume) would be moved by rail or sea.

Table 2.1 Infrastructure and works proposed under the freight management strategy

Rail Works
Green rail route – from the Saxmundham to Leiston branch line into the temporary construction area
Saxmundham to Leiston branch line track upgrade, including the relaying of the track and upgrades to 8 level crossings
The construction of new railway sidings on land east of Eastlands Industrial Estate (LEEIE)
Highway Works
Sizewell link road
Two village bypass
Four other highway improvements (including Yoxford roundabout)
Freight management facility along the A14 at Seven Hills
Marine Works
DCO Application: Beach landing facility
Proposed Change: Beach Landing Facility and additional temporary Beach Landing Facility

Table 2.2 Rail, Heavy Goods Vehicle (HGV) and Marine movements under the freight management strategy

Rail Movements
Early years: up to 2 movements to, and 2 movements from, LEEIE per 24-hour period (i.e. 4 total train movements). Overnight movements along the East Suffolk line to and from hold points on the Saxmundham to Leiston branch line, and during the day movements along the Saxmundham to Leiston branch line from the hold points to and from the LEEIE, so that trains do not travel through Leiston at night.
DCO Application: When the green rail route is operational: 5 overnight movements and 1 daytime movement directly to and from the main construction area.
Proposed change: When the green rail route is operational: Up to 7 overnight movements and 1 daytime movement directly to and from the temporary construction area with the potential to also run trains on Saturdays. It may be possible to run a fifth train (two additional movements) for a short period.
HGV Movements
Freight management facility on the A14 at Seven Hills and a Delivery Management System to control the movements of HGVs.
Early years HGV movements: up to 300 HGVs per day (600 movements)
DCO Application Typical day at peak: 325 HGVs (650 movements) Busiest day: 500 HGVs (1000 movements)
Proposed change Potential to reduce to: Typical day at peak: 250 HGVs (500 movements) Busiest day: 350 HGVs (700 movements)
Marine Movements
Construction and use of a Beach Landing Facility (BLF) to receive Abnormal Indivisible loads (AILs) and rock armour for sea defences.
Proposed change: Construction and use of an additional temporary Beach Landing Facility (BLF) to deliveries of bulk materials (in addition to the BLF above).

c) Potential changes to the DCO Application

2.2.6. Since the submission of the Application a number of stakeholders have urged that every effort should be made to maximise the use of rail and sea transport and thereby reduce HGV movements. At the same time SZC Co.'s project and contractor teams have continued to investigate ways to enhance the capacity for sustainable freight transport.

2.2.7. Additionally, detailed site investigation work has continued to finalise materials volumes, including the extent to which excavated material can be reused for infill or site landscaping. That work is continuing and will be confirmed at the same time as any changes arising from this consultation are formally submitted to the Planning Inspectorate.

2.2.8. As part of this work, contractors and transport logistics experts have been developing the procurement strategy for the SZC construction materials. That work has highlighted the ability to source aggregates and other materials from sources which are rail connected or which could potentially allow shipment by sea. This work has resulted in two potential changes to the Application:

- increase in the frequency of freight train movements to facilitate bulk materials by rail; and
- enhancement of the permanent BLF and options for a new temporary BLF to facilitate material imports by sea.

2.2.9. SZC Co. shares the objectives of stakeholders and the local community that goods should be moved sustainably wherever possible and that HGV numbers should be limited to those necessary for goods which cannot be moved by rail or sea. SZC Co.'s contractors also strongly favour the use of rail and sea because it can be highly efficient, reliable and cost-effective. Implementing these freight management changes would be likely to result in approximately 60% of the construction materials (by volume) being moved by rail or sea.

2.2.10. In our Stage 3 consultation prior to submission of the Application, SZC Co. consulted on a 'rail-led' option, which would have required extensive improvements to the East Suffolk line. That option would have achieved the lowest level of HGV vehicles of all the freight management options that were explored and it was widely supported for that reason. However, further work with Network Rail identified that the necessary rail works were not deliverable within the required timescale necessary for the project and the Application put forward the Integrated Strategy. Some stakeholders have expressed concern that the Integrated Strategy does not go far enough.

2.2.11. If the proposals being consulted on in this document for increased rail movements and enhanced BLF capacity are confirmed, SZC Co. expects that it will be possible to reduce HGV movements to levels similar to those associated with the rail-led strategy.

- **Increase in the frequency of freight train movements to facilitate bulk material imports by rail**

2.2.12. SZC Co. has continued to engage in detailed discussions with Network Rail and with freight operating companies to investigate the full capacity for rail freight transport. Whilst this work is ongoing, it has identified the potential to increase the volume of material moved by rail. This could be 4 or even 5 trains per day for a limited peak period, 5 or 6 days a week. The trains would predominantly run at night.

2.2.13. It is possible that this work could conclude that the additional train capacity cannot be delivered, but SZC Co. is working hard to investigate these issues and to maximise the rail capacity wherever practical. Although this work is ongoing, SZC Co. is consulting on the potential opportunities for increased rail transport (should it prove feasible) in order to seek views.

2.2.14. No extensions to the Order Limits would be required for this change.

- **Enhancement of the permanent BLF and options for a new temporary BLF facility to facilitate material imports by sea**

2.2.15. To increase the amount of freight that could be brought to the site by sea, SZC Co. is consulting on:

- Enhancing the design of the permanent BLF for the delivery of AILs; and
- Providing a new temporary BLF for the delivery of bulk materials.

2.2.16. The Application proposes the use of the permanent BLF for delivery of AILs only, and SZC Co. is not proposing as part of this consultation that the permanent BLF would be used for both AIL and bulk material imports. It is operationally not preferable to have both activities taking place on the same facility, whilst also working within the limited window of time afforded by the tidal range.

2.2.17. Enhancing the design of the permanent BLF would involve making the seabed in front of the permanent BLF better able to receive more regular deliveries by barge without requiring additional maintenance works. These changes substantially increase the ability of the permanent BLF to receive AILs; up to approximately 100 beach landings per year could be achieved in total. The Application assesses up to approximately 50 beach landings per year.

2.2.18. Further detailed design has identified that the coast path could be kept open during the construction and operation of both the permanent and temporary BLFs as far as it is reasonably practicable and safe to do so.

2.2.19. The proposed new temporary BLF would be solely for the delivery of bulk materials such as aggregate and backfill soil to reduce the amount of construction material that would otherwise need to be delivered by land. SZC Co. is consulting on four variants to the temporary BLF design, each with different capacities and different effects, in order to seek views on which may be the most appropriate.

2.2.20. In combination, the potential changes to rail and marine capacity could substantially reduce the number of HGV movements on local roads. In principle, it may be possible to increase the proportion of construction materials moved by rail and sea from 40% to 60%.

2.2.21. No extensions to the Order Limits would be required for this change.

2.3. Main Development Site

a) Introduction

2.3.1. The main development site for the construction and operation of the Sizewell C nuclear power station is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft (see Figure 1.1 in Chapter 1 of this consultation document). Once constructed, the Sizewell C nuclear power station would be located directly to the north of the existing Sizewell A and B power station complex.

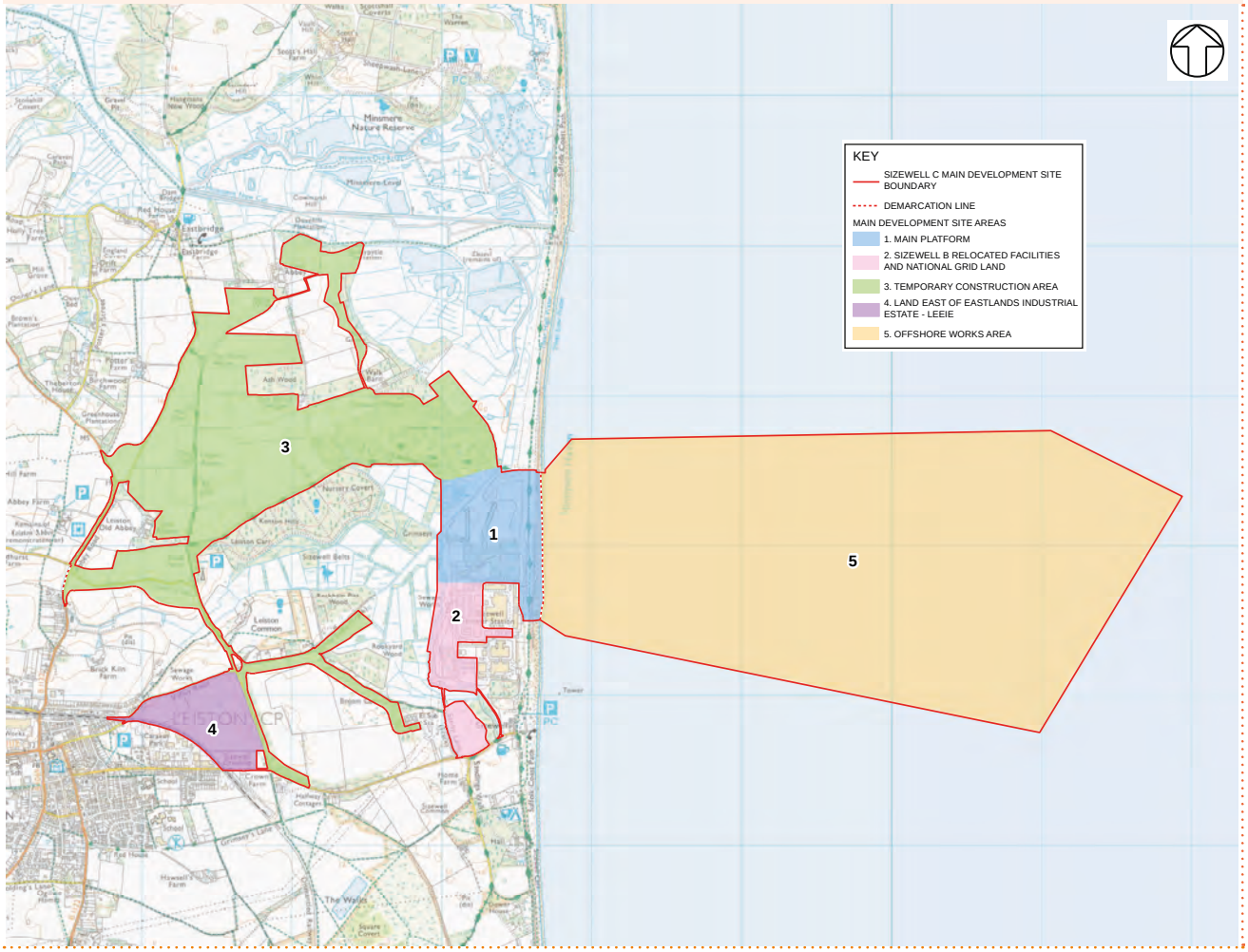
2.3.2. Volume 2 of the Environment Statement (ES) (Doc Ref 6.3) provides a detailed description of how the proposed Sizewell C nuclear power station would be constructed, operated and decommissioned, and the likely significant environmental effects that are anticipated to arise as a result of these activities. Chapter 4 of this consultation document explains why the proposed changes have been suggested, describes the changes and provides preliminary environmental information for each change.

2.3.3. The main development site encompasses the area required for the construction and operation of the Sizewell C nuclear power station and has been split into five components (see Figure 2.1):

- power station platform (main platform): the area that would become the Sizewell C nuclear power station itself;
- Sizewell B relocated facilities land and National Grid land: the area that certain Sizewell B facilities would be moved to in order to release existing Sizewell B land for the construction of Sizewell C, and land required for National Grid infrastructure;
- offshore works area: the area where offshore cooling water infrastructure and other marine works would be located;
- temporary construction area: the area located primarily to the north and west of the proposed Site of Special Scientific Interest (SSSI) crossing, which would be used to support construction activity on the main platform;
- land east of Eastlands Industrial Estate (LEEIE): the area that would be used to support construction on the main platform and temporary construction area; and
- off-site developments: areas required for the mitigation of the construction of the main development site including fen meadow mitigation land, off-site sports facilities in Leiston and a marsh harrier habitat improvement area.

2.3.4. This section describes each of the elements of proposed development that form part of the main development site and the changes associated with each of them. Figure 2.2 shows the Sizewell C Operational Masterplan and Figure 2.3 shows the Sizewell C Construction Masterplan.

Figure 2.1 Main development site sub-areas



b) Main platform

i. Proposed development

2.3.5. The main power station platform would include the following:

- two reactor buildings for the UK EPRTM reactor units and associated annexed buildings containing the safety systems, fuel handling systems and access facilities, together with the adjacent emergency diesel generator buildings (known as the 'nuclear islands');
- two sets of turbine halls and electrical buildings for the export and distribution of electrical power (the 'conventional islands');
- an operational service centre;
- cooling water pump houses and associated buildings and plant;
- waste storage buildings, including an intermediate level waste store and an interim spent fuel store;
- sea defences, comprising a new landscaped hard coastal defence feature, an existing landscape feature, which would be reconstructed to tie into the Sizewell C hard coastal defence feature and would be known as the Northern Mound, and a new artificial linear dune, known as the soft coastal defence feature;
- a BLF used for the delivery of AILs by the sea;
- overhead power lines and pylons; and
- ancillary buildings required to facilitate the operation of Sizewell C, including buildings for security, office use, storage and other purposes.

2.3.6. Access to the main platform would be provided by a new crossing to the north constructed across an area of land that forms part of the Sizewell Marshes SSSI and the Leiston Drain.

ii. Proposed changes to the DCO Application

- **Change to certain parameter heights and activities on the main development site to facilitate the construction process**

2.3.7. To facilitate the proposed changes to the BLF (which would increase the amount of material that could be transported to site by sea) the parameter heights within which construction activities may be carried out as provided for in the Application would need to increase.

2.3.8. Separately, contractor input has identified the need to relocate the marine tunnelling works within the main construction zone, resulting in the shafts being slightly closer to the landward side of the sea defences. The parameter heights would need to change because of the cranes required to lift the tunnel boring machines and individual tunnel segments into place. This change also affects the temporary construction area.

- **Change to the SSSI crossing design to a single span bridge with embankments**

2.3.9. SZC Co. proposes to change the design to comprise separate embankments at either end of the SSSI crossing with a 30m long single-span bridge connecting them, to provide additional flood relief and ecological connectivity, alongside less SSSI land-take, compared with the current design. Additionally, there is potential to change the gradient of the embankments to allow taller and more substantial trees to establish on the seaward embankment of the SSSI Crossing.

- **Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall**

2.3.10. Early in the construction phase SZC Co. has proposed to build a Combined Drainage Outfall (CDO) comprising of two tunnels which would connect and terminate approximately 300 metres offshore (see section 2.3.21). One of the functions of the CDO is to discharge treated surface water run-off from the site to the sea in compliance with an environmental permit.

2.3.11. Through the current consultation, SZC Co. is seeking views on installing a temporary outfall pipe to discharge surface water in periods of extreme storm events before the CDO is constructed. Under normal conditions surface water would be collected in balancing ponds, treated via water treatment systems and then either infiltrated to ground or discharged to the surrounding watercourses at greenfield rates.

2.3.12. The temporary outfall pipe would be laid below ground as it crosses the Suffolk Coastal Path and would terminate landward of the mean high spring water tide level. Once the CDO is constructed the outfall would be removed.

- **Change to the sea defence to make the scheme more efficient and resilient to climate change**

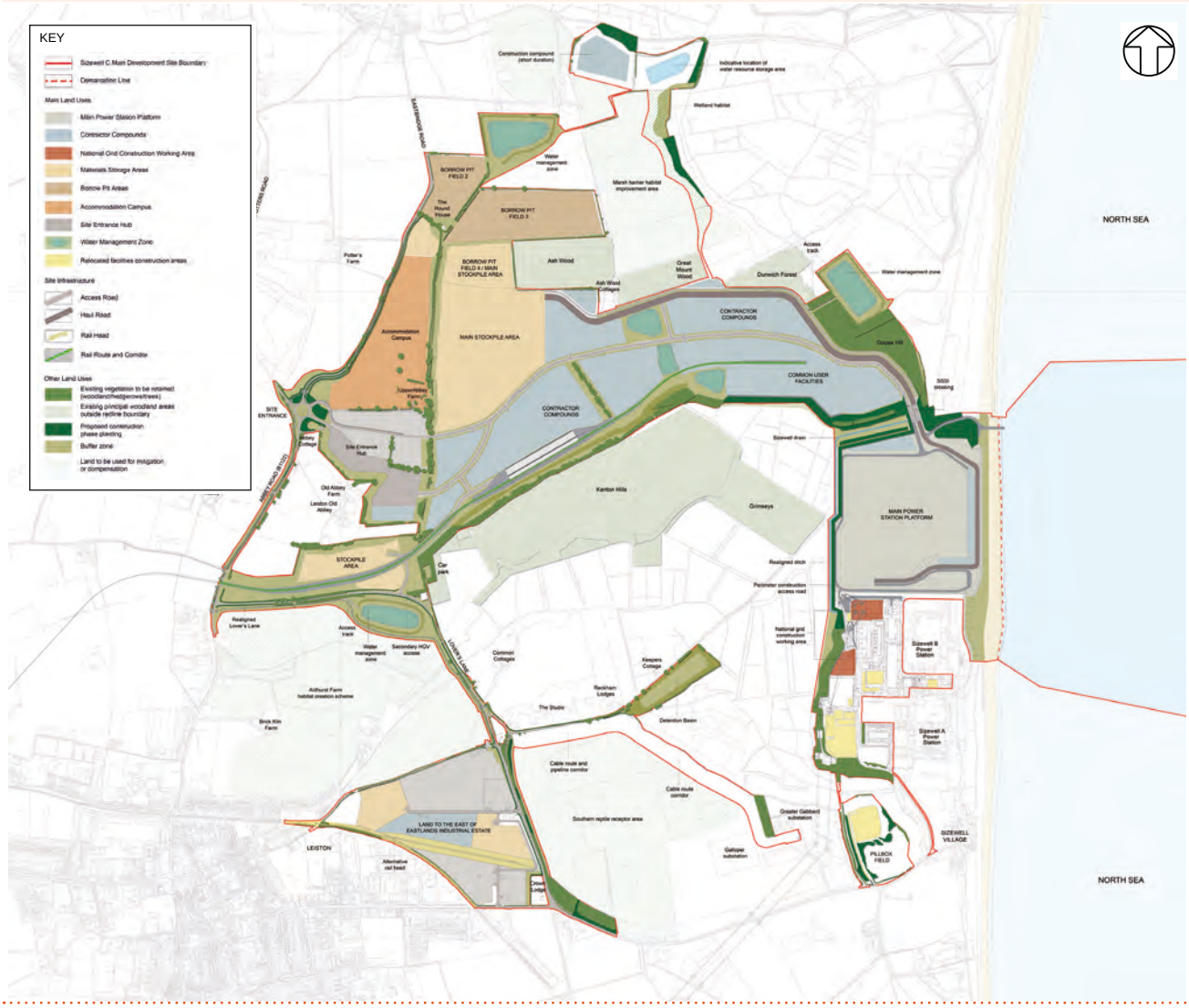
2.3.13. SZC Co. is proposing an alternative sheet-pile sea defence which has similar design features to the construction phase hard coastal defence feature but significantly increases the amount of space within the construction site and simplifies the construction process.

2.3.14. In response to stakeholder feedback and updated sea level predictions, SZC Co. has progressed detailed designs of the sea defences. We are consulting on an increase to the heights of the permanent sea defence to increase flood resilience and reduce reliance on secondary measures to alleviate coastal flood risk.

Figure 2.2 Sizewell C operational masterplan



Figure 2.3 Sizewell C construction masterplan



c) Sizewell B relocated facilities land and National Grid land

i. Proposed development

2.3.15. A number of existing Sizewell B facilities would need to be either relocated from the main platform area or relocated within the Sizewell B station because of works on the main platform. These works are referred to as 'the Sizewell B relocated facilities project'. These facilities have a broad range of functions including industrial, workplace, education, cultural uses and associated infrastructure; some of which would need to be upgraded to comply with current standards and regulations.

2.3.16. Land is also required for the National Grid 400 Kilovolts (kV) substation and the associated relocation of an existing National Grid pylon and overhead lines.

ii. Proposed changes to the DCO Application

- **Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field.**

2.3.17. An area of land within the Sizewell A complex has potentially become available for use by the Sizewell B relocated facilities project, subject to the completion of a land agreement which is currently being progressed. In addition, following further design development, the layout of the relocated facilities has been revised to facilitate easier and more efficient construction.

2.3.18. SZC Co. are consulting on two options for the delivery of the Sizewell B relocated facilities project: Option 1 and Option 2. Both options would relocate the administration building, modify the design of the training centre building and involve other changes to the layout of the Coronation Wood development area. If the Sizewell A land does become available, Option 1 would relocate the Sizewell B outage car park to the existing Sizewell B west car park. If the land does not become available Option 2 involves the same changes but the Sizewell B would be located in Pillbox Field. The overall length of construction of the Sizewell B relocated facilities project would be the same under Option 1 and Option 2.

2.3.19. No extensions to the Order Limits would be required for this change.

d) Offshore works area

i. Proposed development

2.3.20. This includes cooling water infrastructure with two intakes and one outfall, one permanent CDO) and two fish recovery and return tunnels for the operation of the Sizewell C power station.

ii. Proposed changes to the DCO Application

2.3.21. There are no changes proposed in the offshore works area.

e) Temporary construction area

i. Proposed development

2.3.22. The temporary construction area refers to the main area of land that would be required largely on a temporary basis to facilitate the construction of the Sizewell C power station. During construction, the temporary construction area would be used to provide:

- temporary facilities, including contractors' compound areas, batching plants, access and storage areas, logistical facilities, water treatment plants, water pumping stations and water storage facilities, fabrication and pre-cast concrete production areas, etc.;
- material management, including borrow pits and stockpiles;
- temporary railway track with terminal facility for offloading goods, railway sidings and a passing loop for locomotives;
- temporary water resource storage area, for the storage of non-potable water for use in construction activities;
- temporary car park with approximately 1,000 spaces, plus additional parking for buses;
- temporary construction worker accommodation campus providing up to 2,400 bed spaces, supported either by a combined heat and power facility or air source heat pumps, and associated infrastructure, including 300 surface car parking spaces and a multi-storey car park with approximately 1,300 car parking spaces, plus blue badge and cycle parking spaces; and
- associated temporary construction infrastructure, activities and machinery, including drainage, utilities, access and haul roads, excavations, cranes and other specialist machinery.

2.3.23. Furthermore, during the construction period, the following permanent infrastructure would be established within this area:

- power station access road, linking the SSSI crossing with a new roundabout onto Abbey Road (B1122);
- permanent car park with up to 1,370 spaces at the eastern end of the access road to support the operation of the Sizewell C power station;
- off-site delivery checkpoint;
- vehicular and pedestrian causeway crossing the Sizewell Marshes SSSI;
- emergency equipment store and back-up generator at Upper Abbey Farm;
- electrical substation south of Upper Abbey Farm;
- improvements to the car park and access of Kenton Hills woodland, with the provision of up to 15 additional car parking spaces; and
- highway works including the realignment of Lover's Lane, the provision of a combined bridleway, cycleway and footpath from Sizewell Gap and King George's Avenue to Eastbridge Road and other public rights of way diversions.

2.3.24. Once construction at the main platform has finished, temporary facilities would be removed and the area would be used for habitat creation, as described within the Outline Landscape and Ecology Management Plan (Doc Ref. 8.2).

ii Proposed changes to the DCO Application

- **Change to certain parameter heights and activities on the main development site to facilitate the construction process**

2.3.25. Increasing the amount of material that is transported by rail and sea would require different material storage solutions, especially in the early years. An additional stockpile area has been identified within the temporary construction area which would provide flexibility to extend the footprint of the stockpiles by a relatively small amount and would allow more material to be delivered earlier in the construction programme. SZC Co. is proposing to change the parameters to allow an additional stockpile up to approximately 15 metres above ground level. This change also affects the main platform.

- **Change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk**

2.3.26. The water resource storage area would be used for temporarily storing non-potable water in the construction phase. SZC Co. is proposing to relocate the water resource storage area to be adjacent to the proposed attenuation pond and proposed borrow pits and stockpiles. This relocation would allow the storage area's original location to instead provide additional, permanent, fluvial flood mitigation. Opportunities would also be taken to create additional wetland habitats in this area. The wetland habitats would be open water channels and wet reedbeds to provide high quality foraging habitats for marsh harriers during the construction of Sizewell C.

2.3.27. Once the construction of Sizewell C is complete and compensatory marsh harrier foraging habitats are no longer required, there would be an opportunity for the open water and wet reedbed habitats to be transitioned to wet woodland habitats, either through natural successional processes or through planting. In the long term, this would compensate for the loss of wet woodland from the Sizewell Marshes SSSI and could form part of a wet woodland strategy.

- **Revisions to tree retention on the main development site**

2.3.28. SZC Co. has identified three locations where changes are proposed to the DCO Landscape Retention and Site Clearance Plans. These changes have arisen from the conflicts between retained landscape and access required into various parts of the site as detailed design has progressed in preparation for implementation. This change also affects the main platform.

- **A new bridleway link between Aldhurst Farm and Kenton Hills**

2.3.29. Along with an extensive rights of way strategy in the Application SZC Co. proposed a fund to improve the local rights of way network if it is affected by the development of the Sizewell C Project. Engagement with local stakeholders has raised a specific concern about the bridleway crossing Lover's Lane. SZC Co. is therefore consulting on delivering a new bridleway link under the DCO rather than it being delivered separately through the fund.

2.3.30. The new bridleway would include a crossing point over Lover's Lane to run from the northern field of Aldhurst Farm towards Kenton Hills to join the existing Bridleway 19 route. The route would be constructed to bridleway standards.

- **Extension and reduction of the Order Limits for works on the main development site**

2.3.31. There are a number of minor reductions and additions proposed to the Order Limits for the main development site to account for mapping or boundary discrepancies, to facilitate access to surrounding sites or to optimise highway usage.

f) Land east of Eastlands Industrial Estate (LEEIE)

i. Proposed development

2.3.32. This area would be used to support construction on the main platform and the temporary construction area. The area would comprise:

- new vehicle access points onto Valley Road, Lover's Lane and King George's Avenue;
- a 400-pitch caravan park for the accommodation of construction workers, with associated facilities for welfare and amenity;
- a temporary single railway track with railway sidings and a passing loop for the locomotive;
- a temporary park and ride facility comprising approximately 600 car parking spaces, 20 bus parking spaces and an associated terminal area;
- a freight management facility comprising approximately 80 parking spaces for heavy goods vehicles and associated infrastructure, including a new vehicle access onto Lover's Lane;
- temporary material management areas, including stockpiles and a material transfer laydown area; and
- a logistics compound to accommodate temporary buildings, facilities, machinery and materials.

2.3.33. At the end of the construction period, all facilities at the LEEIE would be removed and the area reinstated to agricultural land.

ii. Proposed changes to the DCO Application

2.3.34. There are no proposed changes to the LEEIE.

g) Off-site developments

i. Proposed development

2.3.35. To mitigate the effects of activity on the main development site, the following off-site developments are also proposed in the Application:

- two areas of fen meadow mitigation land, one to the south of Benhall and one to the east of Halesworth, to create permanent fen meadow habitats to mitigate the loss of approximately 0.7 hectares of fen meadow habitat from the Sizewell Marshes SSSI;
- off-site sports facilities at Leiston comprising a full-sized 3G artificial football pitch and two multi-use games areas, for shared use between construction workers, Alde Valley School and the local community during the construction phase and left as a legacy for the school and community thereafter; and
- a temporary marsh harrier habitat improvement area to the west of Westleton, if required[1]. If used, at the end of construction, this land would be returned to arable use.

2.3.36. Volume 2 of the ES (Doc Ref. 6.3) identifies no significant environmental effects as result of the construction and operation of the off-site developments.

ii. Proposed changes to the DCO Application

- **Extension of the Order Limits to provide for fen meadow habitat at Pakenham as further mitigation for fen meadow loss**

2.3.37. Fen meadow habitats are challenging to create. The Application identifies two sites for fen meadow mitigation habitat at Benhall and Halesworth.

2.3.38. Further advice from Natural England as a result of continued engagement, however, recommends that given the rarity of fen meadow in the UK and the known difficulty of restoring species rich fen / fen meadow habitat, that a larger extent of land is required in order to ensure sufficient mitigation habitat. SZC Co. is therefore proposing to include a site at Pakenham to further increase the probability of creating sufficient fen meadow habitat to mitigate for the loss of fen meadow from the Sizewell Marshes SSSI.

- **Extension and reduction of the Order Limits for works on the main development sites and related sites (fen meadow mitigation sites and marsh harrier improvement sites)**

2.3.39. SZC Co. proposes to change the design to comprise separate embankments at either end of the SSSI crossing with a 30m long single-span bridge connecting them, to provide additional flood relief and ecological connectivity, alongside less SSSI land-take, compared with the current design. Additionally, there is potential to change the gradient of the embankments to allow taller and more substantial trees to establish on the seaward embankment of the SSSI Crossing.

2.4. Northern and southern park and rides

a) Introduction

2.4.1. Volumes 3 and 4 of the ES (Doc Ref. 6.4 and 6.5) provide a summary description of the construction, operation, and removal and reinstatement phases of the northern park and ride at Darsham and southern park and ride at Wickham Market respectively, together with an assessment of the likely significant environmental effects that are predicted to arise as a result of these proposals.

2.4.2. The changes proposed to these sites are described and explained in Chapter 5 of this consultation document along with preliminary environmental information associated with the changes.

b) Proposed development

2.4.3. The northern park and ride facility would intercept construction workers travelling on the A12 to the main development site from the north, whilst the southern park and ride would intercept construction workers travelling from the south. The park and rides would reduce the amount of additional traffic on local roads and through local villages.

2.4.4. The northern park and ride would be situated to the west of the A12, to the east of the East Suffolk line and to the north of Darsham rail station (refer to Figure 2.4). The approximately 27.9 hectare site lies within a predominantly arable farmland landscape with scattered woodland cover. Access to the site would be via a new temporary three arm roundabout, with works to Willow Marsh Lane and the temporary realignment of the A12 via the roundabout.

1 A permanent marsh harrier habitat improvement area has been established at the northern edge of the EDF Energy estate. The Shadow Habitats Regulation Assessment Report (Doc Ref. 5.10) concludes that this is appropriate compensation for the predicted 'loss of foraging' habitat for marsh harriers over the Sizewell Marshes SSSI. However, if it is determined by the Secretary of State that additional marsh harrier habitats are required then the Westleton site would be temporarily used to provide this.

2.4.5. The southern park and ride would be located to the north-east of Wickham Market. Access to the site would be off the slip road from the B1078 which leads to the northbound A12 (refer to Figure 2.5). The approximately 26.4 ha site lies within a predominantly arable farmland landscape with scattered woodland cover, it also extends to include a section of the A12.

2.4.6. Both of the park and ride facilities would comprise:

- car parking areas for up to 1,250 car parking spaces (of which up to 40 would be accessible spaces) and up to 12 pick up only spaces;
- up to 10 spaces for minibuses/vans/buses;
- up to 80 motorcycle parking spaces;
- cycle shelters for up to 20 bicycles;
- bus terminus area, including shelters;
- security fencing and lighting;
- an amenity and welfare building comprising toilets and staff room;
- a security building including an administration office;
- a security booth adjacent to an exit loop for errant vehicles;
- other ancillary development, including road markings, signage, lighting, closed circuit television and utilities; and
- external areas including roadways, footways, landscaping (including bunds) and drainage infrastructure.

2.4.7. The southern park and ride facility would also comprise:

- a traffic incident management area; and
- a postal consolidation building.

2.4.8. Once the need for the facilities has ceased, the buildings and associated infrastructure, would be removed in accordance with a removal and reinstatement plan, which would maximise the potential for re-use of building, modules and materials. When the site has been cleared, the area would be returned to agricultural use and, at the northern park and ride, the A12 reinstated back to its original alignment.

c) Proposed changes to the DCO Application

- **Extension of landscaped bund and other minor changes at the southern park and ride, including a minor reduction of the Order Limits**

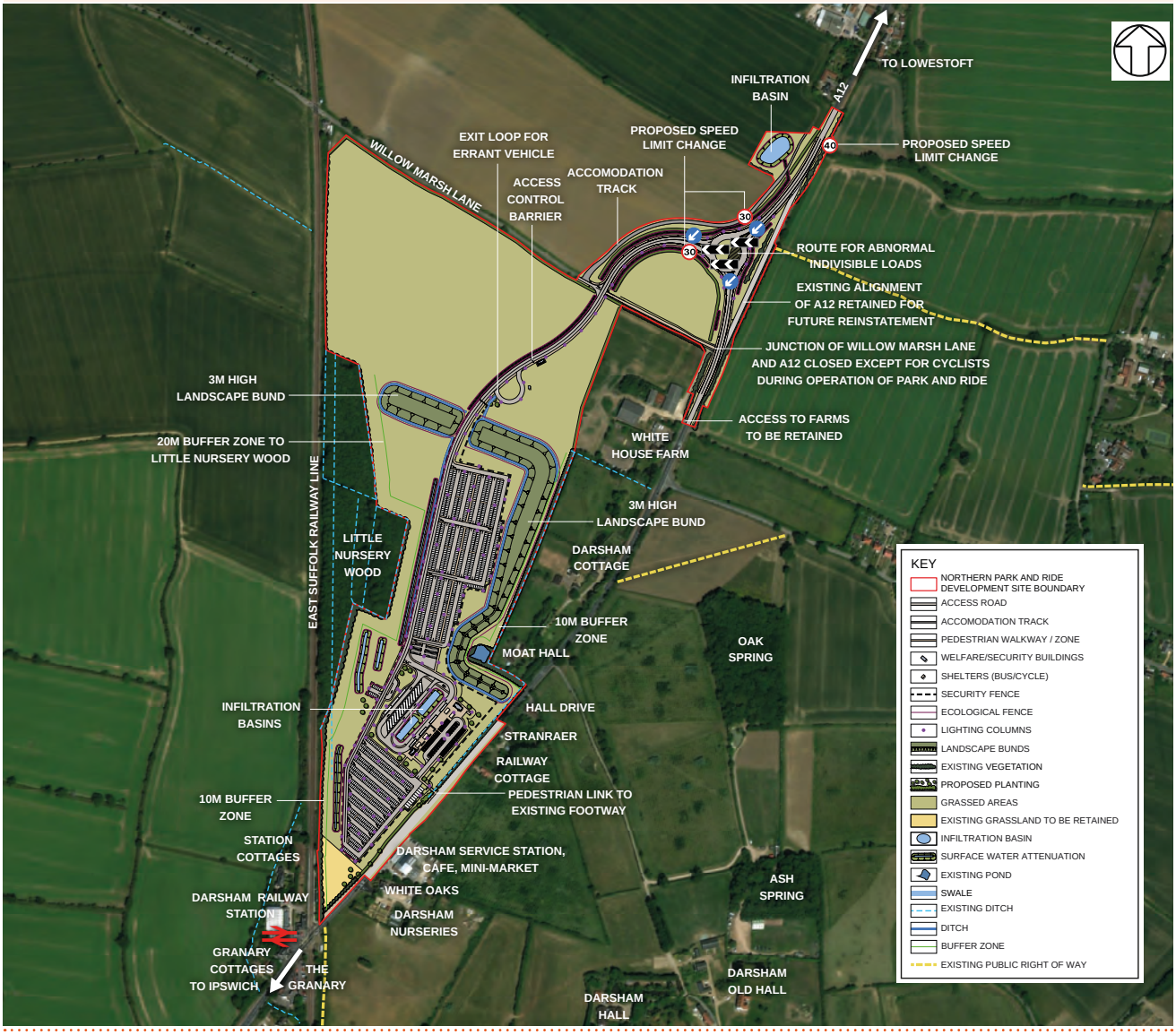
2.4.9. SZC Co. is consulting on an opportunity to extend the landscape bund along the north-west boundary of the site to further aid visual and acoustic screening from the adjacent landscape and habitat.

2.4.10. Additionally, minor design changes are proposed to reduce the Order Limits to the south of the A12, and to retain an existing private access along the eastern boundaries of the site.

- **Minor reductions to the Order Limits at the northern park and ride**

2.4.11. There are two minor reductions proposed to the Order Limit boundary of the northern park and ride to account for mapping or boundary discrepancies.

Figure 2.4 Northern park and ride masterplan



2.5. Two village bypass

a) Introduction

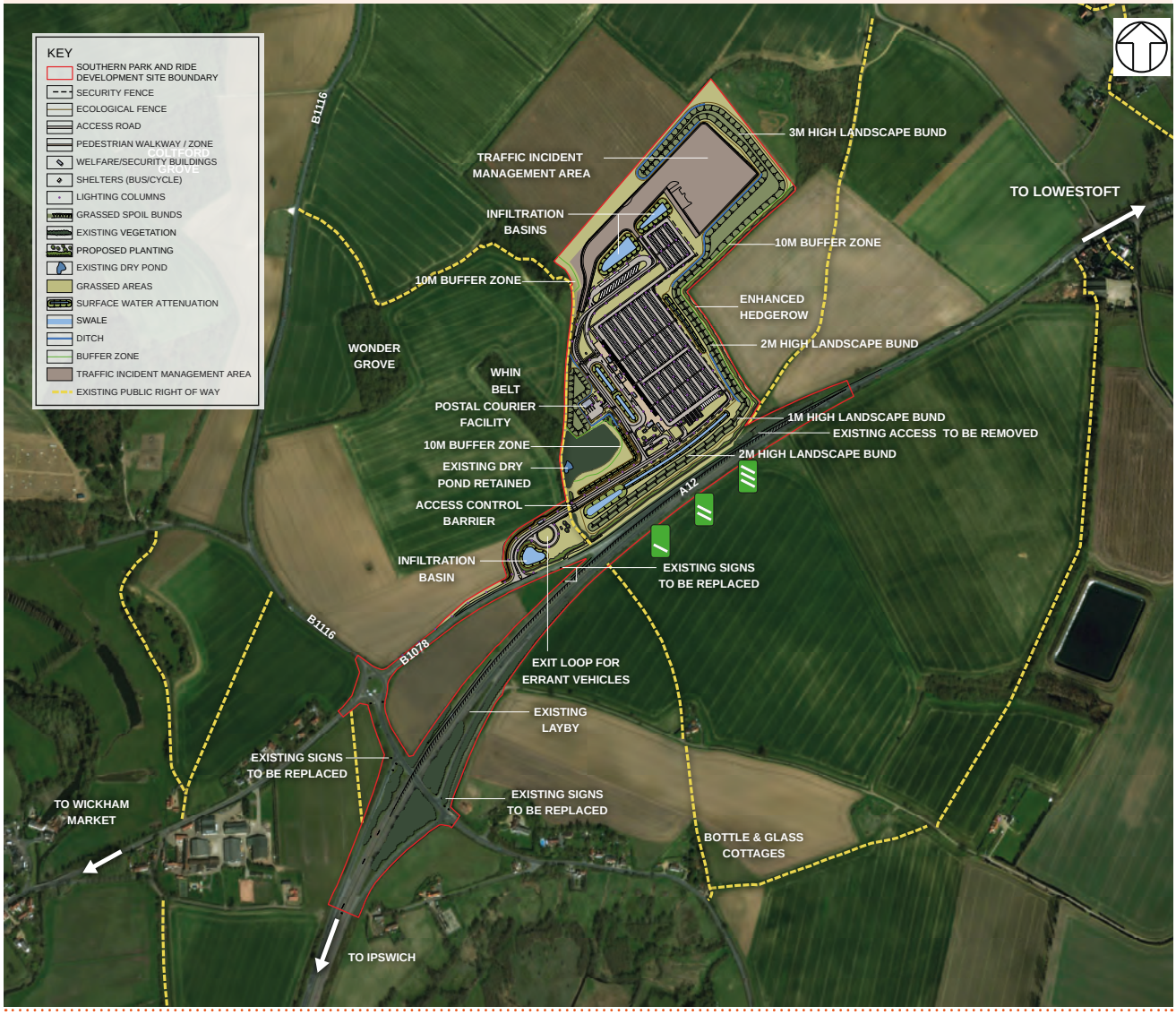
2.5.1. Volume 5 of the ES (Doc Ref. 6.6) provides a detailed description of how the the two village bypass would be constructed and operated, and the likely significant environmental effects that are anticipated to arise as a result of these activities.

2.5.2. The changes proposed at this site are described and explained in Chapter 5 of this consultation document along with preliminary environmental information associated with the changes.

b) Proposed development

2.5.3. The two village bypass would comprise a new, permanent, 2.4 kilometre (km) single carriageway road, with a design speed of 60 miles per hour (mph), that would depart from the A12 to the south-west of Stratford St. Andrew before re-joining the A12 to the east of Farnham (see Figure 2.6).

Figure 2.5 Southern park and ride masterplan

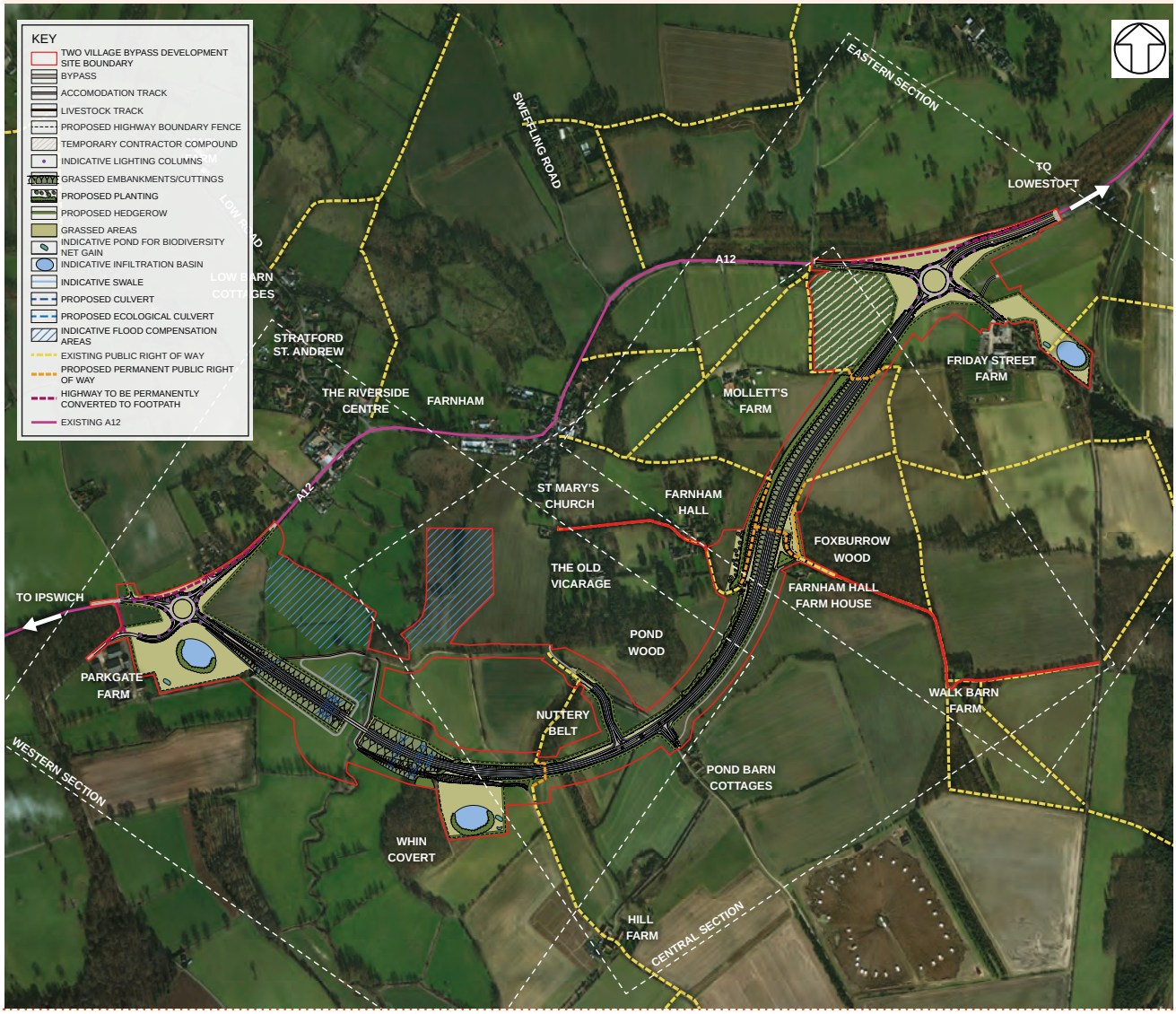


2.5.4. The two village bypass would effectively create a new route to the south of Stratford St. Andrew and Farnham, thus bypassing the two villages. Once operational, the two village bypass would form a new section of the A12, though the existing section of the A12 through the villages would be retained for local access. It would be open for public use as soon as it is operational.

2.5.5. The two village bypass would include:

- provision of a four arm roundabout at the western end of the road, east of Parkgate Farm and Stratford Plantation to connect the road to the A12 and Tinker Brook;
- a multi-span overbridge for all traffic to allow a crossing over the River Alde;
- provision of flood compensation areas to the north of the bypass, largely to the west of the River Alde;
- provision of a staggered junction between Nuttery Belt and Pond Wood to maintain access on both sides of the route of the proposed two village bypass;
- a cutting as the route of the bypass passes to the east of Farnham Hall. A non-motorised user overbridge would be provided, over the two village bypass road, would be provided and two public rights of way diverted to maintain connectivity across the route; and
- provision of a four arm roundabout at the eastern end of the road, to replace the existing junction of the A12, with the A1094 (Friday Street).

Figure 2.6 Two village bypass masterplan



c) Proposed changes to the DCO Application

- **Extension of the Order Limits for works on the two village bypass, change to the public right of way around Walk Barn Farm and additional habitat mitigation proposals**

2.5.6. Following further engagement with Suffolk County Council, there is a minor change to the Order Limits proposed to maximise visibility of the existing access road which will join the two village bypass at the north-west staggered junction, east of the River Alde bridge crossing. This proposed change is subject to the results of further speed surveys on the access road, which may determine that the additional land is not required.

2.5.7. Suffolk County Council has also requested that the route used by the public is formalised as a public right of way route at Walk Barn Farm. In this consultation document, SZC Co. is consulting on upgrading this right of way to a bridleway and the two options for the route in this location, in order to seek views on which may be the most appropriate.

2.5.8. There is an opportunity to use land within the Order Limits to provide additional habitat to mitigate for the loss of the floodplain grazing marsh habitat.

2.6. Sizewell link road

a) Introduction

2.6.1. Volume 6 of the ES (Doc Ref. 6.7) provides a detailed description of how the Sizewell link road would be constructed and operated, and the likely significant environmental effects that are anticipated to arise as a result of these activities.

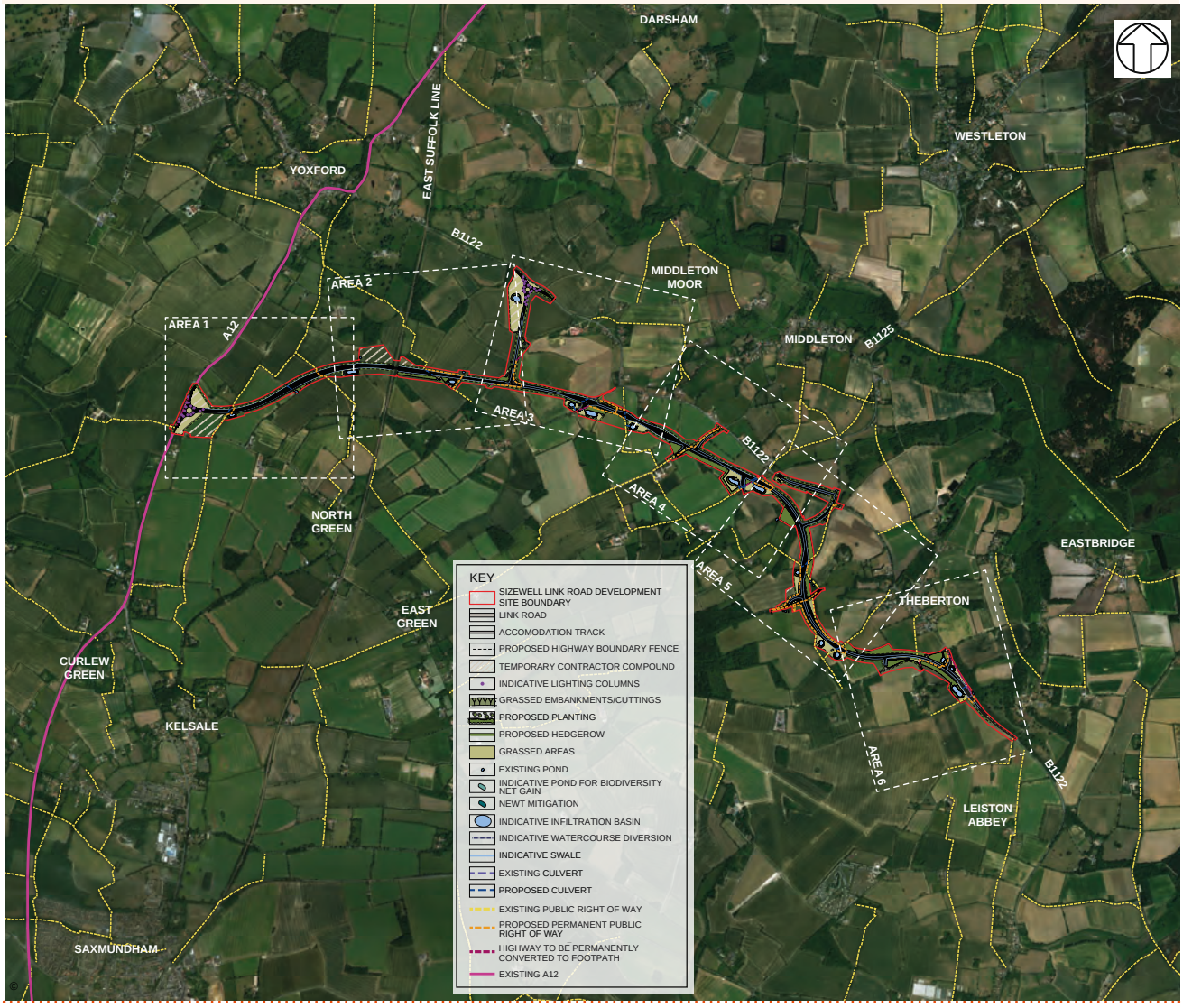
2.6.2. The changes proposed at this site are described and explained in Chapter 5 of this consultation document along with preliminary environmental information associated with the changes.

b) Proposed development

2.6.3. The Sizewell link road would comprise a new, permanent 6.8 km single carriageway road, with a design speed of 60 miles per hour (mph), which begins at the A12 south of Yoxford, bypasses Middleton Moor and Theberton before joining the B1122 (see Figure 2.7).

2.6.4. The proposed Sizewell link road would be used by SZC Co. during the construction phase of the Sizewell C main development site to transport construction workers arriving by car, buses from both the northern park and ride (which would only use the Sizewell link road east of the Middleton Moor link) and southern park and ride, and goods vehicles (both light and heavy) delivering freight to the Sizewell C main development site. It would also be open to the public as soon as it is operational.

Figure 2.7 Sizewell link road masterplan



2.6.5. The Sizewell link road would include:

- a connection with the A12, approximately 180m north of The Red House Farm, south of Yoxford, and continuing in an easterly direction;
- a single span bridge over the East Suffolk line;
- a new link road (referred to as the 'Middleton Moor link') to allow connectivity to Middleton Moor;
- realignment of Fordley Road on the south side of the proposed route of the Sizewell link road to allow northbound traffic to join the new road. Fordley Road would be stopped up on the north side of the route;
- a staggered crossroads, ghost island junction to give access to Trust Farm located to the south and to the existing B1122 to the north, as well an access road to Hawthorn Cottages;
- realignment of Hawthorn Road on the south side of the proposed route of the Sizewell link road. On the north side Hawthorn Road would be stopped up;
- a new ghost island junction would be formed with an extension of the B1125 and reconfiguration of the existing B1122 (Leiston Road) to form new junctions. This includes provision of a new link road between the route of the proposed Sizewell link road and Leiston Road (the 'B1125 link');
- realignment of Pretty Road on the south side of the proposed route of the Sizewell link road. On the north side Pretty Road would be stopped up;
- a new overbridge for non-motorised users only (pedestrians, cyclists, equestrians) over Pretty Road;
- a new priority junction on the west side of Moat Road to maintain access to the existing properties including Theberton Grange and Moat House;
- a new road and junction connecting the Sizewell link road to the B1122 to provide access to Theberton, and a realignment of the B1122 to the south-east of the new junction to tie in to the route of the Sizewell link road. Approximately 360m of the B1122 would be permanently converted to footpath

c) Proposed changes to the DCO Application

- **Extension to and reduction of the Order Limits for works on the Sizewell link road**

2.6.6. Through discussions with Suffolk County Council (SCC), SZC Co. has established that additonal land may be necessary to provide increased visibility at junctions proposed along the Sizewell link road. This may involve further works and vegetation removal to improve highway safety. SZC Co. is currently undertaking vehicle speed surveys and depending on the results of these and further discussions with Suffolk County Council, this additional land may not be necessary.

2.6.7. Following receipt of the ground investigation results and discussions with SCC, the approach to drainage has changed. It is now proposed to hold water in attenuation basins and manage the release of the water to local watercourses, in accordance with the hierarchy within the drainage strategy located in Volume 2, Chapter 2, Appendix 2A of the ES. This has resulted in the need for additional areas of land within the Order Limits to accommodate additional basins and potential routes to discharge surface water flows to local watercourses. As we progress the hydraulic modelling of the whole length of the Sizewell link road we will seek to optimise the number and size of the basins and some of the additional land may not be required.

2.6.8. Other minor design changes are proposed which would extend or reduce the Order Limits or the length of time the land is needed for. These changes have arisen following further detailed design work and the results of topographical survey Information.

2.7. Yoxford roundabout and other highway improvements

a) Introduction

2.7.1. Volume 7 of the ES (Doc Ref. 6.8) provides a detailed description of the off-site highway improvements proposed to support the construction and operation of the Sizewell C nuclear power station. It describes how they would be constructed and operated, and the likely significant environmental effects that are anticipated to arise as a result of these activities.

2.7.2. The changes proposed at this site are described and explained in Chapter 5 of this consultation document along with preliminary environmental information associated with the changes.

b) Proposed development

2.7.3. Four locations have been identified where there is a need to provide highway improvement works. The works proposed are summarised in Table 2.4. Yoxford roundabout is shown in Figure 2.8.

2.7.4. Road safety analysis has identified potential highway safety issues at two additional sites (the B1078 and B1079 junction east of Easton and Otley College and the A140 and B1078 junction west of Coddenham). Highway safety measures at these sites would be secured through a legal agreement with the highway authority. It is envisaged that these works would include improvements of visibility splays, provision of signage and road markings.

2.7.5. All of the proposed highway improvement works would be retained permanently.

Table 2.4 Summary of proposed highway improvement works

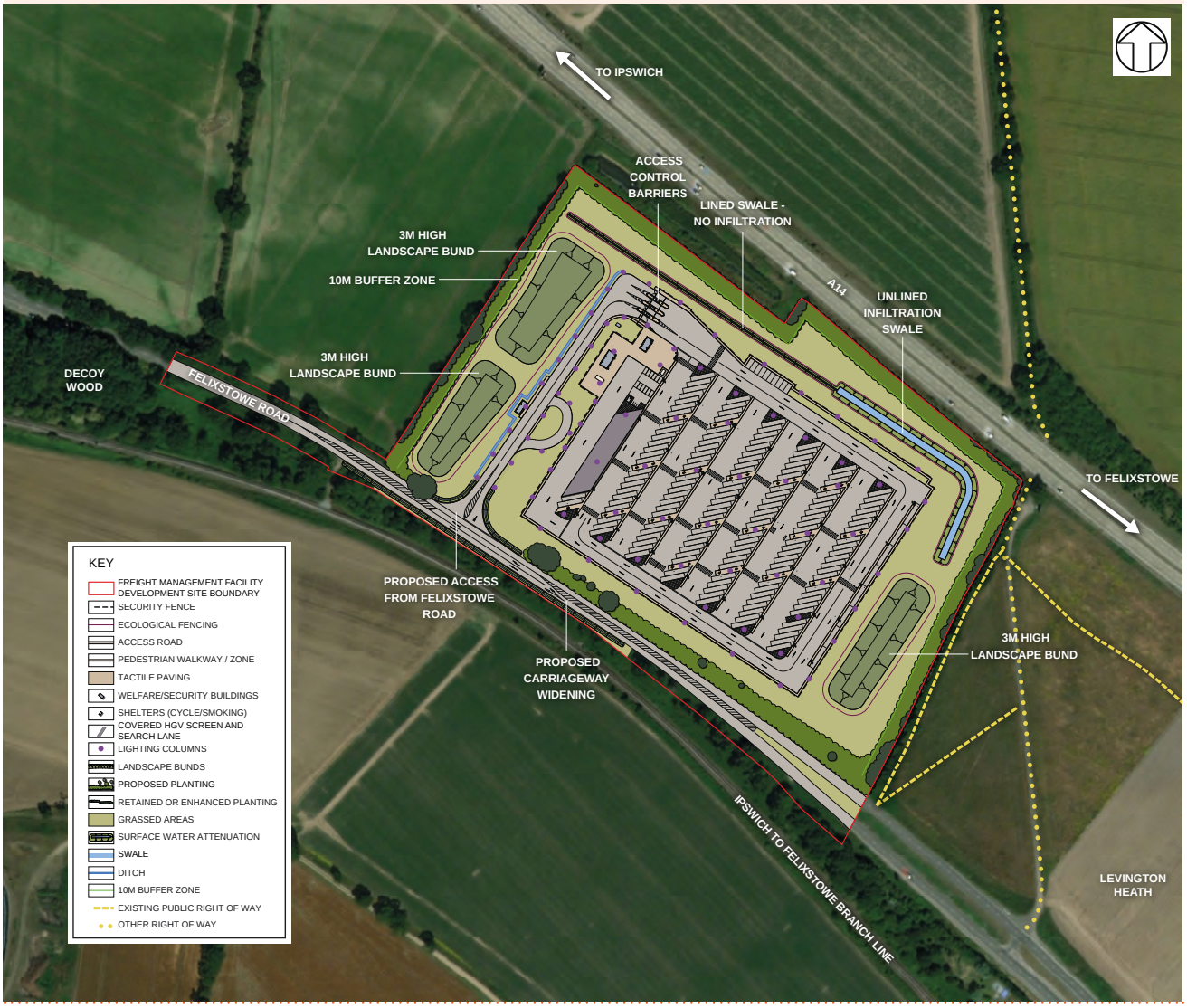
Highway Improvement	Summary of Works	Site area
A12 and B1122 east of Yoxford.	Provision of a new roundabout at the junction (referred to as the 'Yoxford roundabout').	2.9 ha
A1094/B1069 junction south of Knodishall.	Improvements of visibility splays and provision of signage and road markings. SZC Co. would also seek to reduce the speed limit from 60 miles per hour (mph) to 40mph.	1.5 ha
A12/A144 junction south of Bramfield.	Provision of central reservation island and waiting area.	1.2 ha
A12/B1119 junction at Saxmundham.	Improvements of visibility splays, alteration of the B1119 at the junction with the A12, and provision of signage and road markings.	0.9 ha

c) Proposed changes to the DCO Application

- **Minor reductions to the Order Limits for Yoxford roundabout, the A12/B1119 junction at Saxmundham and the A1094/B1069 south of Knodishall**

2.7.6. There are a number of minor reductions proposed to the Order Limits for Yoxford roundabout, the A12/B1119 junction at Saxmundham and the A1094/B1069 south of Knodishall to account for mapping or boundary discrepancies.

Figure 2.8 Freight management facility masterplan



2.8. Freight Management Facility

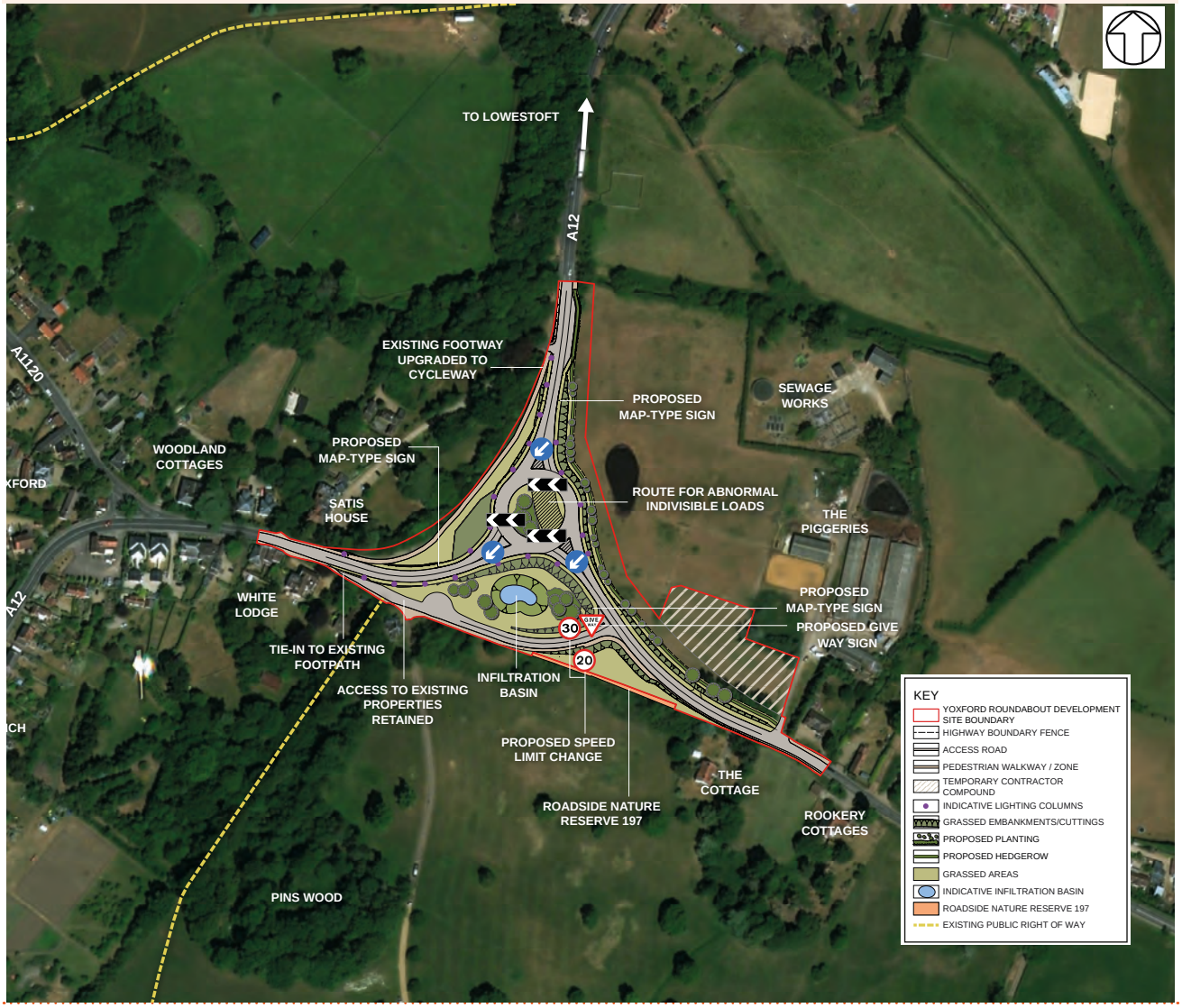
a) Introduction

2.8.1. Volume 8 of the ES (Doc Ref. 6.9) provides a detailed description of how the proposed freight management facility would be constructed, operated and removed and reinstated, and the likely significant environmental effects that are anticipated to arise as a result of these activities.

b) Proposed development

2.8.2. The proposed freight management facility is located near Seven Hills and would assist in allowing a controlled pattern of deliveries to the main development site with reduced movements during peak or sensitive hours on the network (see Figure 2.9).

Figure 2.9 Yoxford roundabout masterplan



2.8.3. The facility would provide buildings and external areas where paperwork and goods can be checked prior to delivery to the main development site. It would be a location where HGVs are held while they wait to enter the main development site or in the event of an accident on the local road network which prevents access to the main development site.

2.8.4. The approximately 11ha site predominantly comprises arable farmland. The site is located to the south-east of the A12 and A14 junction, south-east of Ipswich and is bounded by the A14 to the north and Felixstowe Road to the south. Once the need for the facility has ceased, the buildings and associated infrastructure would be removed

c) Proposed changes

2.8.5. There are no changes proposed to the freight management facility.

2.9. Rail

a) Introduction

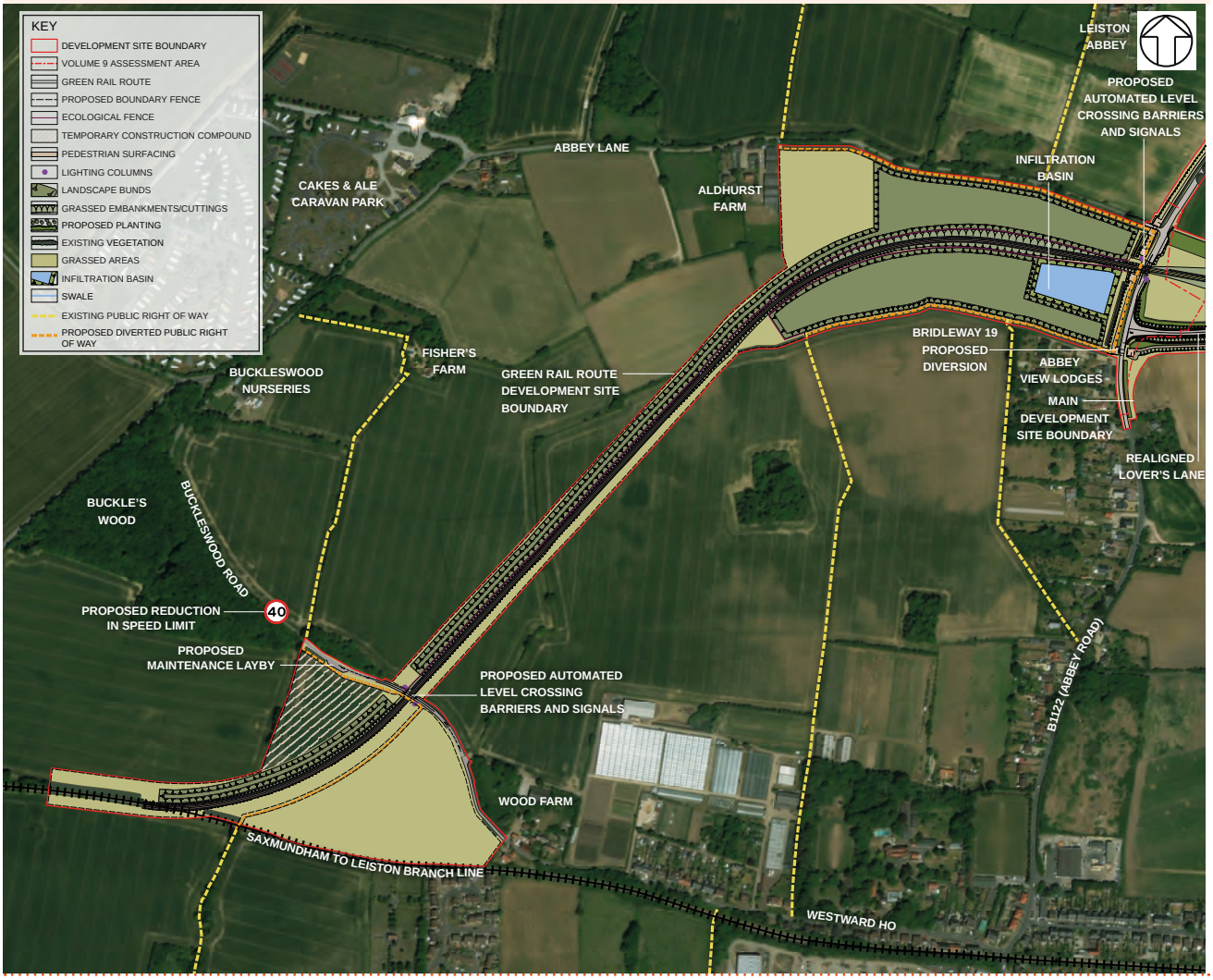
2.9.1. Volume 9 of the ES (Doc Ref. 6.10) provides a detailed description of how the proposed freight management facility would be constructed, operated and removed and reinstated, and the likely significant environmental effects that are anticipated to arise as a result of these activities.

b) Proposed development

2.9.2. The "green rail route" comprises a temporary rail extension of approximately 4.5km from the existing Saxmundham to Leiston branch line to a terminal within the main development site. Commencing at a new junction with the existing Saxmundham to Leiston branch line at a point 500 m east of the Saxmundham Road level crossing and 230 m south of Buckle's Wood, it passes southwest to northeast to the main development site (see Figure 2.10). Once the need for the green rail route has ceased it would be removed and the land returned to agricultural use.

2.9.3. In addition to this, rail track upgrades and works on up to eight level crossings would be required on the Saxmundham to Leiston branch line to accommodate the additional freight trains that would operate on the green rail route. These upgrades would be permanent.

Figure 2.10 Green rail route masterplan



c) Proposed changes to the DCO Application

2.9.4. There are no changes proposed to the green rail route as proposed in the Application. Chapter 3 of this consultation document, however, explains the potential changes to the use of rail through the construction phase which are detailed in the freight management strategy section (see section 2.2 of this chapter).

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3. FREIGHT MANAGEMENT STRATEGY

3.1. Introduction

3.1.1. This chapter describes a range of potential changes to the freight management strategy on which we would like your views. For each change it describes the position set out in the Application, a description of the potential change (including options) and an explanation of why the change is proposed. Preliminary environmental information has been provided for each of the changes and options with reference to the environmental information provided in the Application. Conclusions explaining whether there are likely to be any new or different significant effects from those included in the Application as a result of each change are included at the end of each section.

3.1.2. In this chapter the following changes are considered:

- Potential changes to rail movements from those assumed in the Application, including:
  - potential to increase train capacity
  - potential to reduce Heavy Goods Vehicle (HGV) movements
  - environmental impact of additional rail movements and reduced HGV movements
- Potential enhancements to the permanent Beach Landing Facility (BLF) and options for a second temporary BLF to facilitate materials imports by sea, including:
  - the proposed BLF development in the Application
  - potential changes and why the changes are being considered
  - environmental impact of the potential changes.

3.1.3. One of the most distinct characteristics of the construction phase of the Sizewell C Project is the need to transport substantial volumes of construction material during the 9–12 year construction programme. From the outset, SZC Co. has been conscious of the need to ensure that its freight management strategy optimised the sustainable transport of material by rail or sea, whilst limiting and mitigating the impacts of necessary road transport. Consequently, SZC Co. adopted three guiding principles for its freight management strategy:

- firstly, wherever practical and cost-effective, to seek to reduce the volume of materials that require movement off-site, either through the re-use of excavated material as fill, landscaping or via the deployment of borrow pits to both source material on-site and deposit other material;
- secondly, where materials must be transported to or exported from the site, to seek to move bulk materials and containerised goods by sea or by rail where this is practical and cost-effective; and
- thirdly, where movement of materials by road remains necessary, to manage this in a way which reduces local impacts via the use of defined routes for HGVs and systems which can monitor, manage and control the number and timing of HGV movements to the site.

3.1.4. Guided by these principles and extensive feedback through consultation and engagement, the Application set out details of a proposed Integrated freight management strategy with the following principal characteristics:

- a BLF to enable large abnormal indivisible loads (AILs) to be transported by barge;
- up to two freight trains per day in the early years[1], delivering material to land east of Eastlands Industrial Estate (LEEIE) and up to three freight trains per day during the peak construction period delivering material to the temporary construction area via a new rail line (the green rail route); and
- approximately 60% of construction material delivered by HGVs, requiring up to 300 HGVs per day (600 movements) in the early years and up to 500 HGVs per day during the peak construction period (1,000 movements), with a typical day requiring 325 HGVs (650 movements).

3.1.5. The strategy is supported by extensive investment in a range of transport infrastructure, including the two village bypass, the Sizewell link road, a freight management facility at Seven Hills and significant investment in rail to re-lay the Saxmundham to Leiston branch line and construct the 4.5km green rail route into the temporary construction area. The application explained how these measures would achieve the transport of approximately 40% (by weight) of construction material by sustainable modes (rail and sea), whilst mitigating the effects of road transport on local communities.

3.1.6. Since the submission of the Application, SZC Co.'s project and contractor teams have continued to investigate ways to enhance the capacity for sustainable freight transport. At the same time, a number of stakeholders have urged that every effort should be made to maximise the use of rail and sea transport and thereby reduce HGV movements.

1 Early years are defined in the Application as a period of approximately two years from the start of construction until the opening of various facilities – particularly the two village bypass and the Sizewell link road.

3.1.7. Additionally, detailed site investigation work has continued to finalise materials volumes, including the extent to which excavated material can be reused for infill or site landscaping. That work is continuing and will be confirmed at the same time as any DCO changes arising from this consultation are formally requested.

3.1.8. As part of this work, contractors and transport logistics experts have been developing the procurement strategy for the Sizewell C construction materials. That work has highlighted the ability to source aggregates and other materials from sources which are rail connected or which could potentially allow shipment by sea.

3.1.9. This work has resulted in two potential changes to the Application:

- the potential to run 4 or possibly even 5 trains per day for a short period, 5 or 6 days a week; and
- enhancement of the permanent BLF and potential options for a new temporary BLF to increase the capacity to move material by sea.

3.1.10. These potential changes are described in this chapter.

3.1.11. SZC Co. shares the objectives of stakeholders and the local community that goods should be moved sustainably wherever possible and that HGV numbers should be limited to those necessary for goods which cannot be moved by rail or sea. SZC Co.'s contractors also strongly favour the use of rail and sea for appropriate materials because it can be highly efficient, reliable and cost effective.

3.1.12. Some bulk materials are more able to be moved by rail or sea than by HGV – examples include aggregates and backfill material for ground raising and stability. Other materials are not suitable to be moved by sea or rail and can only realistically be moved by HGV. In an ideal world, SZC Co.'s contractors believe that the modal split set out in Table 3.1 would be desirable, if sufficient capacity existed.

3.1.13. Even with full rail and sea capacity, there is a significant volume of material which will require transport by HGV. Locally sourced material, specialist materials, non-bulk materials or materials normally sourced at shorter notice will all need to be transported by HGVs. It should be noted for these purposes, however, that an "HGV" is defined in the Application as any goods vehicle over 3.5 tonnes and a significant number of these residual HGV movements would be made by smaller HGVs.

3.1.14. In combination, if there was enough capacity, rail and sea could potentially transport up to 60% of the total volume of materials. Even with unlimited rail and sea capacity, however, the volume of material moved by HGV is unlikely to be less than 40% of the total as this proportion of materials is best suited to road transportation. If that reduction to 40% can be achieved, however, we would expect that HGVs could be reduced to approximately 250 on a Typical Day (500 movements) and 350 on the Busiest Day (700 movements). This represents a reduction of 150 HGVs on the Busiest Day (300 2-way movements) compared to the DCO submission.

Table 3.1 Preferred modal split for material transport

Material	Primary Mode of Transport		
	Rail	Sea	Road
Concrete Aggregates	✓	✓	
Backfill Aggregates	✓	✓	
Cement and Lime Powders (for Ground Improvement)	✓		✓
Concrete Powders			✓
Tunnel Segments	✓		✓
Reinforcement	✓		✓
Other Materials			✓
Overall Ambition	30%–50%	10%–30%	40%

3.1.15. A balance also needs to be struck between the benefits and the environmental effects of the different transport options in order to arrive at the optimum freight management strategy.

3.1.16. This consultation outlines where there may be potential to increase both rail and sea transport. These are options for consultation and these options describe choices – the consultation does not set out a fixed proposal.

3.1.17. The outcome from this consultation will assist SZC Co. to find the optimum strategy and to propose changes to the Application, which (if accepted by the Planning Inspectorate) will then be tested through the Examination.

3.2. Increase in the frequency of freight train movements to facilitate bulk material imports by rail

a) Potential changes to rail movements assumed in the DCO Application

3.2.1. Rail proposals in the submitted Application are described in the Transport Assessment (Doc Ref. 8.5). In the early years, rail operations would consist of up to two freight trains per day operating from the main East Suffolk Line along the upgraded Saxmundham to Leiston branch line to newly constructed sidings in the LEEIE. It is anticipated that the trains would arrive on the branch line at night and be held there overnight, proceeding to LEEIE after 7am in the morning. No trains would travel through Leiston at night. Once unloaded, the trains would leave LEEIE in the evening, be held again on the branch line and then return to the main East Suffolk Line at night. No change is proposed to these early years rail operations.

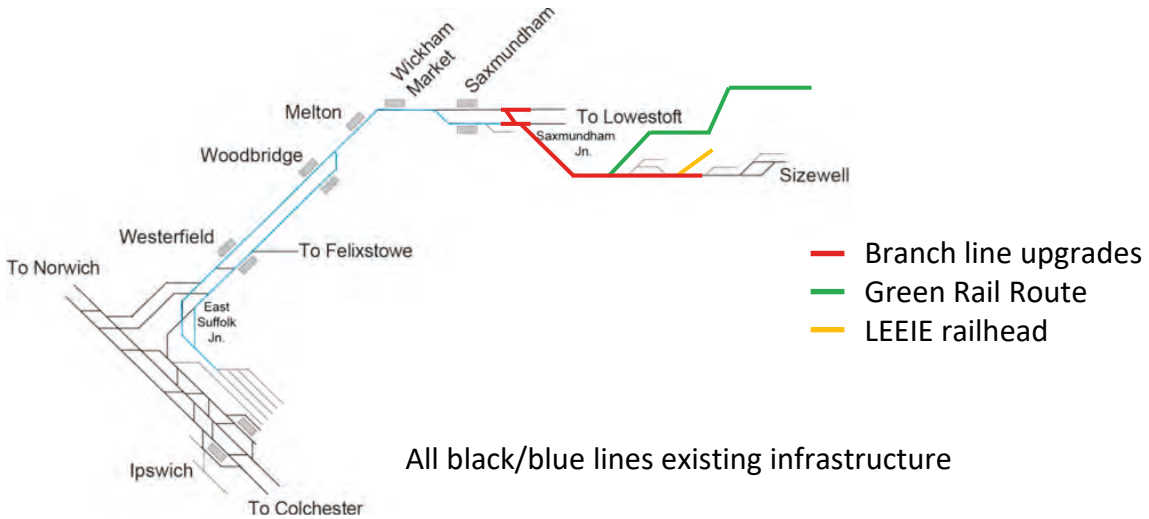
3.2.2. The green rail route is expected to be constructed and operational within the first two years of the Sizewell C Project construction programme and will provide a direct rail route from the Saxmundham to Leiston branch line into the temporary construction area on the main development site. Once operational, trains would no longer need to be held on the branch line and could proceed directly to new rail sidings constructed within the temporary construction area. The Application anticipates that these train movements would predominantly happen at night.

3.2.3. Figure 3.1 shows the existing rail network and the additional infrastructure proposed in the Application.

3.2.4. The Application indicates that up to three trains will operate after the early years, five days a week. The three trains would be likely to arrive in the early morning (before 07:00). For the purposes of the DCO, it was assumed that five of these rail movements (three inbound and two outbound) would happen at night (defined as between 23:00 and 07:00) and one would happen during the day (i.e. after 07:00).

3.2.5. In each case, for the early years and the peak construction period, the trains are likely to be formed of a Class 66 locomotive with up to 20 wagons, i.e. up to 339m in length and capable of carrying up to 1,250 tonnes of construction material. These capacities need to be confirmed through continuing engagement with Network Rail. The capacity of each train is equivalent to that of 67.5 HGVs (135 two-way HGV movements).

Figure 3.1 Existing and proposed rail infrastructure for the Sizewell C Project



b) The potential to increase rail capacity

3.2.6. SZC Co. has continued to engage in detailed discussions with Network Rail and with freight operating companies to investigate the full capacity for rail freight transport. This work is continuing but it has identified the following potential to increase the volume of material moved by rail:

- the potential to run four trains overnight, rather than three; and
- the potential to run trains six days a week (Monday to Saturday).

3.2.7. It is important to explain that each of these options is currently only potentially available. Detailed work is underway to assess the ability of the mainline timetable to accommodate additional train movements, whilst joint working with Network Rail is continuing to establish the capacity of the East Suffolk Line. It is possible that this work could conclude that the additional train capacity cannot be delivered but SZC Co. is working hard to investigate these issues and to maximise the rail capacity wherever practical. The purpose of this consultation is to ensure that all consultees have the opportunity to express views on the potential opportunities for increased rail transport (should it prove feasible) and to seek views on their acceptability, so that those views can be taken into account in any proposed revisions to the Application.

3.2.8. To operate four trains per day, it is anticipated that an additional inbound and outbound train would operate overnight (therefore there would be seven movements overnight rather than five and one during the day). Depending on the materials transported, the additional pair of train movements which make up the fourth train could travel directly to the temporary construction area using the green rail route or travel to the LEEIE siding. If additional trains do travel to LEEIE, they would follow the main development site services from the East Suffolk Line and would then be held on the Saxmundham to Leiston branch line overnight in a similar way to the early years services so that no additional trains would travel through Leiston between 23:00 and 07:00.

3.2.9. The potential is also being investigated to operate an additional train service, bringing the total number of trains to five return trains per day, although this is less likely. The fifth train would travel to either the temporary construction area or LEEIE. It is not yet known whether this additional train would operate overnight. There may not be enough time for all the trains to operate between the last passenger train of the night and the first passenger train the following morning on the East Suffolk Line. For the purposes of this consultation and to test a worst case from a noise perspective, it is assumed that all additional trains would operate overnight. Additional daytime movements would require the current passenger train service on the East Suffolk Line to be amended. Once the operational modelling is complete, it will be possible to quantify the change required to the existing passenger train service to accommodate the additional freight train movements and to test whether this might be feasible.

3.2.10. Due to limitations on the capacity to receive such large volumes of material at the temporary construction area and LEEIE, a fifth train would only be useful for a short period at the very peak of the construction period when there is maximum demand for back fill, concrete aggregate and other bulk materials.

3.2.11. Our current understanding based on the construction programme is that the optimum number of trains to serve the Sizewell C Project to match the material requirements for construction would be as set out in Table 3.2:

Table 3.2 Number of trains per day over the construction period

Construction Year	No. of Trains per day
2022	0
2023	2
2024	4
2025-2026	4-5
2027-2028	4
2029	3
2030 - 34	2 trains reducing to zero

3.2.12. For the purposes of this consultation, it is assumed that the loading capacity of trains cannot be improved, although we will continue discussions with Network Rail to see whether that may be practical. It would not be appropriate at this stage, however, to assume that each train could increase its payload. Any increase in payload, of course, would generate further direct savings of HGV movements.

c) Potential for HGV reductions

i. Potential for HGV reductions from additional rail movements

3.2.13. Assuming that the Sizewell C Project uses standard HGV aggregate construction lorries, it is estimated that each HGV could carry a payload of 18.5 tonnes. This may be slightly conservative, and it does not include the potential that the HGV fleet could include a proportion of larger vehicles. For the purposes of estimating savings in HGV movements, however, 18.5 tonnes per movement is considered a robust figure.

3.2.14. It follows that each train movement (with its assumed pay load of 1,250 tonnes) would result in a reduction of 67.5 HGV deliveries, or 135 two-way HGV movements. On this basis, it is possible to estimate the number of HGV movements that could be saved by the different opportunities to transport materials by rail as detailed in Table 3.3.

3.2.15. The baseline assumptions set out in the Application provide for three train loads per day, five days per week. This would achieve a saving of 203 HGVs per day (406 movements) or 1,015 HGVs and 2,030 movements per week. On an annual basis, the DCO integrated freight management strategy would 'save' 57,980 HGVs (115,960 HGV movements) from using local roads.

3.2.16. It is possible that train services could run six days a week (Monday to Saturday), although seven days a week is not proposed.

3.2.17. The additional HGV savings possible from the potential rail capacity increases described above are set out in Table 3.3.

Table 3.3 Potential reductions in HGVs from additional rail capacity

Daily trains	Days of operation per week	Import capacity improvement (tonnes) by rail per week	Equivalent potential reduction in daily HGV movements
3	5	Baseline	Baseline
	6	3,750	81[2]
4	5	6,250	135
	6	11,250	243
5	Variable	1,250	135 per train

3.2.18. The balance to be struck, therefore, is to consider the benefit of these scales of HGV reductions per day (if they are shown to be feasible) against an understanding of any additional environmental effects that the increased train capacity would bring. To assist with this, the potential environmental effects of the increased train activity are summarised further, alongside a description of the environmental benefits of reduced HGV movements (see section 3.4 of this chapter).

ii. Potential for HGV reductions from an increase in the transport of materials by sea

3.2.19. It is also important to take account of any potential to increase the transport of bulk materials by sea. As described in section 3.1 of this chapter, if a second (temporary) BLF can be developed, the transport strategy should seek to achieve the optimum balance between rail, sea and road. In this consultation, we are setting out the capability which each mode may have, to invite views to enable us to then propose what the best balance might be.

3.2.20. The different options for increased marine capacity are explained in detail in section 3.3 of this chapter. The marine options provide alternative or additional potential to reduce HGV movements, with the scale of potential reductions varying between the different options. Those options are explained in detail in section 3.3 but we have set out here the capacity of those options as HGV equivalents, to give some measure of the theoretical maximum HGV savings that may be achieved from the marine options if that capacity was able to be used for materials that would otherwise be transported by road.

2 3 trains per day over 6 days would transport 22,500 tonnes each week, the equivalent of 1,216 HGVs or 2,436 movements. This compares with 18,750 tonnes that would be transported if trains only ran 5 days a week. That represents a saving of 402 movements. Averaged over a 5 days week for HGV movements, that equals a reduction of 81 movements each day.

3.2.21. The additional marine options would be operational during the summer season due to the calmer sea conditions (known as a "campaign") i.e. from 1 April until 31 October. The HGV savings they would generate, however, can fairly be averaged across the year. Whether the material is bought by sea in the summer or all year round, it still directly reduces the volume of material that it is necessary to transport by other means.

3.2.22. It is difficult at this stage to present a definitive picture of how the different options would in practice impact on HGV movements, principally because:

- rail and sea are both particularly suited to the movement of bulk materials, such as backfill and aggregates – increased capacity by sea might reduce the requirement for train movements, rather than HGVs;
- bulk material can only be imported to site at the rate it can be accommodated within the stockpiles, the height of which are limited in the Application. The balance to be struck between rail, sea and road capacity will require careful planning based on this limitation and the profile of demand for construction materials over the construction period;
- the potential to use rail or sea for different construction materials will depend in part on their origin. As an example, it is likely that concrete making materials will be sourced inland within the UK for which rail may be best suited but there is the potential to import infill material from marine sources. Other materials such as pre-cast tunnel segments will need to be manufactured off-site and have not yet been procured, so their origin is unknown and a preferred mode of transport cannot yet be determined; and
- some construction materials do not lend themselves to transport by rail or sea (see Table 3.1 of this chapter).

3.2.23. It is therefore apparent that a flexible transport strategy is appropriate – a strategy which maximises the potential to use both rail and sea, within acceptable environmental limits. In combination, the gross capacities for rail and sea demonstrate considerable potential to reduce HGV movements. In principle, they would enable HGV movements to be reduced to account for approximately 40% of the volume of construction materials, rather than the 60% currently assumed in the Application.

3.2.24. The following gives some indication of the potential effect on HGV movements from the combined rail and sea options, taking account of the following:

- Backfill material to provide a competent foundation for the main development site is principally required between 2025 and 2027 on the current programme; and
- If train capacity can be increased to four trains per day six days a week, and marine options could handle approximately 1 million tonnes per annum during 2025 and 2026, it would not be necessary to transport any significant quantities of backfill material by HGV. The current DCO assumption of just three trains per day, five days a week, however, would leave a requirement which would exceed any of the marine options and leave a significant continuing requirement for HGV movements.

3.2.25. Whilst all these matters are to be worked though in detail, Table 3.4 gives our current estimation of how these options might affect overall HGV numbers during the peak period. The rail and sea infrastructure would not be in place early enough to affect the early years HGV numbers, which are shown in the Application as a maximum of 300.

Table 3.4 Potential peak HGV numbers with rail and BLF enhancements

Indicative HGV numbers (2-way movements)				
Scenario	Trains	Marine	HGVs Typical Day	HGVs Busiest Day
Early Years	2	-	300 (600)	-
DCO Baseline	3	DCO BLF	325 (650)	500 (1,000)
4 Trains DCO BLF	4	DCO BLF	300 (600)	450 (900)
4 Trains BLF 1/2	4	BLF 1/2	275 (550)	400 (800)
4 Trains BLF 3/4	4	BLF 3/4	250 (500)	350 (700)

3.2.26. The variables relate to the different potential train movements six days a week and the different BLF options described further in the next section of this chapter.

3.2.27. It is clear that increased rail and marine options can reduce HGV numbers significantly, although there will always be a core of material that needs to be moved by HGV.

3.2.28. To put the numbers into perspective, at Stage 3 consultation we set out a potential rail-led option which was widely supported by consultees but which has proven not to be deliverable due to the extent of works necessary to the East Suffolk rail line. Of the potential freight management strategies consulted on at Stage 3, the rail-led option showed the lowest HGV generation during the peak years at 225 HGVs on a typical day and a peak of 350 HGVs per day. Table 3.4 shows that the combined rail and BLF options consulted on here could produce a similarly reduced level of HGV movements.

3.2.29. Section 3.3 of this chapter describes the marine options and their potential effects. The judgement to be made is whether those effects are acceptable given their potential to remove large numbers of HGV movements from local roads.

3.2.30. Timing is also important. A second (temporary) BLF could be in place for the short term (up to 2027/8 and then removed) to deal with the requirement for bulk infill material or it could be retained to around 2030 to also be available to help manage the peak requirement for aggregates and other bulk materials. To explain this further:

- After 2027/28, the main bulk material requirement will be aggregates for concrete. Until now it has been assumed that concrete aggregates would principally be sourced from Somerset and lend themselves to transport by train;
- If alternative sources for aggregates were realised (such as off-shore dredged aggregates or sources lending themselves to marine transport, such as Norway) then the majority of aggregates could be brought to site by sea via the temporary BLF during the main civils phase through to 2030; and
- There would be limited reduction in HGV movements as the use of the temporary BLF would divert the material from train movements. There would, however, be no need for the 4th daily train.

3.2.31. Responses to this consultation giving views on the overall acceptability of the different options will be important to inform the judgments that need to be made.

d) Environmental impact of the additional rail movements and reduced HGVs

i. Preliminary environmental information (PEI)

3.2.32. A preliminary environmental assessment of the potential opportunities to increase rail movements and reduce HGVs has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected), the assessment of impacts and mitigation required. Table 3.5 provides a summary of the preliminary environmental assessments by reference to the Application for environmental topics and receptors where there is the potential for the environmental effects presented in the Application to differ as a result of the potential change. It also sets out further work to be undertaken to confirm the environmental impact of the potential changes, if changes are confirmed to be taken forward.

3.2.33. Further detail on the noise and vibration assessment is provided in Appendix 1 to this consultation document.

Table 3.5 Preliminary environmental information on the impact of additional rail movements

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Transport [With reference to the ES Volume 2 Chapter 10 (Doc Ref. 6.3) and the Transport Assessment (Doc Ref. 8.5)]			
Level crossings	The potential change does not affect the baseline reported in the ES and no additional receptors will be impacted.	Were four trains to run over 5 or 6 days, they would operate during the night-time period and therefore the impact on level crossings, in terms of road users, would be unchanged from the ES and would be negligible. Were five trains to operate per day and one of the trains to operate during the daytime, it would require the level crossings on the green rail route to close to let the train route through. This would temporarily impact on road users in terms of journey time delay but is expected to be minimal given that it would be closed only twice per day (i.e. one train inbound and one train outbound).	Further assessment will be undertaken to confirm that there would be no new or different impact as a result of increased closure of level crossings to allow for additional train movements.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Rail Passengers	The potential change does not affect the baseline reported in the ES and no additional receptors will be impacted.	The ES concluded that the freight trains would not impact on rail passengers as there would be no amendments to the current passenger train service. The potential for a fifth train may require the current passenger train service on the East Suffolk Line to be amended, which would result in a lower frequency of passenger trains at that time of the day.	Once the operational modelling is complete, it will be possible to quantify if any change would be required to the existing passenger train service to accommodate the additional freight train movements. Further assessment would then be undertaken to assess the impact this would have on rail passengers.
Traffic	The potential change does not affect the baseline reported in the ES and no additional receptors will be impacted.	The potential enhancements in rail and marine capacity would not be in place in time to significantly affect traffic volumes during the early years. The benefit in terms of fewer HGVs on the road network as a result of the additional trains is expected to lead to a reduction in road traffic along the proposed HGV routes during peak construction (i.e. A12 and Sizewell link road). The potential HGV reduction at peak construction as a result of the additional trains is unlikely to materially change the effect on severance and pedestrian delay set out in the ES as these effects are based on total volume of traffic. Likewise, it is unlikely to materially reduce the effect on driver delay as the HGV reduction would be spread over the day and not only be reduced in the busiest network periods of the day. However, it is likely to reduce the effect on amenity and fear and intimidation as these effects take account of the proportion of HGV traffic. It would also enhance road safety. If additional trains were to be combined with one or more of the marine options, greater reductions of HGVs would be provided, which, depending on the marine option, would be likely to further reduce the effect on amenity, fear and intimidation and road safety. In addition, depending on which marine option is combined with the additional trains, the overall reduction in traffic could potentially reduce the effect on severance, pedestrian delay and driver delay.	The environmental transport assessment will be updated to consider the transport environmental effects that are likely to result from the reduction in the number of HGVs on the road network during peak construction. It is expected that the assessment will show benefits relative to the outcomes set out in the application.
Noise and Vibration [With reference to the ES Volume 2 Chapter 11 (Doc Ref. 6.3) and Volume 9 Chapter 4 (Doc Ref. 6.10)]			
Residential receptors, and other receptors where people may be sleeping, along Leiston branch line	The potential change does not affect the baseline reported in the ES and no additional receptors will be impacted.	The additional trains are not expected to materially alter the assessment outcomes; the overall daytime and night-time noise and vibration levels will not materially change, and the maximum sound levels will not alter on a train-by-train basis, although there will be a greater number of occurrences of these maximum noise events.	The predicted railway noise and vibration levels will be updated taking account of both the work completed since the application, and the proposed additional train movements. The noise contour plots set out in the Volume 9 Chapter 4 Appendix 4B of the ES (Doc Ref. 6.10) will be updated.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Residential receptors, and other receptors where people may be sleeping, along East Suffolk Line		Work undertaken over the summer and autumn of 2020 has progressed SZC Co.'s understanding of the way in which ground-borne vibration propagates away from the line under the conditions found along the railway line and the Rail Noise Mitigation Strategy, which was proposed in Volume 9 Chapter 4 of the ES (Doc Ref. 6.10), will set out detail of how railway noise and vibration will be controlled from an operational and physical standpoint. It is likely that the conclusions will be broadly consistent with the ES and that noise and vibration impacts can be controlled consistently with the requirements of planning policy. Further discussion of noise and vibration is set out in Appendix 1 to this consultation document.	The Rail Noise Mitigation Strategy, as proposed in Volume 9 Chapter 4 of the ES (Doc Ref. 6.10), will be drafted alongside the updated assessment. It is expected that the measures likely to be set out in that document will include use of long-welded track, the ideal locations of welded rail joints, the use of under-ballast mats, or equivalent, speed restrictions on train movements in built up and sensitive areas, and preferences for particular locomotive types. An updated assessment of properties likely to be eligible for sound insulation under the 'Noise Mitigation Scheme' set out in Volume 2, Chapter 11, Appendix 11H of the ES (Doc Ref. 6.10), will be set out.
Pro Corda, at Leiston Abbey (second site)	The potential change does not affect the baseline reported in the ES and no additional receptors will be impacted.	Pro Corda is a high sensitivity receptor approximately 240 metres north of the green rail route. As noted above, the outcomes are not expected to vary materially from those set out in the ES (Doc Ref. 6.10), however, SZC Co. will continue to engage with Pro Corda to consider the implications in the context of their work. Further discussion of noise and vibration is set out in Appendix 1 to this consultation document.	The further assessment work will be as detailed above. The views and input of Pro Corda will be sought so that the updated assessment outcomes fully reflect the potential impact on their operations and activities.
Residential receptors and other receptors of similar sensitivity close to roads in the study area	The potential change does not affect the baseline for noise and vibration reported in the ES and no additional receptors will be impacted.	The benefit in terms of fewer HGVs on the road network as a result of the additional trains is expected to lead to a reduction in road traffic noise of up to 1.5dB relative to the values set out in the Volume 9 of the ES (Doc Ref. 6.10) along the routes anticipated to take the majority of SZC traffic. This reduction could reduce the impact categories identified in the ES (Doc Ref. 6.10) at some locations. If additional trains were to be combined with one of the marine options, greater reductions of up to approximately 4.5dB could occur, relative to the outcomes in the ES (Doc Ref. 6.10). Further discussion of noise and vibration is set out in Appendix 1 to this consultation document.	The assessment of road traffic noise will be updated to consider the noise levels that are likely to result from the reduction in the number of heavy goods vehicles on the road network. It is expected that the assessment will show benefits relative to the outcomes set out in the ES (Doc Ref. 6.10).
Air Quality **[With reference to the ES Volume 9 Chapter 5 (Doc Ref. 6.10)]**			
Human receptors	The potential change does not affect the baseline for air quality reported in the ES and no additional receptors will be impacted.	An additional train movement to and from the site per weekday and the addition of weekend movements would not result in a change to predicted short-term impacts as there would only be one train present at any location in any hour.	Further assessment will be undertaken to confirm that there will be no new or different impacts and may include a quantitative assessment of both the additional train movements as well as materials movements associated with the additional off-loading of materials from the trains.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
		The ES does not predict any significant transport emission impacts, and the reduction in HGVs from the additional train will only result in a marginal air quality improvement. There will be some additional unloading on the main development site, as a result of increased rail use, which could affect the construction dust assessment. However, the current mitigation measures included in the CoCP (Doc Ref. 8.11) would manage and mitigate any additional impact, and therefore the impact is not expected to be greater.	
Historic Environment [With reference to the ES Volume 9 Chapter 9 (Doc Ref. 6.10)]			
Indirect effects on the setting of Leiston Abbey (second site) and moated site (SM 1014520) / St Mary's Abbey, Grade I (LB 1215753).	The proposed change does not affect the baseline reported in the **ES** and no additional receptors will be impacted.	As set out within the noise assessment, the overall daytime and night-time noise and vibration levels will not materially change, and the maximum sound levels will not alter on a train-by-train basis, although there will be a greater number of occurrences of these maximum noise events. An additional train movement to and from the site per weekday and the addition of weekend movements means that while perceptibility of the rail operations would increase, they would still be intermittent and infrequent. With the current mitigation measures in place, the proposed change is not anticipated to alter the conclusion of the DCO assessment of a moderate adverse effect, which is considered to be significant.	No further assessment is required. However, as set out within the ES (Doc Ref. 6.10), additional mitigation is proposed via the Section 106 agreement to provide for enhancements to the visitor experience of the two Leiston Abbey sites. This would enhance the historic interest of these sites by allowing visitors to better engage with these assets and mitigate against the harm caused by the loss of historic interest arising from the perceptual presence of the proposed development during the construction period. Discussions around this are continuing.
Health and Wellbeing [With reference to the ES Volume 2 Chapter 28 (Doc Ref. 6.3)]			
Health	The proposed change does not affect the baseline reported in the ES and no additional receptors will be impacted.	As detailed in the related technical disciplines (air and noise), the additional trains are not anticipated to result in any significant change to that previously assessed, or the significance of effects identified. However, given these topics will include additional assessment to demonstrate this to be the case, it is appropriate for the Health and Wellbeing assessment to also be updated.	Further assessment will be undertaken to confirm that the changes are not sufficient to quantify any change in the outcome of the health and wellbeing assessment.

e) Other environmental topics and receptors

3.2.34. The potential changes to the number of trains do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

3.3. Enhancement of the permanent beach landing facility and options for a new temporary beach landing facility to facilitate material imports by sea

a) The proposed development in the DCO Application

3.3.1. The Application includes a permanent BLF, for use in both the construction and operational phases of the nuclear power station. It would be located on the coast directly in front of the Northern Mound at the northern end of the sea defences, with an associated private access road connecting it to the main platform. It would typically be used to import large deliveries to Sizewell C by sea on barges, known as AILs.

3.3.2. The permanent BLF would be in place early in the construction phase to support construction of the power station by enabling delivery of some AILs by sea. Annual "campaign" periods (approximately 1 April to 31 October) are expected for the permanent BLF during the construction phase for a total of approximately four years. During each annual campaign period, it is estimated that there would be approximately 30 beach landings. However, for the purposes of the marine environmental assessments, approximately 50 beach landings per campaign are assumed. As some AILs are smaller than others, it is assumed in the Application that each beach landing would contain an average of 1.5 AILs. Offloaded AILs would access the site using a haul route into the main construction area, which would ultimately become part of the Northern Mound once complete.

3.3.3. Barges that serve the permanent BLF would be loaded with large deliveries at a transhipment port, towed to the shore, moored in position and grounded as the tide drops. The AILs would then be transported to site along the BLF access road.

3.3.4. This permanent BLF would be used infrequently during the operational phase of the power station (i.e. post construction), approximately every 5-10 years for a few weeks at a time.

3.3.5. The seabed in front of the permanent BLF, where the barges land, would need to be surveyed and potentially re-profiled between each delivery. This is to ensure the next barge can land safely on a reasonably smooth surface.

3.3.6. The permanent BLF would consist of a structure built across the beach and out into the sea. When not in use during the operational phase of the power station and during the winter months of construction, the permanent BLF deck would be dismantled and taken away for storage. Pier and cross beam supports would remain in place and form a permanent presence on the coast.

3.3.7. The Application also assumed temporary closures of the coast path during both construction and operation of the permanent BLF. Inland diversions for pedestrians were proposed as a result to minimise disruption.

3.3.8. A visualisation of the permanent BLF when not in use and the access road is shown in Figure 3.2.

Figure 3.2 Typical visualisation of permanent BLF during the operational phase



b) Description of the potential changes

3.3.9. Since submission of the Application, further work has been carried out between the Sizewell C project and contractor teams which has identified that there may be potential for more material to be brought to the site by sea than is currently provided for in the Application. As described in this section, this could be achieved by:

- enhancing the design of the permanent BLF; and
- providing a new temporary BLF.

i. Enhancing the design of the permanent BLF

3.3.10. To increase the amount of AILs that could be delivered by sea, it would be necessary to make the seabed in front of the permanent BLF better able to receive more regular deliveries by barge without requiring additional maintenance works. The current design limits the permanent BLF's capacity to receive more regular deliveries.

3.3.11. A potential change is to add submerged beams that span parallel to the beach on piled foundations, thereby creating a solid base on top of the seabed. A total of approximately 50 timber piles are likely to be needed, or fewer if steel is used. The addition, known as grillage, would cover an area of approximately 100m x 30m and would still allow the natural movement of sediment as far as reasonably practicable. The grillage would be removed at the end of the construction of Sizewell C.

3.3.12. It is also proposed that the permanent BLF would be approximately 30m longer (100m in total) to better align the barge deck with the platform, making deliveries safer and more efficient. This may result in approximately 10 additional permanent piles for the platform.

3.3.13. The enhanced design would substantially increase the ability of the permanent BLF to receive AILs more regularly during the construction phase. Up to approximately 100 beach landings per annual campaign could be achieved in total.

3.3.14. The coast path would be redirected up and down the shoreline as necessary to facilitate construction of the permanent BLF, except in rare circumstances where is considered unsafe to do so. In such instances, use of the temporary inland diversion would be necessary. Compared with the assumption made in the DCO application, which assumes that the path is closed both during BLF construction and when it is in use, disruption would be slight.

ii. Providing a new temporary BLF

3.3.15. To reduce the amount of construction material that would otherwise need to be delivered by land, an additional (temporary) BLF is also being considered solely for the delivery of bulk materials such as aggregate and backfill soils.

3.3.16. The temporary BLF could be in place for the short term (up to 2027/8 and then removed) to deal with the requirement for bulk infill material or it could be retained up to approximately 2030 to also be available to help manage the peak requirement for aggregates and other bulk materials. It would be located to the south of the enhanced permanent BLF.

3.3.17. SZC Co. is consulting on four variants to the temporary BLF design. They are most easily distinguished by: their length; whether the barge would ground on the seabed; and the rate at which they could import material. Only Option 1 and the enhanced permanent BLF would 'land' on the beach. Potential options, subject to more detailed work and this consultation, are:

- **Option 1:** Temporary BLF, no pier- lowest capacity
- **Option 2:** Temporary BLF, short pier - low capacity
- **Option 3:** Temporary BLF, medium pier - high capacity
- **Option 4:** Temporary BLF, long pier - highest capacity

3.3.18. SZC Co. is not consulting on the combined use of the enhanced permanent BLF for both AIL and bulk material imports. Such an option would require the permanent BLF to be wide enough to accommodate the unloading of both types of delivery simultaneously. It is operationally not preferable to have both activities taking place on the same facility whilst also working within the limited window of time afforded by the tidal range.

Option 1: Temporary BLF, no pier- lowest capacity

3.3.19. The design of Option 1, as illustrated in Figure 3.3, is substantially the same as the enhanced permanent BLF, comprising a piled platform, complete with fenders, mooring dolphins and grillage. The length of this second BLF would be approximately 120m.

3.3.20. It would have a single berth and approximately half of all high tides in a campaign period are likely to have suitable wave conditions for grounding a barge.

3.3.21. Option 1 would have the capacity to receive up to around 70 barge deliveries per year, which we conservatively estimate would provide a capacity of up to around 200,000 tonnes of bulk material per year. The new temporary BLF options would all have the capacity to operate in the night as well as the day. All the capacity estimates presented in this document are initial estimates and some uncertainty is inevitable due to the dependency on tides and weather conditions. In practice, the actual capacity may be greater. At this stage we do not want to over-estimate the capacity that may be achieved.

Figure 3.3 Option 1: Temporary BLF, no pier- lowest capacity

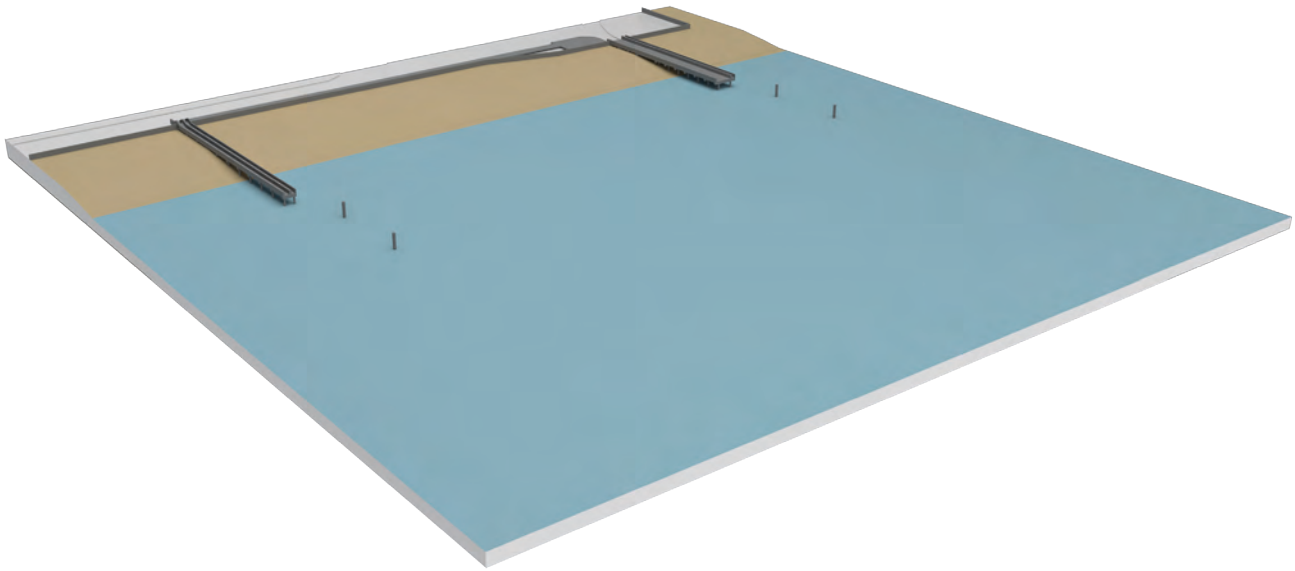
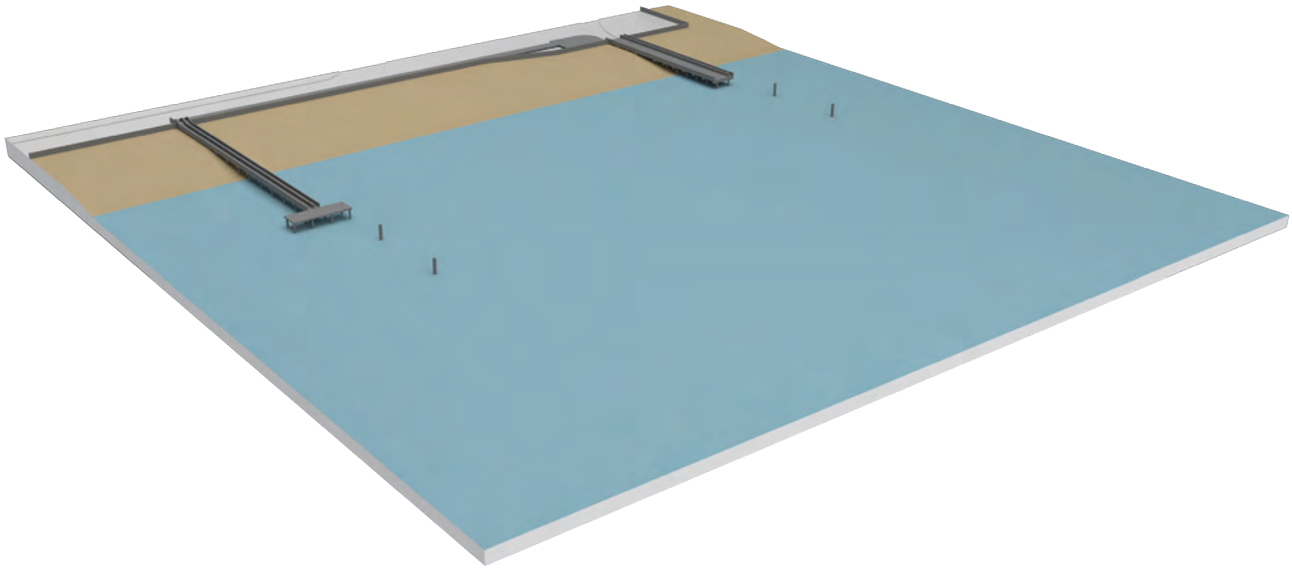


Figure 3.4 Visualisation of Option 2: Temporary BLF, short pier - low capacity



Option 2: Temporary BLF, short pier - low capacity

3.3.22. Option 2, as illustrated in Figure 3.4, is essentially the same design as the enhanced permanent BLF and Option 1, but with a pier that is approximately 30m longer at around 150m. The additional length means that the seabed at the end of the pier is around -3mOD, compared with around -2mOD for Option 1. This increased depth allows barges to unload without becoming grounded and makes them less sensitive to tide conditions. The seaward end of the pier may terminate in a T-shape to allow barges to ground parallel to the beach, increasing the rate at which they can be unloaded.

3.3.23. Option 2 would have the capacity to receive up to around 100 barge deliveries per year, and we currently estimate the capacity of option 2 at more than 200,000 tonnes of bulk material per year. Again, the actual capacity may be greater.

Option 3: Temporary BLF, medium pier - high capacity

3.3.24. Option 3, as illustrated in Figure 3.5, combines Option 2 with up to approximately two modular self-elevating platforms to increase the size of the pier, configured to allow two barges to moor and unload at the same time. The total length of the pier would be approximately 120m longer than Option 2, at a total length of around 270m. The added length allows the barges to unload in deeper water, making Option 3 less susceptible to tide conditions than Options 1 and 2.

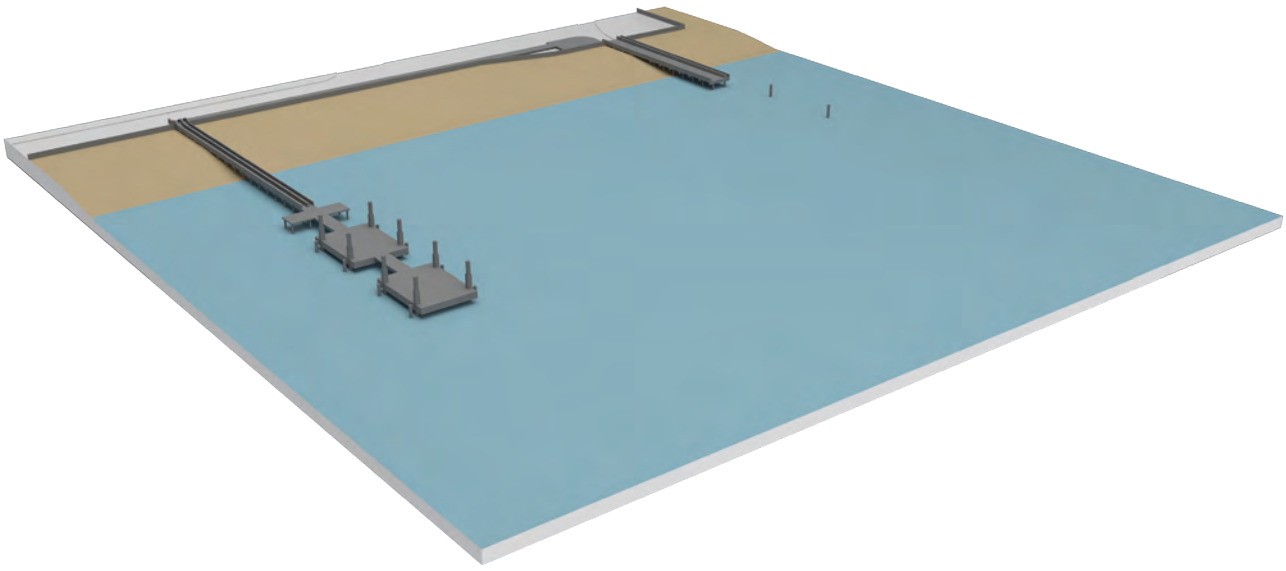
3.3.25. Our current work assumes that this option (and Option 4) can be achieved using self-elevating platforms. A self-elevating platform is a floating structure with "spud legs" at each of its four corners, which are metal rods that are lowered to the seabed. They allow the platform, plus any barge that is moored to it, to float up and down with the tide but with minimal lateral movement. Localised dredging may be required to create a relatively flat surface for the spud legs.

3.3.26. Detailed engineering feasibility studies are being undertaken into the design of Options 3 and 4. This consultation document assumes that the self-elevating platforms illustrated can be deployed in this way. That work is being undertaken in parallel with this consultation. Any change from this technology, such as any need for additional piling, would be determined prior to the submission of our formal application for a change to the DCO Application and assessed accordingly. The principle of using temporary platforms to extend the BLF will not change but the precise technology for the platforms is still under review.

3.3.27. It is necessary for the landward part of Option 3 to still comprise a piled platform as the tide would be too low for the self-elevating platforms to be effective.

3.3.28. Option 3 would have the capacity to receive up to around 400 barge deliveries per year, which we estimate conservatively would generate capacity for less than 1,400,000 tonnes of bulk material per year.

Figure 3.5 Visualisation of Option 3: Temporary BLF, medium pier - high capacity



Option 4: Temporary BLF, long pier - highest capacity

3.3.29. Option 4, as illustrated in Figure 3.6, combines Option 2 with the same concept of using modular self-elevating platforms to extend the pier, but with a different configuration to that shown in Option 3. This option would provide a substantially longer pier than any of the other options at around 400m in length, and a single berth. A total of approximately four platforms, plus associated localised plough dredging, is expected to be needed in addition to the piled section of the pier.

3.3.30. The benefit of the additional length is that it passes over the offshore submerged outer longshore bar, which is a relatively shallow ridge of sand caused by tidal movement. Extending the pier beyond this ridge would mean that deliveries can occur largely independently of tide conditions. This increases the potential for some deliveries to take place during the winter months.

3.3.31. Option 4 would have the capacity to receive up to around 460 barge deliveries per year, which equals a capacity for up to around 1,400,000 tonnes of bulk material per year day. These figures would marginally increase if conditions allowed some winter delivers.

iii. Common features

Design

3.3.32. For each of the options, a temporary conveyor and hopper system would be installed along the length of the pier and directly across the beach to within the secure construction area, where it would then travel landside of the construction phase sea defence to the BLF access road. This approach avoids the need for a temporary access road onto the beach and a temporary bridge over the sea defences. In addition to therefore being a much less intrusive alternative, the use of a conveyor is also important for all options; for the shorter piers it allows material to be unloaded before the rising tide would make the barge less stable, and for the higher capacity options it allows the full potential of the facility to reduce traffic on the roads to be realised. The conveyor would pass over the coast path with suitable protection measures in place to ensure public safety. An example of the type of conveyor system that may be used is shown in Figure 3.7.

Figure 3.6 Visualisation of Option 4: Temporary BLF, long pier - highest capacity

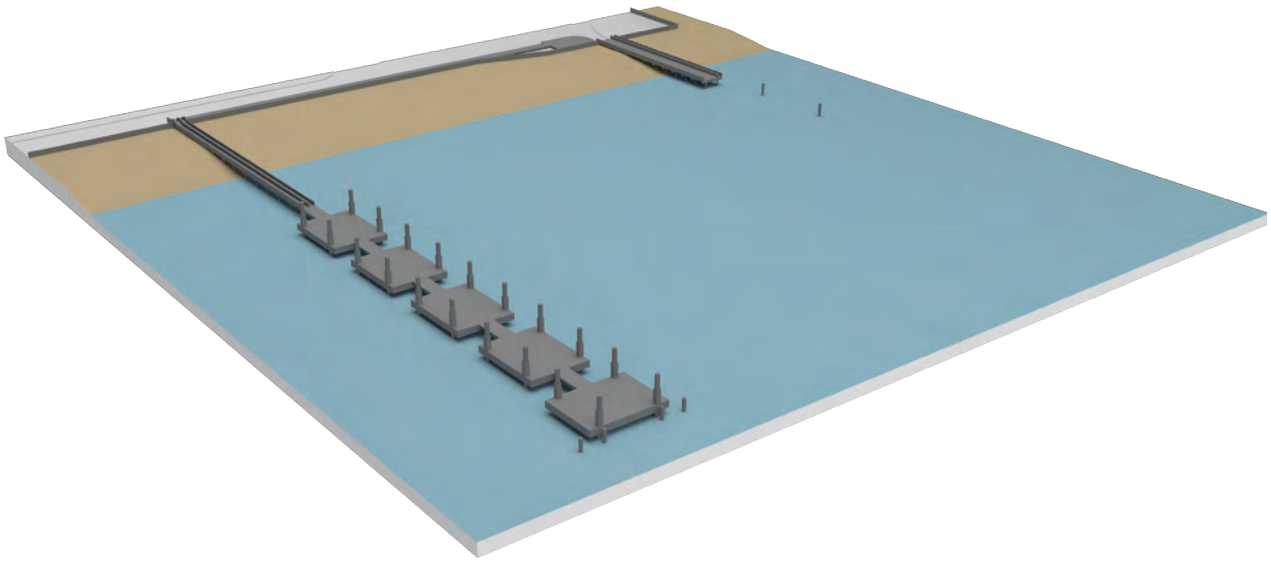


Figure 3.7 Example of a typical conveyor system for bulk material imports



3.3.33. Unlike the enhanced permanent BLF, the temporary BLF would not need to provide access for very large vehicles and would not need the strength to support AILs. It would therefore be narrower than the enhanced permanent BLF and structural components (such as piling) would be reduced in size accordingly.

Operation

3.3.34. The temporary facility has the potential to operate in the night as well as the day, unlike the enhanced permanent BLF. Under normal operating conditions, lighting is expected to only be required during mooring and to illuminate the conveyor itself when it is in operation. Light spill would be minimised without compromising safety or security and designed to minimise disturbance to protected species, where reasonably practicable.

3.3.35. The navigation routes may require a turning circle for the barges where they adjoin the temporary BLF, with associated dredging on parts of the seabed within that footprint that rise above -3mOD. It is assumed at this stage that the same type of flat-top barges would be used for the enhanced permanent BLF and temporary BLF, which require tugs to tow them. They have a high carrying capacity (approximately 3,000 tonnes) and a shallow draught, meaning they can float close to shore with heavy loads and without requiring extensive dredging.

3.3.36. The temporary BLF would typically operate from April to October (inclusive) in any given year, which is the same campaign period as the enhanced permanent BLF.

Construction

3.3.37. As with the construction of the enhanced permanent BLF, localised plough or backhoe dredging would be required to prepare the seabed for piling during construction and to maintain a safe navigation route for the barges during operation.

3.3.38. The temporary BLF is likely to be built at the same time as the enhanced permanent BLF and it has been assumed that the rate of main piling works in total is unlikely to increase beyond that already assumed in the application for the permanent BLF.

3.3.39. Visible parts of the piling would be removed alongside the rest of the temporary BLF. At this stage this is likely to comprise cutting off and removing the pile around sea-bed level.

3.3.40. As explained above in relation to the permanent BLF, it is expected that the coast path could remain open during construction and operation of the temporary BLF, expect in rare circumstances when it is unsafe to do so – in which circumstances the temporary inland diversion would be available.

3.3.41. The key details of each option are summarised in Table 3.6:

Table 3.6 Summary of temporary BLF options

Temporary BLF options	Length (approx. m)	Temporary platforms	Annual capacity (approx. max tonnes)
1: Temporary BLF, no pier -, lowest capacity	120	-	200,000
2: Temporary BLF, short pier - low capacity	150	-	>200,000
3: Temporary BLF, medium pier - high capacity	270	yes	<1,400,000
4: Temporary BLF, long pier - highest capacity	400	yes	1,400,000

c) Why is this change being considered?

3.3.42. As described in section 3.1 of this chapter, since the submission of the Application SZC Co.'s project and contractor teams have continued to investigate ways to enhance the capacity for sustainable freight transport. At the same time, a number of stakeholders have urged that every effort should be made to maximise the use of rail and sea transport.

3.3.43. This change is being considered to import material by sea where this is practical and cost effective, in accordance with one of the guiding principles of our freight management strategy.

d) Environmental impact of the enhanced permanent BLF and options for a new temporary BLF

i. Preliminary environmental information (PEI)

3.3.44. A preliminary environmental assessment of the potential options to increase the import of AILs and bulk materials by sea has been undertaken based on the design and operational assumptions set out in this chapter. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

3.3.45. This section, including Table 3.7, provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects as presented in the Application to differ as a result of the potential changes. This section also sets out further work to be undertaken to confirm the environmental impact of the potential options, if confirmed to be taken forward.

3.3.46. Further details on the assessment of impacts on coastal geomorphology and hydrodynamics and marine ecology are provided in Appendix 2 to this consultation document.

ii. Other environmental topics and receptors

3.3.47. The proposed options do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the application.

Table 3.7 Preliminary environmental information on the enhanced permanent beach landing facility and options for a new temporary facility

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Transport **[With reference to the ES Volume 2 Chapter 10 and Book 8.5 Transport Assessment]**			
Traffic	The potential changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	**Enhanced permanent BLF** The enhanced permanent BLF would enable more AILs to be delivered by sea, which would result in reduced impacts on driver delay. **Temporary BLF, Options 1 to 4** The benefits of these options and the fewer HGVs on the road network would be a reduction in the transport-related environmental effects on the proposed HGV routes during peak construction (i.e. A12 and Sizewell link road), particularly with regards to amenity, fear and intimidation and road safety. The reduction in HGVs for Options 3 and 4 is substantially greater than for Options 1 and 2, and therefore also likely to lead to reduced effects on severance, pedestrian delay and driver delay on the HGV routes during peak construction.	**Enhanced permanent BLF** The proposed management of AILs will need to be further refined in the Construction Traffic Management Plan (CTMP) (Doc Ref. 8.7) based on the preferred BLF option to be taken forward. In addition, a qualitative assessment will need to be undertaken of the potential effect of the movement of AILs by road on driver delay. **Temporary BLF, Options 1 to 4** The environmental transport assessment will be updated to confirm the transport environmental effects are likely to result from the reduction in the number of HGVs on the road network during peak construction. It is expected that the assessment will show improvements from the outcomes presented in the ES (Doc Ref. 6.3) and Transport Assessment (Doc Ref. 8.5) for all options.
Noise and Vibration **[With reference to the ES Volume 2 Chapter 11 (Doc Ref. 6.3)]**			
Residential receptors and other receptors of similar sensitivity, close to the main development site and roads in the study area	The potential changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	The enhanced permanent BLF and Options 1-4 for the temporary BLF are not expected to materially alter the construction and operational assessment conclusions due to the distance from the nearest residential receptors. There would be potential benefit in terms of fewer HGVs on the road network as a result of the options for a temporary BLF as described in section 3.3 of this chapter.	The construction noise assessment will be reviewed to include the new options and ancillary equipment or activities, such as a conveyor, on-site vehicle movements and changes to any stockpiling of material to confirm the assessment conclusion. This would also inform any further ecology and amenity and recreation assessments. The assessment of road traffic noise will be updated to consider the improvement in noise levels that are likely to result from the reduction in the number of HGVs on the road network.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
		Temporary BLF, Options 1 and 2 Options 1 and 2 are expected to lead to a reduction in road traffic noise of up to 1dB relative to the values set out in the ES along the routes anticipated to take the majority of Sizewell C traffic. This reduction could reduce the impact categories identified in the ES at some locations. If additional trains as described in section 3.2 were to be combined with these options, greater reductions of up to approximately 2.5dB could occur, relative to the outcomes in the ES. **Temporary BLF, Options 3 and 4** Options 3 and 4 are expected to lead to a reduction in road traffic noise of up to 2dB and if combined with the additional trains, greater reductions of up to approximately 4.5dB could occur, relative to the outcomes in the ES.	
Air Quality **[With reference to the ES Volume 2 Chapter 12 (Doc Ref. 6.3)]**			
Human receptors close to the main development site and the roads in the study area.	The potential changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	**Enhanced permanent BLF** The enhanced permanent BLF would enable more AILs to be delivered by sea, but is not expected to materially alter the construction and operational assessment conclusions of the ES. **Temporary BLF, Options 1 to 4** The delivery and transfer of bulk materials to the temporary BLF would be managed in accordance with the Code of Construction Practice (CoCP) (Doc Ref. 8.11) and dust management plan, and therefore no additional dust impacts expected during construction. No significant effects are predicted in the ES as a result of emissions from marine vessels, and it is highly unlikely that additional movements will give rise to any significant effect. The ES does not predict any significant effects from road traffic emissions, however the reduction in HGVs from the marine options would result in a marginal improvement to air quality along the routes anticipated to take the majority of Sizewell C traffic.	Further assessment will be undertaken to confirm that there will be no new or different impact and will include a qualitative assessment of the reduction in HGV movements.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Landscape and Visual [With reference to the ES Volume 2 Chapter 13 (Doc Ref. 6.3)]			
Views/visual receptors located along the Suffolk coastline and offshore. Landscape and seascape character types along the Suffolk Coastline and offshore Suffolk Coast and Heaths AONB and Suffolk Heritage Coast	As the potential changes are within the existing red line boundary, there would not be a change to the extent of the 15km study area for the landscape and visual impact assessment, and there would be no change to the baseline assessment.	**Enhanced permanent BLF** The change to the Nearshore Waters Seascape Character Type (SCT), the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast arising from the introduction of the grillage, increased length of the permanent BLF and increased operations is not expected to alter the construction and operational assessment conclusions. The assessment conclusions of impacts on views along the Suffolk coastline and offshore are also not anticipated to change. **Temporary BLF, Options 1 to 4** During the construction phase of Sizewell C, the new temporary BLF would introduce new tall elements and infrastructure into the coastal and offshore environment (Coastal Dunes and Shingle Ridges LCT and Nearshore Waters SCT) and increase the visible construction works and features (including a greater number of vessels) in views from locations offshore and along the coastline to the north and south. Each of these options has the potential to operate at night as well as the day and as such additional construction phase lighting is required during mooring and to illuminate the conveyor when it is in operation. These changes may increase the significance of construction phase effects on visual receptors in coastal locations and offshore and alter the nature and significance of effects on the Nearshore Waters SCT and natural beauty and special qualities of the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. There would be no change to the assessment of landscape or visual impacts during the operation phase to that presented in the LVIA.	**Enhanced permanent BLF** No further assessment is required. **Temporary BLF, Options 1 to 4** Further work will be required, including: • A review of the Zone of Theoretical Visibility (ZTV) of proposed parameter heights. • Potential engagement with consultees to determine if new representative viewpoints and visualisations are required. • Field survey to determine nature, scale and extent of effects arising. • Revisions to visualisations/ new visualisations if required. • Assessment to confirm the significance of effect on landscape/seascape character, visual receptors and designated and defined landscape/seascape.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Terrestrial Ecology and Ornithology [With reference to the ES Volume 2 Chapter 14 (Doc Ref. 6.3)]			
Suffolk Shingles Beaches County Wildlife Site (CWS) Shingle vegetation	The potential changes would not affect the baseline reported in the ES and no additional receptors would be impacted	During the construction period, under all options, the area of the CWS seaward of the new power station platform would be entirely removed to install the new coastal defences, before being re-established using the techniques described in this table and already reported in Volume 2, Chapter 14 of the ES and as previously used to establish the vegetation across the Sizewell B coastal defences: "Sand and shingle substrates from the existing surface layers of the frontage would be stockpiled to preserve the seedbank of the coastal vegetation and would be incorporated into the final landscaping of the new sea defence to enable reinstatement of the coastal vegetation. A monitoring and mitigation plan for coastal processes effects would be developed to ensure, as far as possible, the maintenance of the extent of foreshore sediments covering the HCDF" **Enhanced permanent BLF** Effects as a result of this change would be of the same significance as previously assessed. The effect to the Suffolk Shingles Beaches CWS would remain as a moderate adverse effect, which is considered to be significant. **Temporary BLF, Option 1 to 4** Any additional BLF option would be temporary and there would be no additional significant effect to the CWS as result of the construction of operation of the second facility, as the vegetation would have been removed from this area, before being re-established. The effect to the Suffolk Shingles Beaches CWS would remain as a moderate adverse effect, which is considered to be significant.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Amenity and Recreation [With reference to the ES Volume 2 Chapter 15 (Doc Ref. 6.3)]			
Recreational receptors on the coast including users of the beach, PRoW E-363/021/0, the Suffolk Coast Path, Sandlings Walk and the future England Coast Path, and marine-based receptors.	There would be no change to the baseline assessment for amenity and recreation resulting from the potential changes.	**Enhanced permanent BLF** The ES states that the coast path would need to be temporarily closed and diverted inland during construction and operation of the permanent BLF. Further detailed design work has identified that it could now be kept open as far as it is reasonably practicable and safe to do so. This would be an enhancement to users of the coast path and beach and may lead to reduction of impacts assessed in the ES. This would similarly apply to the enhanced permanent BLF. No other changes to impacts are predicted. **Temporary BLF, Options 1 to 4** The coast path would remain open during construction, operation and removal of the temporary BLF as far as it is reasonably practicable and safe to do so. There would however be a greater impact on experience of recreational receptors using the coast path and the beach (including their experience of tranquillity), as well as offshore water-based recreational users. The experience of recreational receptors would be impacted as they would need to walk under the conveyor. They would additionally be impacted from the introduction of new tall construction elements in the offshore environment and an increase in the visibility of construction works and other features in views from locations offshore and along the coast to the north and south. Lighting would also be visible. Following construction all piles and remaining infrastructure above sea level (at lowest tide) would be removed. As such operational phase effects would remain as presented in the ES.	Further assessment will be undertaken to confirm the potential impacts, including consideration of noise and landscape and visual impacts for the options, and this will inform any mitigation proposals that may be necessary.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Historic Environment [With reference to the ES Volume 2 Chapter 16 (Doc Ref. 6.3)]			
Leiston Abbey Scheduled Monument (first site, ref: SM 1015687)	The potential changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	**Enhanced permanent BLF** There will be no change to the assessment of impacts during the construction or operation phases, including indirect effects on the setting of Leiston Abbey first site. **Temporary BLF, Options 1 to 4** There is likely to be a slight increase in the visibility of construction works and features from the Leiston Abbey 1st site due to new tall construction elements associated with each of the options, but the impact is unlikely to change the significance of effect reported in the ES.	No further assessment is required for the enhanced permanent BLF, but the assessment will be reviewed for Options 1 to 4 considering any updated visualisations
Coastal Geomorphology and Hydrodynamics [With reference to the ES Volume 2 Chapter 20 (Doc Ref. 6.3)]			
Longshore bars (directly affected) and the beach/shoreline (may be indirectly affected). Direct effect on the bars could also affect the shoreward wave climate and potentially the beach.	The potential changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	**Enhanced permanent BLF** Dredging volumes and maximum dredge depth will increase due to the grounding pocket being located further offshore and into the outer longshore bar as a result of the longer BLF deck and the barge turning circle. Wider dredging requirements for access (300 m compared to the original 61 m) could lead to impacts over a greater extent (800 m of frontage compared to the original 410 m). However, the impact magnitude is likely to be small and within the envelope of natural variability. Increased levels of sediment suspension and a net loss of sediment would occur if the backhoe dredging were used (compared to plough dredging). Impact extents would be significantly larger and impact magnitudes may be higher in the seaward end of the grounding pocket, potentially affecting bar stability. Overall, the effect significance is likely to be minor, but further assessment is needed, especially for the SPA /SAC frontage due to its conservation value. Some of the assessments may change from negligible to minor, but it is unlikely that a significant effect would occur.	Further assessment is needed, especially for the SPA/SAC frontage due to its conservation value. This would be informed by numerical modelling and scour assessment for the updated pile, dredge reprofiling and method, and barge occupancy. The modelling will include both the enhanced permanent BLF and the temporary BLF options so that any cumulative effects (interrelationships) can be directly accounted for within the assessment.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
		Temporary BLF, Options 1 , 2 and 3 All options for an additional temporary BLF would require changes such as additional piles, and different dredging areas and methods that have not been assessed in the ES. Generally, for Options 1, 2 and 3, the impact extents would be significantly larger on the bars, and potentially on the beach, due to the wider dredging requirement on the outer bar. Impact magnitudes may be higher due to the seaward end of the grounding pocket, potentially affecting bar stability. In addition, the higher barge occupancy could result in larger more persistent scour pits (when in-use). This would affect bar integrity and potentially drawdown of subaerial beach if scour pits form close to the beach. There is therefore the potential for moderate effects due to the wide zone of bar dredging, the effect of the grounding pocket on the outer bar, and persistent scour from more frequent barge groundings on the inner bars and the beach for both Options 1 and 2. For Option 3, although the barges would individually have a lesser impact because they do not ground, this would be countered by the large number of barges docking per year with potentially one barge present all of the time which is likely to lead to a moderate effect on the outer bar, which due to its less dynamic nature would take longer to recover. If the backhoe dredging method was used (compared to plough dredging), there would also be an increase in the levels of sediment suspension and a net loss of sediment would occur. Further detail is provided in Appendix 2 of this consultation document. **Temporary BLF, Option 4** This option would require additional pier piles and self-elevating platforms (SEPs) not assessed in the ES.	

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
		Further detail is provided in Appendix 2 of this consultation document. Overall, the assessment of significance for the enhanced permanent BLF when operational is likely to be minor, and therefore not significant. Options 1, 2 and 3 have several pressures that could, alone or in concert, produce moderate, significant effects on the longshore bars and/or shoreline. These are most likely on the SPA/SAC frontage due to its high conservation value but could also occur on the power station's frontage. The overall assessment for Option 4 is likely to be minor and not significant due to the use of floating barges (or other vessels) further from shore and no dredging requirements. Any cumulative effects are likely to be minor or negligible, due to the small alongshore impact extent of the long pier.	
Marine Ecology **[With reference to the ES Volume 2 Chapter 22 (Doc Ref. 6.3)]**			
Plankton Benthos Fish Marine mammals	[…] The potential changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	**Enhanced permanent BLF** Dredging volumes and maximum dredge depth will increase with the associated increase in suspended sediments but impacts would be no worse than the original assessment. The few additional piles in the marine environment would cause increased noise but impacts would be no worse than original assessment. Additional noise from increased dredging activity and vessels delivering to the BLF would also not cause a change to the original assessment. The additional piles and grillage would cause a very small-scale change in habitat from sand to hard substrate for benthos and fish. They would also provide a small increase in available habitat for Non-Indigenous Species (NIS). Neither assessment would alter compared with the baseline assessment. They would also potentially lead to increased wave exposure and scour but again effects would be within the original assessment (possibly increased but no worse than minor adverse).	Sediment dispersion modelling is needed to confirm impacts of increased dredge area. Numerical modelling would be required to demonstrate the predicted assessment impacts for underwater noise. Assessment against Marine Evidence-Based Sensitivity Assessment (MEBSA) benchmark is needed once grillage design is confirmed. Additional assessment on dredging impacts would be required if a backhoe dredger was used.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
		Temporary BLF, Options 1, 2, 3 and 4 Dredging volumes would at worst (Options 2 and 3) be more than double that assessed originally but the impacts are still expected to be within the original assessment. The temporary BLF would mean twice as many piles (or slightly more for Options 2, 3 & 4) and an associated doubling of underwater construction noise. However, impacts would be no worse than originally assessed assuming separate construction times. Change of habitat type from sediment to hard substrate, loss of habitat, and habitat available for colonisation by NIS would more than double compared with the original assessment but are not expected to differ from the original assessment (a potential increase in risk of NIS). Since the temporary BLF would operate more intensively, both in terms of number of vessels docking and working 24 hours a day, there would be increased physical disturbance and artificial lighting. Again, subject to a detailed assessment, impacts are still expected to be the same as originally predicted. Additional piles and increased vessel movements would potentially lead to increased wave exposure and scour at the temporary BLF location but impacts again would be localised and within the original assessment. The additional impacts of the elevated platform legs would be negligible Further detail on marine ecology is provided in Appendix 2 of the consultation document.	Detailed in-combination modelling/ assessments for underwater noise and physical/ lighting disturbance from vessels on marine mammals is needed.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Commercial and Recreational Fisheries: Loss of access to fishing area and beach; change in target species	Increase in area of marine infrastructure	**Enhanced permanent BLF** There would be negligible increase in marine infrastructure and dredging activity. There would be an increase (doubling) of deliveries, but all impacts would remain within the envelope of the initial assessment. **Temporary BLF, Options 1, 2, 3 and 4** Although the degree of marine infrastructure and vessel movements increases as the temporary BLF options increase in length, with appropriate management as laid out in the ES, the impacts on fisheries would remain the same as the original assessment Further detail on fisheries is provided in Appendix 2 of the consultation document.	A detailed assessment of in-combination effects of the enhanced permanent BLF and temporary BLF, including in-combination assessments on recreational fishing, is needed.
Marine Historic Environment [With reference to the ES Volume 2 Chapter 23]			
Archaeological remains.	The potential changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	The enhanced design of the permanent BLF and proposed temporary BLF options, including any dredging activity, could result in new or different significant effects compared to the original scheme depending upon revised geomorphological modelling of the additional changes upon the coastline and nearshore. There remains the potential for disturbance to buried archaeological remains, and the overall residual effect following the implementation of an agreed scheme of archaeological investigation would be of the same magnitude or greater as presented in the ES, although Option 4 is anticipated to have the lowest impact.	Further assessment may be required following a review of any updated or additional coastal and geomorphology assessment.
Marine Navigation [With reference to the ES Volume 2 Chapter 24 (Doc Ref. 6.3)]			
Passing vessels and vessels actively fishing Delivery vessels/tugs Fishing and recreational vessels	The potential changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	**Enhanced permanent BLF** With the increase in the number of deliveries to the permanent BLF during the construction period from 50 per annual campaign (April to October) to 100 per annual campaign, there would be increased risk of passing vessels and vessels actively fishing colliding with vessels using the permanent BLF. With appropriate mitigation in place (such as temporary safety zones, a delivery and logistics plan, a Competent Harbour Authority, marine procedures and Safety Management System), the frequency of potential collisions remains extremely unlikely and overall ranking remains tolerable as reported in the ES.	A collision risk assessment will be undertaken to confirm collision frequency is at an acceptable level, and, as necessary, there will be further engagement with key stakeholders (MCA, TH, RYA, CA, local fishermen and sailing clubs).

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
		There would be an increased risk of delivery vessel/tug grounding due to shallow water depths in the surrounding area. With appropriate mitigation in place (such as temporary safety zones, dredging of the access channel / inner sand bar, use of a grounding platform a delivery and logistics plan, a Competent Harbour Authority, marine procedures and Safety Management System), the frequency remains extremely unlikely and overall ranking remains tolerable. With the increased number of deliveries there would be increased disruption to fishing and recreational vessels. However, the overall ranking would remain tolerable. **Temporary BLF, Options 1 to 4** For all options there would be increased risk of passing vessels and vessels actively fishing colliding with the installation vessels; dredging vessels; and also the vessels using the permanent BLF. With appropriate mitigation in place (such as temporary safety zones, a delivery and logistics plan, a Competent Harbour Authority, marine procedures and Safety Management System), the frequency of potential collisions remains extremely unlikely and overall ranking remains tolerable as reported in the ES.	
		Similar to the enhanced permanent BLF there would be an increased risk of delivery vessel/tug grounding due to the shallow water depths of surrounding area for Option 1 only. However, with appropriate mitigation in place, the frequency remains extremely unlikely and overall ranking remains tolerable. With the increased number of deliveries there would be increased disruption to fishing and recreational vessels. However, the overall ranking would remain tolerable.	

Habitats Regulations Assessment (HRA)
[With reference to Book 5 Shadow Habitats Regulations Assessment Report]

Enhanced permanent BLF

The enhanced permanent BLF includes approximately 10 additional piles for the BLF itself and approximately 50 wooden piles for the 'grillage'. The Shadow HRA Report (Doc Ref. 5.10) and the ES assumed a worst case, in terms of overall duration of piling works, of installation of one pile per day. It has been assumed that each of the main piles for the permanent BLF would be drilled in less than an hour and, therefore, the average duration of the underwater noise effects on any day during this period would be limited to just one hour. The conclusions drawn in this focus on the additional main piles and further assessment will consider the implications of the piling required for the grillage.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment

Marine mammals: With respect to marine mammals an increase in the number of main piles would extend the piling duration. The increase in number of days is minor and any potential effects would be temporary. Because the maximum effect area is not affected by this change, the increased number of main piles does not alter the conclusions drawn in the Shadow HRA Report (Doc Ref. 5.10) and the ES for marine mammals.

Marine birds: For marine birds, underwater noise may have indirect effects via effects on their fish prey. The potential effects of the piling required for construction of the permanent BLF have been determined in large part on the basis of the maximum area over which such effects may extend, and this will not change. As discussed for marine mammals, the increased piling requirement would extend overall piling duration but because the maximum effect area is not affected, the conclusions drawn in the Shadow HRA Report and the ES for marine birds are not likely to be affected. However, if piling occurred in the little tern breeding season, the extension of piling duration would result in an effect occurring for a greater proportion of the breeding season than assessed. Given the scale of the proposed piling works, it is unlikely that this extension of duration would affect the conclusions of the Shadow HRA Report (Doc Ref. 5.10) and the ES, but this conclusion will be revisited following further assessment.

For airborne noise, because the proposed increase in the number of piles will not affect the level of noise emissions at any one point in time, the increase in the number of piles would have no effect on the predictions of maximum airborne noise level. Consequently, the conclusions drawn in the Shadow HRA Report (Doc Ref. 5.10) and the ES for terrestrial birds are unaffected.

Temporary BLF, Options 1-4

The construction of a new temporary BLF to the south of the permanent BLF introduces an additional source of underwater noise. It is assumed that the construction of the temporary BLF would occur using the same piling rig used for the permanent BLF, which is a reasonable construction assumption and the piling phases would therefore not overlap. The temporary BLF would facilitate an increased number of vessels movements.

Marine mammals: With respect to marine mammals, the maximum effect area is predicted to be no greater than that assessed in the Shadow HRA Report (Doc Ref. 5.10) because the pile dimensions are less than those assumed for the permanent BLF. However, the overall period of time during which piling would occur would increase. Adopting the same assumptions for installation rate (one per day as a worst case), the average duration of the underwater noise effects on any day during this period would be limited to just one hour. While the overall duration of piling would increase, any potential effects will be temporary and would be confined within the maximum effect area assessed in the Shadow HRA Report (Doc Ref. 5.10) and the ES. Because the maximum effect area is not affected by this change, the increased number of piles does not alter the conclusions drawn in the Shadow HRA Report (Doc Ref. 5.10) for marine mammals.

The increased vessel movements associated with the increase in deliveries to the new temporary BLF enhances the potential for collision risk with marine mammals. However, the Shadow HRA Report (Doc Ref. 5.10) adopted the approach of identifying a maximum area of effect and, therefore, in this respect the assessment is not sensitive to changes in vessel numbers. While the use of the permanent BLF and temporary BLF during the construction phase of the Sizewell C Project would increase the maximum area of effect due to vessel movements, the conclusions of the Shadow HRA Report (Doc Ref. 5.10) and the ES are not likely to be altered due to this potential change.

Marine birds: For marine birds, underwater noise may have indirect effects via effects on their fish prey. Potential effects of underwater noise may occur, particularly, in relation to the population of breeding little tern associated with the Minsmere-Walberswick Special Protection Area (SPA) and Ramsar site and the populations of breeding little tern, breeding common tern and non-breeding red-throated diver associated with the Outer Thames Estuary SPA. However, the temporary BLF would be located further south than the permanent BLF (and also extending the potential area over which effects may occur) and the potential for effects on the marine bird qualifying features of the Alde-Ore Estuary SPA would also have to be considered.

Of these different populations, the potential for any such effects is greatest for the Minsmere-Walberswick SPA and Ramsar site breeding little tern population. This is because of the close proximity of one of the two nesting colonies (i.e. the Minsmere colony) for this SPA population to the proposed temporary BLF location, combined with the relatively small predicted foraging range of this species. These factors mean that the proportion of the predicted foraging range which overlaps with the area over which potential effects might arise is greatest for this SPA population.

Assuming sequential construction of the permanent BLF and temporary BLF, underwater noise would not extend over a greater percentage of the foraging range for seabirds compared with that assessed in the Shadow HRA because the pile dimensions are less than those assumed for the enhanced permanent BLF. The potential effect of the piling required for construction of the temporary BLF would be no greater than that assessed in the Shadow HRA Report (Doc Ref. 5.10). However, should these works coincide with the little tern breeding season, then sequential construction would mean a longer duration of effect on this SPA population, and further assessment will be undertaken on the potential for this to have any detrimental effects on this SPA population.

Additionally, further assessment will be undertaken for underwater noise effects arising from any associated dredging operations, particularly in relation to the implications of such activities for the overall cumulative underwater noise effects arising from the various construction activities affecting the marine environment.

For airborne noise, the piling for the temporary BLF would be no closer to SPA populations than already assessed in the Shadow HRA Report (Doc Ref. 5.10), the noise levels would be no greater than assessed in the Shadow HRA Report (Doc Ref. 5.10) and the ES and the conclusions drawn for terrestrial birds are unaffected.

The increased vessel movements associated with the increase in deliveries to the permanent BLF and temporary BLF enhances the potential for disturbance to the non-breeding red-throated diver population of the Outer Thames Estuary SPA. However, the temporary BLF would typically operate from April to October (inclusive) in any given year (this is the same basis of assessment as assumed in the Shadow HRA Report (Doc Ref. 5.10) for the enhanced permanent BLF). Consequently, the main period of increased vessel activity would have little overlap with the period of the year in which red-throated divers are present within the SPA. On this basis, while the level of vessel traffic would increase, the conclusions of the Shadow HRA Report (Doc Ref. 5.10) are not likely to be altered due to this potential change.

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4. MAIN DEVELOPMENT SITE

4.1. Introduction

4.1.1. The main development site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston and within the administrative boundary of East Suffolk Council (ESC) (refer to Figure 2.1 in Chapter 2). Once constructed, the Sizewell C nuclear power station would be located directly to the north of the existing Sizewell A and B power station complex.

4.1.2. This chapter describes each of the proposed changes to the main development site which we would like your views on. For each change it sets out the proposed development which was included in the Application, a description of the proposed change and an explanation of why the change is proposed. Where options are being consulted on these are set out in the description of the change. Preliminary environmental information has been provided for each of the changes and options within the changes with reference to the environmental information provided in the Application. Conclusions explaining whether there are likely to be any new or different significant effects from those included in the Application as a result of each change are included at the end of each section.

4.2. Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field

a) The proposed development in the Application

4.2.1. The boundary of the main development site for the Sizewell C power station includes an area of land to the north of the existing Sizewell B nuclear power station which currently comprises a number of facilities associated with Sizewell B station. As part of early works for the construction of Sizewell C, these facilities would be removed and replacement facilities provided. These works are referred to as the 'Sizewell B relocated facilities project'.

4.2.2. A hybrid planning application for the Sizewell B relocated facilities project was submitted to ESC in April 2019 by EDF Energy Nuclear Generation Limited who operate the Sizewell B power station (Application ref. DC/19/1637/FUL). Permission was granted by ESC on 13 November 2019, allowing for the relocation of existing Sizewell B facilities to start prior to the determination of the Application for the Sizewell C Project, thereby enabling an overall earlier delivery of the Sizewell C nuclear power station. Nevertheless, as these are such critical elements to facilitate the construction of Sizewell C, the proposals for the above facilities were also included in the Application for development consent for the Sizewell C Project. A description and an environmental assessment of the Sizewell B relocated facilities project was included as part of the main development site assessment within Volume 2 of the ES (Doc Ref. 6.3). Figure 4.1 identifies the proposed layout submitted as part of the Application.

4.2.3. As part of SZC Co.'s commitment to continue to engage with stakeholders and explore the possibility for re-using previously developed land within the existing Sizewell power station complex, an area of land within the Sizewell A complex has become potentially available for use by the Sizewell B relocated facilities project, subject to the completion of a land agreement. In addition, following further design development, the layout of the relocated facilities has been revised to facilitate easier and more efficient construction. As a result, two options have been identified for the delivery of the Sizewell B relocated facilities project.

Figure 4.1 Sizewell B Relocated Facilities Site Layout Plan

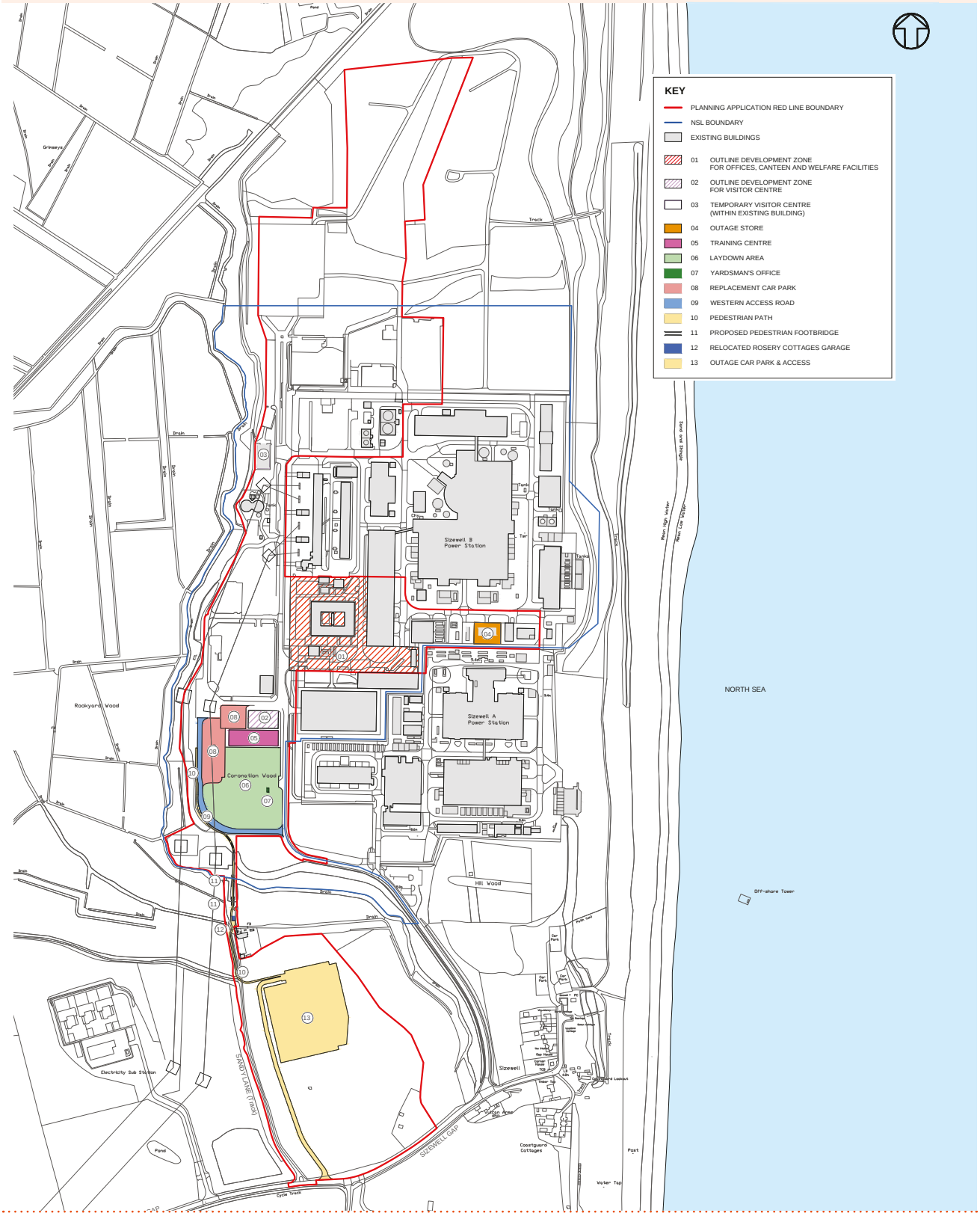
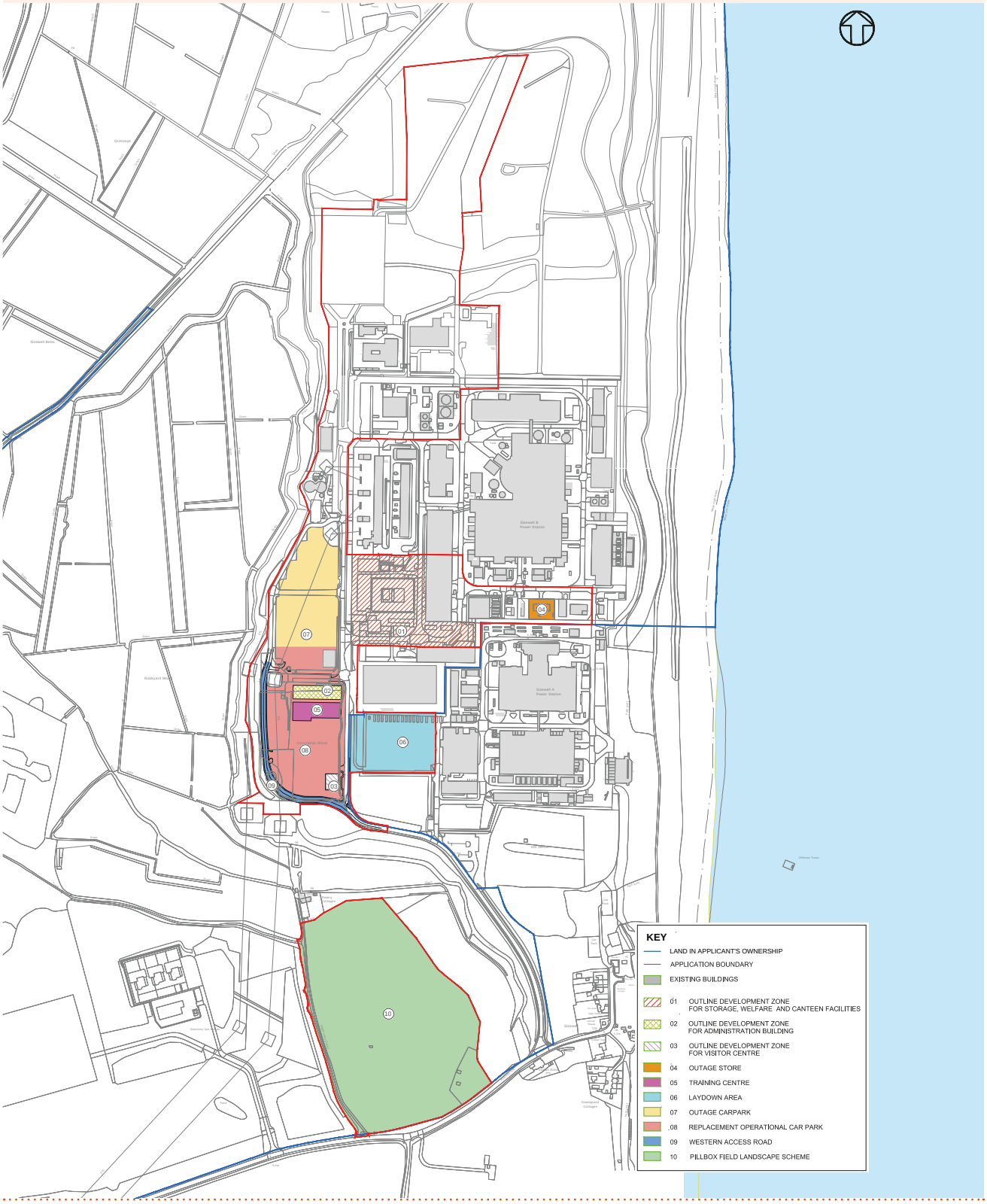


Figure 4.2 Sizewell B Relocated Facilities revised Site Layout Plan



b) Description of the proposed change

Option 1

4.2.4. With the provision of the additional area of Sizewell A land, the following changes would be made to the site configuration of the Sizewell B relocated facilities project (also illustrated in Figure 4.2):

- **Removal of the replacement Sizewell B outage car park from Pillbox Field.** If the Sizewell B outage car park were relocated from Pillbox Field to the existing Sizewell B west car park, there would also be no need for the demolition of Rosery Cottages garage or the connection for pedestrians between Pillbox Field and the Coronation Wood development area. Therefore, only mitigation planting would be proposed in Pillbox Field.
- **Relocation of the administration building.** Originally proposed with welfare facilities within the Sizewell B power station perimeter, this building would be moved to the Coronation Wood development area to facilitate easier construction. The welfare facilities, along with replacement storage and refurbished canteen, would still be located within the Sizewell B station perimeter.
- **Design of the training centre.** The width of the building would be increased and the height reduced from three storeys to two storeys to reduce the visual impact of the building.
- **Optimisation of the Coronation Wood development area**, as identified on Figure 4.3:
  - the laydown area would be moved to the newly included Sizewell A land;
  - changes would be made to the arrangement/location of replacement operational car parking; and
  - the visitor centre would be relocated to the southern part of the Coronation Wood development area.
- **Redesign of the landscaping scheme on Pillbox Field.** This would provide ecological enhancement and mitigation planting for trees lost from Coronation Wood. The redesigned landscaping scheme is illustrated on Figure 4.4.

4.2.5. A separate planning application was submitted to ESC under the Town and Country Planning Act 1990 in November 2020, reflecting this revised approach to relocating certain Sizewell B facilities. As with the existing planning permission for the relocation of the Sizewell B facilities, the purpose of seeking to obtain planning permission for these works in advance of the grant of development consent is to enable them to be carried out earlier than would otherwise be the case, thereby expediting the Sizewell C Project's construction programme. Figure 4.2 illustrates the proposals for this revised application.

Figure 4.3 Image of the Revised Proposals – Coronation Wood Development Area

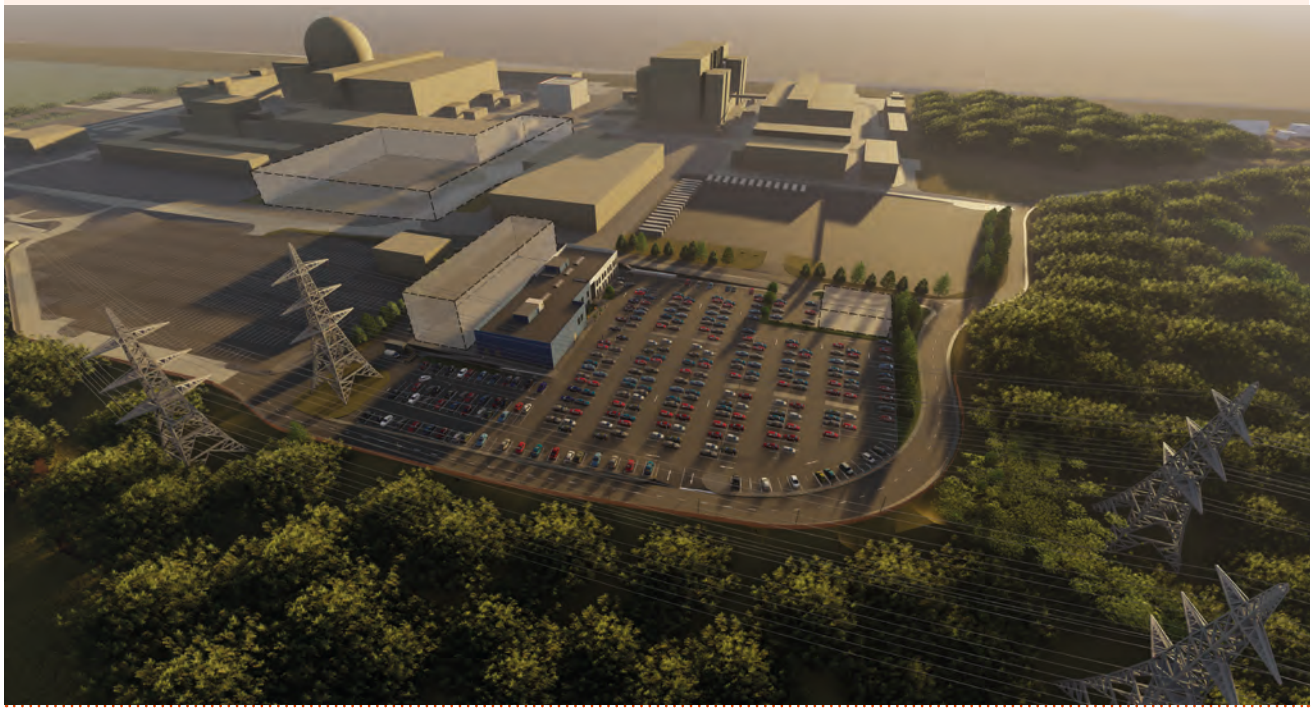


Figure 4.4 Image of the Revised Proposals – Pillbox Field



Option 2

4.2.6. As the provision of the additional Sizewell A land is subject to the completion of a land agreement, an alternative fall-back option has been identified in which Pillbox Field is still used for replacement Sizewell B outage car parking, however, a number of facilities are moved from within the Sizewell B station perimeter to the Coronation Wood development area, in order to facilitate easier and more efficient construction. This option would only be implemented in the unlikely event that the land agreement for additional Sizewell A land required for Option 1 is not completed.

4.2.7. In summary, the following changes would be made to the site configuration of the Sizewell B relocated facilities project:

- **Relocation of the administration building:** Originally proposed with welfare facilities within the Sizewell B power station perimeter, this building would be moved to the Coronation Wood development area, to the north of the training building, to facilitate easier construction. The welfare facilities, along with replacement storage and refurbished canteen, would still be located within the Sizewell B station perimeter.
- **Design of the training centre:** The width of the building would be increased and height reduced from three storeys to two storeys to reduce the visual impact of the building.
- **Optimisation of the Coronation Wood development area:** relocation of the visitor centre to the southern part of the Coronation Wood development area; and
  - relocation of the visitor centre to the southern part of the Coronation Wood development area; and
  - utilisation of the remaining central area between the proposed buildings, within the Coronation Wood development area for the outage laydown.

4.2.8. The overall construction duration for the Sizewell B relocated facilities project in this scenario would be the same as for Option 1.

c) Why is this change proposed?

4.2.9. The main reasons for the changes proposed are:

1. **Removal of Sizewell B outage car park from Pillbox Field (Option 1 only):**
   - Pillbox Field was the only appropriate area for the provision of the replacement Sizewell B outage car park in the original scheme. However, due to the opposition to this proposal from statutory consultees and the general public, SZC Co. continued to engage with the Nuclear Decommissioning Authority/ Magnox to identify alternative options for site configuration. The inclusion of the additional area of land from the Sizewell A complex would, therefore, allow for the proposed site layout to be reconfigured and built development from Pillbox Field to be removed, so that the field would be used only for the provision of replacement planting for Coronation Wood and ecological enhancements.
2. **Relocation of the administration building (Options 1 and 2):**
   - The administration building would be moved from the outline development zone within the Sizewell B station perimeter to the Coronation Wood development area to facilitate easier construction, given the restrictions on construction within the operational Sizewell B station site.
3. **Modifications to the training centre building (Options 1 and 2):**
   - Following further design development, it was concluded that by increasing the width of the building slightly and removing one storey, the building could accommodate the facilities required. Therefore, the height of the building could be reduced to minimise visual effects.
4. **Other changes to the Coronation Wood development area layout (Options 1 and 2):**
   - As a result of the relocation of the administration building and changes to the training centre building, the visitor centre would be moved to the south eastern corner of the Coronation Wood development area and the layout of replacement operational car parking would be reconfigured for Option 1 and proposed as outage laydown in Option 2.

4.2.10. Collectively, these changes would constitute improvements on planning grounds and operational benefits compared with the extant planning permission.

d) Environmental impact of the proposed change

4.2.11. A preliminary environmental assessment of the proposed design changes to the Sizewell B relocated facilities project described above has been undertaken and is presented in Table 4.1. This has included a consideration of any changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of effects and mitigation since the preparation of the Environmental Statement, Volume 2, Chapters 8 to 28 (Doc Ref. 6.3). As the options for the proposed change are located above the mean high-water spring mark, these would not result in direct effects on the marine environment.

4.2.12. The preliminary environmental assessment presented in this document has been informed by the Environmental Impact Assessment (EIA) completed for the separate Sizewell B relocated facilities planning application submitted to ESC on 9th November 2020.

Table 4.1 Preliminary Environmental Information for the proposed change to the Sizewell B relocated facilities proposals

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Conventional Waste and Material Resources [With reference to the Environmental Statement Volume 2 Chapter 8 (Doc Ref. 6.3)]			
Material resources Waste management infrastructure	There is no change to the baseline assessment for material resources and waste management infrastructure resulting from the proposed changes.	During construction, changes to material quantities and waste generated by either of the proposed options would be minimal, especially within the context of the overall effects of the main development site. Furthermore, due to the like-for-like replacement of existing Sizewell B facilities in terms of use and activities, the proposed options would not generate additional waste or require further material resources compared to the existing Sizewell B operations. Therefore, no potential for new or different significant effects has been identified.	No further assessment is required.
Socio-economics [With reference to the Environmental Statement Volume 2 Chapter 9 (Doc Ref. 6.3)]			
Labour market	There is no change to the baseline assessment for socio-economics resulting from the proposed changes.	The proposed options would not change the peak workforce estimates during construction. Furthermore, due to the like-for-like replacement of existing Sizewell B facilities in terms of use and activities, the proposed options would not affect operational employment. Therefore, no potential for new or different significant effects has been identified.	No further assessment is required.
Transport [With reference to the Environmental Statement Volume 2 Chapter 10 (Doc Ref. 6.3)]			
Non-motorised users (pedestrians, cyclists, equestrians) of Sizewell Gap, Sandy Lane, B1122 and A12. Motorised users of Sizewell Gap, B1122 and A12.	There is no change to the baseline assessment for transport resulting from the proposed changes.	The proposed options would not change the peak construction traffic flows or construction traffic routes considered in the Sizewell C Project's early years traffic modelling. Therefore, no potential for new or different significant effects has been identified. Furthermore, in the case of Option 1, where no outage car park on Pillbox Field is proposed, any effects associated with the use of the new Sizewell Gap/ Sandy Lane junction to Pillbox Field during construction and operation would be removed. Option 1 would also result in no change to the existing operational traffic flows to the Sizewell B power station. As a result, the effects would be reduced in comparison to the assessment presented in the ES. The effects of Option 2 would remain the same as presented in the ES.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Noise and Vibration [With reference to the Environmental Statement Volume 2 Chapter 11 (Doc Ref. 6.3)]			
Noise sensitive receptors	There is no change to the baseline assessment for noise and vibration from the proposed changes.	The proposed options would not change the peak construction traffic flows or construction traffic routes considered in the Sizewell C Project's early years traffic modelling. Therefore, no potential for new or different significant construction traffic noise effects has been identified. Furthermore, in the case of Option 1, where no outage car park on Pillbox Field is proposed, the construction noise and vibration effects on Rosery Cottages, Home Farm, Beach View Holiday Park and the Sizewell village would be reduced, as construction works would be located further away from these noise sensitive receptors. The residual effects at these receptors following the implementation of construction mitigation measures, as described in the ES, would range between negligible and minor adverse (not significant). Option 1 would also result in no change to the operational traffic flows associated with the Sizewell B power station and the resulting traffic noise. The effects of Option 2 would not materially differ from those presented in the ES. In addition, there would be no material change to the operational noise assessment for either of the proposed options.	No further assessment is required.
Air Quality [With reference to the Environmental Statement Volume 2 Chapter 12 (Doc Ref. 6.3)]			
Human receptors Sizewell Marshes SSSI	There is no change to the baseline assessment for air quality resulting from the proposed changes.	The proposed options would not change the peak construction traffic flows or construction traffic routes considered in the Sizewell C Project's early years traffic modelling or introduce new emission sources during construction or operation. Therefore, no potential for new or different significant air quality effects has been identified.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Landscape and Visual [With reference to the Environmental Statement Volume 2 Chapter 8 (Doc Ref. 6.3)]			
Viewpoints Landscape character types Suffolk Coast and Heaths AONB and Suffolk Heritage Coast	An additional viewpoint on Sandy Lane looking north east towards the Coronation Wood development area has been included within the assessment. In addition, the Zone of Theoretical Visibility (ZTV) has been updated for Option 1. The ZTV for Option 2 would be the same as for the original scheme. There are no other changes to the baseline assessment for landscape and visual resulting from the proposed changes.	As for the original scheme, the proposed options would impact visual amenity, Estate Sandlands and Coastal Levels landscape character types, the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast due to modifications to the fabric of landscape and the visibility of activities associated with the construction works and new planting. However, in the case of Option 1, these effects would be reduced during both construction and operation due to the removal of built development from Pillbox Field. The effects on landscape character, the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast are judged to be of minimal significance, adverse (not significant overall). The effects on visual amenity would range between minimal and moderate-slight significance, adverse (not significant overall), with any moderate-slight effects reducing to slight significance, neutral (not significant) with the maturing of landscape screening. The effects of Option 2 would remain the same as presented in the ES.	No further assessment is required.
Terrestrial Ecology and Ornithology [With reference to the Environmental Statement Volume 2 Chapter 14 (Doc Ref. 6.3)]			
Sizewell Marshes SSSI Coronation Wood Invertebrates Reptiles Bird assemblage using the Sizewell Marshes SSSI Bats	There is no change to the baseline assessment for terrestrial ecology and ornithology resulting from the proposed changes.	As for the original scheme, the proposed options have the potential to impact on Sizewell Marshes SSSI and the associated bird assemblage due to construction activities in close proximity, and reptile, invertebrate and bat assemblages due to the loss of habitat and disturbance. Both of the proposed options would also result in the removal of Coronation Wood. Neither of the options would require land take from the Sizewell Marshes SSSI. In the case of Option 1, loss of habitat associated with the use of Pillbox Field would be reduced and further ecological enhancement through landscaping would be provided, resulting in greater biodiversity net gain. Overall, the effects of Option 1 on the important ecological features would range between minor beneficial (not significant) (due to enhancements provided) and minor adverse (not significant) (due to habitat loss and disturbance). The effects of Option 2 would remain the same as presented in the ES.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Amenity and Recreation [With reference to the Environmental Statement Volume 2 Chapter 15 (Doc Ref. 6.3)]			
Recreational resources, including (but not limited to) Suffolk Coast Path, Sandlings Walk, Bridleway 19	There is no change to the baseline assessment for amenity and recreation resulting from the proposed changes.	The proposed options would not result in new or different significant effects with regards to transport, noise and vibration, air quality and landscape and visual amenity. Therefore, the combined effects on amenity and recreation would also not result in new or different significant effects. Furthermore, the effects of Option 1 would be reduced, as with the removal of the outage car park from Pillbox Field, the effects associated with the crossing of Bridleway 19 for access to Pillbox Field would be removed. In addition, construction activities would be located further away from the amenity and recreation receptors to the south of the site. Overall, the effects would range between negligible and minor adverse (not significant) during construction and would be negligible (not significant) during operation. The effects of Option 2 would remain the same as presented in the ES.	No further assessment is required.
Terrestrial Historic Environment [With reference to the Environmental Statement Volume 2 Chapter 16 (Doc Ref. 6.3)]			
Potential archaeological remains Pillbox in Pillbox Field Historic landscape character	There is no change to the baseline assessment for historic environment resulting from the proposed changes.	The proposed options would not result in new or different significant effects compared to the original scheme. Furthermore, the effects of Option 1 on archaeological remains in Pillbox Field and changes to the setting of Pillbox Field would be reduced with the removal of the outage car park. In addition, the landscaping scheme on Pillbox Field has been designed to avoid archaeologically sensitive areas. Overall, the effects on archaeological remains and changes to the setting of the pillbox and the historic landscape character of the field are assessed as minor adverse (not significant) during construction. Changes to setting during operation would be negligible (not significant). The effects of Option 2 would remain the same as presented in the ES.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Soils and Agriculture [With reference to the Environmental Statement Volume 2 Chapter 17 (Doc Ref. 6.3)]			
Best and Most Versatile agricultural land Soil resources Agricultural businesses	There is no change to the baseline assessment for soils and agriculture resulting from the proposed changes.	The proposed options would not affect land currently in agricultural use or land that falls within the best and most versatile land grades. Furthermore, no removal of uncontaminated soils from site is proposed. Therefore, no potential for new or different significant effects has been identified.	No further assessment is required.
Geology and Land Quality [With reference to the Environmental Statement Volume 2 Chapter 18 (Doc Ref. 6.3)]			
Human health Controlled Waters (groundwater and surface water receptors) Property Physical soil features	There is no change to the baseline assessment for geology and land quality resulting from the proposed changes.	The proposed options would not change the source-receptor-pathways considered in the conceptual site model for Sizewell B relocated facilities works. Therefore, no potential for new or different significant effects has been identified.	No further assessment is required.
Groundwater and Surface Water [With reference to the Environmental Statement Volume 2 Chapter 19 (Doc Ref. 6.3)]			
Controlled Waters (groundwater and surface water receptors) Flood Risk	There is no change to the baseline assessment for groundwater, surface water and flood risk resulting from the proposed changes.	The proposed options would not change the assessment of effects on water quality, hydrology, hydrogeology and flood risk for Sizewell B relocated facilities works. Therefore, no new or different significant effects have been identified.	No further assessment is required.
Radiological Effects [With reference to the Environmental Statement Volume 2 Chapter 25 (Doc Ref. 6.3)]			
Human receptors Non-human biota	There is no change to the baseline assessment for radiological effects resulting from the proposed changes.	The proposed options do not include any facilities associated with work activities or processes which involve the handling or the production of radioactive items or material. Therefore, no potential for new or different significant effects has been identified.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Climate Change [With reference to the Environmental Statement Volume 2 Chapter 26 (Doc Ref. 6.3)]			
Greenhouse gas emissions - Global climate	There is no change to the baseline assessment for climate change resulting from the proposed changes.	During construction, the proposed options would generate greenhouse gas emissions due to material resource use, energy and fuel use for construction activities, fuel use for the transportation of construction materials, construction workers to and from the site and disposal of waste. However, as the material and waste quantities, construction traffic movements, workforce numbers and the duration of the construction programme are similar to the original scheme assessed in the ES, the change in greenhouse gas emissions is not likely to be significant. In addition, due to the like-for-like replacement of existing Sizewell B facilities in terms of use and activities, the operational phase is not likely to result in an increase in greenhouse gas emissions.	No further assessment is required.
Climate change resilience (CCR) - Site users and infrastructure		The proposed options may be impacted by extreme weather events, such as heavy rain, high winds, and high temperatures, during construction and operation. These impacts would be mitigated through design and construction environmental management, as relevant, therefore, no new or different significant effects with regards to climate change resilience are considered likely.	
In-combination climate impacts (ICCI) - Human, property and environmental receptors		The ICCI assessment presented in the ES considered the combined impact of the Sizewell C Project and future climate change on receptors in the surrounding environment. As overall, the proposed options are not likely to increase the effects of the Sizewell C Project, no new or different significant ICCI effects are considered likely.	

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Major Accidents and Disasters [With reference to the Environmental Statement Volume 2 Chapter 27 (Doc Ref. 6.3)]			
Human, property and environmental receptors	There is no change to the baseline assessment for major accidents and disasters resulting from the proposed changes.	During construction, any new hazards from the proposed options would be mitigated through the implementation of a safe system of work in line with standard industry practice and construction management measures described within the ES. Any new hazards from the operation of the relocated facilities would be addressed through the implementation of the existing Sizewell B management procedures and processes, adjusted as required, to take into account the proposed development. Therefore, no potential for new or different significant effects has been identified.	No further assessment is required.
Health and Wellbeing [With reference to the Environmental Statement Volume 2 Chapter 28 (Doc Ref. 6.3)]			
Human receptors	There is no change to the baseline assessment for health and wellbeing resulting from the proposed changes.	As no likely new or different significant effects with regards to transport, noise and vibration, air quality, amenity and recreation, geology and land quality, groundwater and surface water and radiological effects have been identified, the assessment of effects on health and wellbeing is also considered unlikely to result in new or different significant effects.	No further assessment is required.
Habitats Regulations Assessment (HRA) (Book 5, Document Reference 5.10)			
There is no potential for the proposed change to alter the conclusions of the Shadow HRA.			

4.3. Change to certain parameter heights and activities on the main development site to facilitate the construction process

a) The proposed development in the Application

4.3.1. As with any large-scale construction project, a range of buildings, structures, plant and associated facilities are temporarily required, and their exact heights and locations will vary throughout the construction process. To ensure the environmental effects of this very wide range of activities can be assessed, the Application includes clear parameters to identify maximum working heights for different parts of the construction site.

4.3.2. These heights are separated into general maximum heights for typical working conditions and "exceptional" maximum heights for relatively short-term activities, such as the use of a particularly large crane to lift specific objects.

b) Description of the proposed change

4.3.3. SZC Co. is consulting on the following changes to the proposed parameters for maximum working heights during the construction of Sizewell C on the main development site:

Beach Landing Facility Options

- Typical working heights: up to 25m AOD
- Exceptional working heights: up to 60m AOD

4.3.4. The Application proposed only one (permanent) BLF. Therefore, no working height parameters were proposed in the location shown on Figure 4.5 where a temporary beach landing facility is now proposed. Further details on the potential change to allow more construction material to be imported by sea are set out in Chapter 3 of this consultation document.

Marine shafts and tunnelling

- Typical working heights: up to 40m AOD
- Exceptional working heights: up to 70m AOD

4.3.5. The location shown on Figure 4.5 is outside of the main construction area and therefore no heights are currently applied for in this location.

Extension of stockpile zone

- To allow an additional stockpile area up to approximately 15m above ground level (35mAOD)

4.3.6. The Application already applies for construction activities up to this height in the location shown on Figure 4.6. This potential change therefore relates to a change in activity, from primarily compound space to stockpiling.

Reduction in the height of one pylon

4.3.7. The Application includes provision for two electricity pylons at 79mAOD. SZC Co. intends to reduce the height of the southernmost pylon to 59mAOD. This remains within the maximum height parameter assessed in the application (Parameter Zone P5).

Figure 4.5 Temporary Beach Landing Facility Options 1-4 and Marine shafts and tunnelling

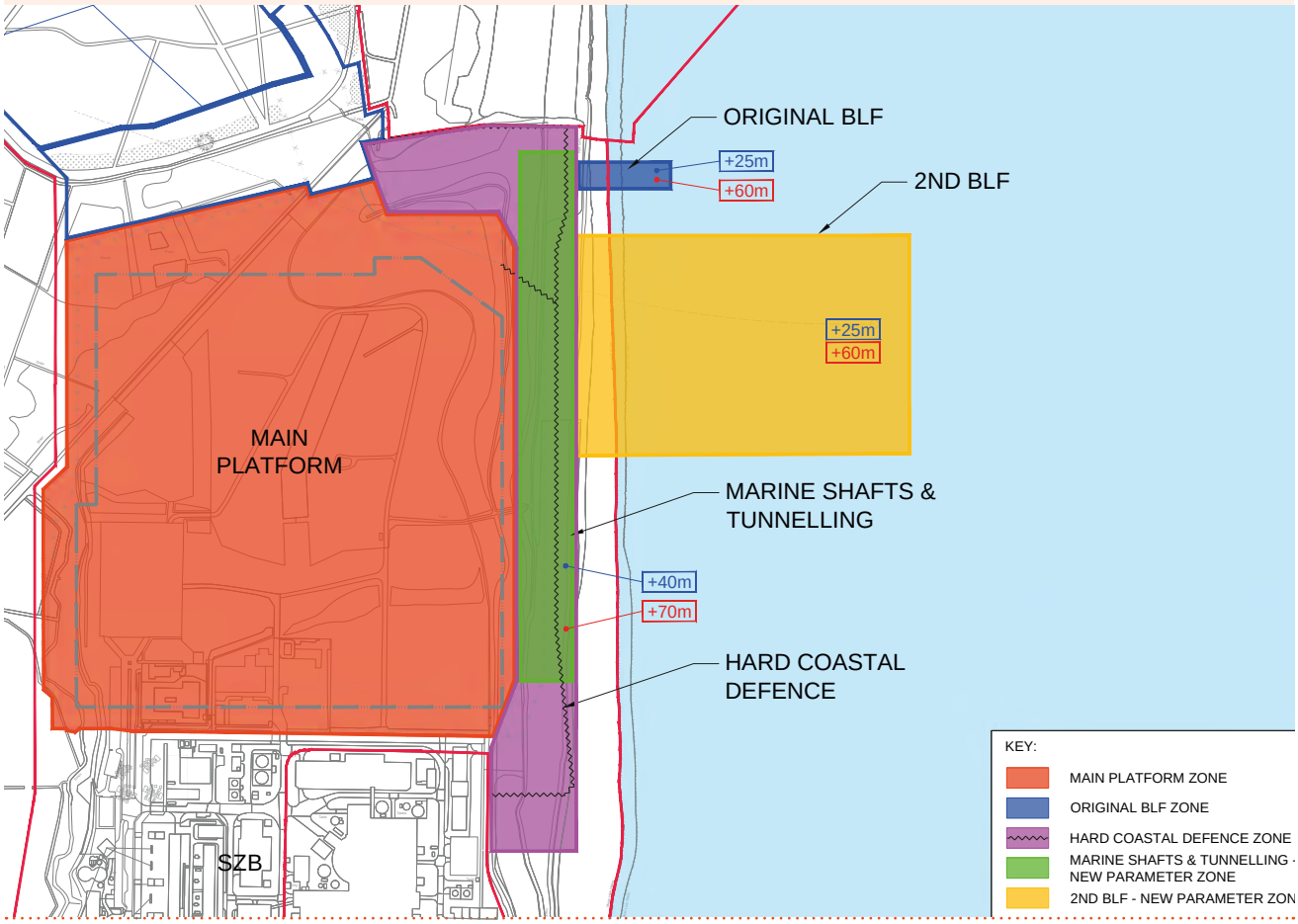
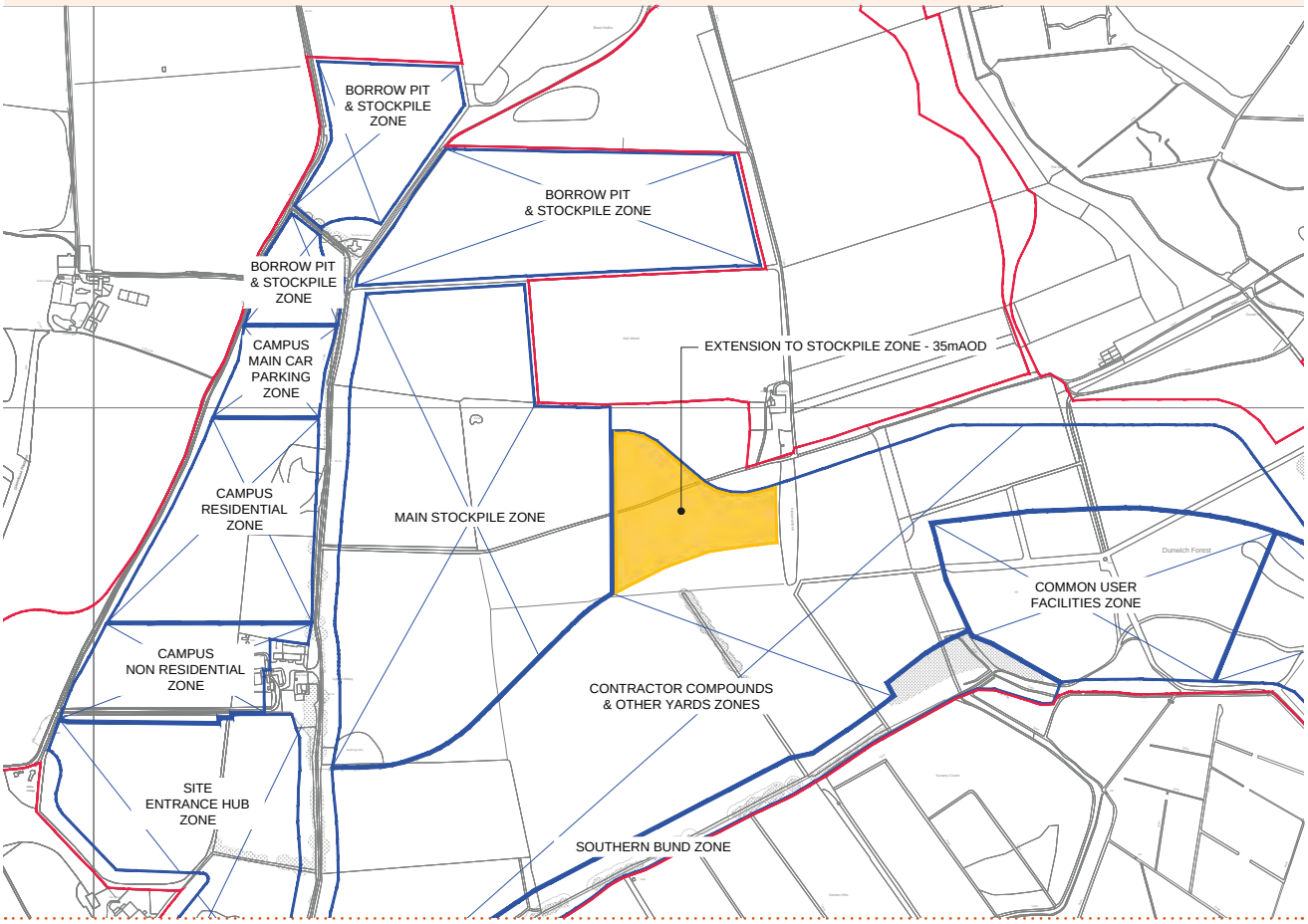


Figure 4.6 Extension to the stockpile zone



c) Why is this change proposed?

Beach Landing Facility Options

4.3.8. As set out in Chapter 3 of this consultation document, SZC Co. intends to increase the amount of material imported by sea where this is practical and cost effective. This would help to ensure that a substantial volume of construction material can be transported to the site without unduly impacting the public highway network. The proposed parameters will ensure that the facilities can be constructed and operated with plant and equipment operating at height as necessary for their efficient operation.

Marine shafts and tunnelling

4.3.9. Maximum heights for the marine tunnelling works are currently within the main construction zone in the Application. SZC Co. intends to relocate the marine tunnelling works adjacent to the main construction zone, meaning the shafts are slightly closer to the landward side of the sea defences. This relocation would move the marine tunnelling works to the outside of the "cut off wall". The cut off wall is needed to allow dewatering to take place alongside excavation works within the main construction area without significant impacts on the surrounding groundwater table. Relocation of the marine tunnelling works means that other construction works within the cut off wall can commence before the marine tunnelling work is complete, thereby making construction more efficient and potentially faster. The parameter heights would primarily relate to the presence of cranes in this area to lift the tunnel boring machines and the individual tunnel segments into place.

Extension of stockpile zone

4.3.10. Providing the flexibility to extend the footprint of the stockpiles by a relatively small amount would allow more material to be delivered earlier in the construction programme and then stored on site until it is needed, thereby helping to increase the rate at which materials can be imported by rail or sea and reducing the demand that could otherwise have been placed on the highway network.

d) Environmental impact of the proposed change

4.3.11. A preliminary environmental assessment of the proposed changes has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

4.3.12. Table 4.2 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects as presented in the Application to differ as a result of the proposed changes. This section also sets out further work to be undertaken to confirm the environmental impact of the proposed changes, if they are confirmed to be taken forward.

Table 4.2 Preliminary environmental information for the proposed change

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Air Quality [With reference to the Environmental Statement Volume 2 Chapter 12 (Doc Ref. 6.3)]			
Human receptors	There would be no change to the baseline assessment for air quality resulting from the proposed changes.	The additional stockpiling area may affect the construction dust assessment, however as stockpile heights are not being increased and conservative mitigation measures are included in the CoCP (Doc Ref. 8.11) no new or different impacts are expected.	No further assessment is required.
Landscape and Visual [With reference to the Environmental Statement Volume 2 Chapter 13 (Doc Ref. 6.3)]			
Views/visual receptors located along the Suffolk coastline and offshore Landscape and seascape character types along the Suffolk coastline and offshore Suffolk Coast and Heaths AONB and Suffolk Heritage Coast	**Temporary Beach landing Facility Options 1 - 4:** The proposed change is located within the Application site boundary. The proposed change would not require a change to the extent of the 15km study area in the LVIA. There would be no change to the baseline assessment in the landscape and visual impact assessment resulting from the proposed change.	The proposed change is to introduce a new typical height parameter of 25m AOD and exceptional height parameter of +60m AOD. The new parameters will introduce new tall elements in the coastal/ offshore environment and increase the visibility construction works and features in views from locations offshore and along the coast to the north and south. This may increase the significance of effects on the Coastal Dunes and Shingle Ridges LCT and Nearshore Waters SCT, visual receptors in coastal locations and offshore and alter the nature and significance of effects on the natural beauty and special qualities of the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast.	ZTV of proposed parameters to be updated. Potential consultation with LVIA consultees to determine if new representative viewpoints and visualisations are required. Field survey to determine nature, scale and extent of effects arising. Revisions to visualisations/new visualisations if required. Update to the assessment of impacts from the change on landscape/seascape character, visual receptors and designated and defined landscape/seascape will be undertaken.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Views/visual receptors Landscape character types Suffolk Coast and Heaths AONB and Suffolk Heritage Coast	**Extension to Stockpile Zone:** The proposed changes are located within the Application site boundary. The proposed change would not require a change to the extent of the 15km study area in the LVIA. There would be no change to the baseline assessment in the landscape and visual impact assessment resulting from the proposed change.	The proposed change allows for an additional stockpile area up to approximately 15m above ground level. The location of the additional stockpile area is located fully within construction zone C3 which has a general condition height of +35mAOD and exceptional condition height of +120mAOD. The proposed change would introduce a change of use with a lower general and exceptional condition height during the construction phase to the described in the DCO. The change would result in a marginal change to the nature of views, notably from elevated locations to the north. However, the effects of the proposed change would remain the same as presented in the LVIA.	No further assessment is required.
Views/visual receptors located along the Suffolk coastline and offshore Landscape and seascape character types along the Suffolk coastline and offshore Suffolk Coast and Heaths AONB and Suffolk Heritage Coast	**Marine Shafts and Tunnelling:** The proposed change are located within the Application site boundary. The proposed change would not require a change to the extent of the 15km study area in the LVIA. There would be no change to the baseline assessment in the landscape and visual impact assessment resulting from the proposed change.	The proposed change is to introduce a new typical height parameter of 40m AOD and exceptional height parameter of +70m AOD. The additional parameters will introduce increased physical infrastructure into the coastal environment and new tall construction elements in the coastal environment and increase the visibility construction works and features in views from locations offshore and along the coast to the north and south. This may increase the significance of effects on the Coastal Dunes and Ridges LCT, visual receptors in coastal locations and offshore and alter the nature and significance of effects on the natural beauty and special qualities of the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast.	ZTV of proposed parameters to be updated. Potential consultation with LVIA consultees to determine if new Representative Viewpoints and visualisations are required. Field survey to determine nature, scale and extent of effects arising. Revisions to visualisations/new visualisations if required. Update to the assessment of impacts from the change on landscape/seascape character, visual receptors and designated and defined landscape/seascape will be undertaken.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Amenity and Recreation **[With reference to the Environmental Statement Volume 2 Chapter 15 (Doc Ref. 6.3)]**			
Recreational receptors on the coast including users of the beach, PRoW E-363/021/0, the Suffolk Coast Path, Sandlings Walk and the future England Coast Path, and marine-based receptors.	There would be no change to the baseline assessment for amenity and recreation resulting from the proposed changes.	The coast path would remain open at all times during construction and operation of the additional works, as far as it is reasonably practicable and safe to do so. The proposed changes would introduce new tall construction elements in the offshore environment and increase the visibility construction works and features (including a greater number of barges) in views from locations offshore and along the coast to the north and south. There would be additional noise generated during construction and operation of the additional works. This may increase the effects on recreational receptors (including their experience of tranquillity) on the beach, using the paths along the coast and offshore.	Further assessment of the change will be undertaken to confirm the likely significance of the impacts and mitigation proposals.
Historic Environment **[With reference to the Environmental Statement Volume 2 Chapter 16 (Doc Ref. 6.3)]**			
Setting of Leiston Abbey 1st site and heritage assets north of the site including coastguard cottages.	There would be no change to the baseline assessment resulting from the proposed changes.	There is likely to be a slight increase in the visibility of construction works and features from Leiston Abbey due to new tall construction elements. The ES assessed changes during construction as having an indirect moderate adverse effect. It is unlikely that the proposed changes would be of a great enough scale to increase the magnitude of effect and therefore the conclusions of the ES remain valid. However, these will be considered further with reference to updated visualisations.	Reference will be made be to revised visualisations to inform further consultation if required on the nature of effects and potential mitigation if needed.

e) Other environmental topics and receptors

4.3.13. The proposed changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

4.4. Change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk

a) The proposed development in the Application

4.4.1. The Application identifies that a temporary non-potable water storage area would be constructed for use in the construction process. The water would be used for construction activities such as dust suppression on the stockpiles. The location is shown on Figure 4.7.

b) Description of the proposed change

4.4.2. Further work with the Sizewell C Project team and contractors has identified that the water storage area can now be temporarily located elsewhere on the construction site, adjacent to a proposed attenuation pond, also known as water management zone 5, and adjacent to the proposed borrow pits and stockpiles, as indicated on Figure 4.7.

Figure 4.7 Current and proposed locations of water resource storage area

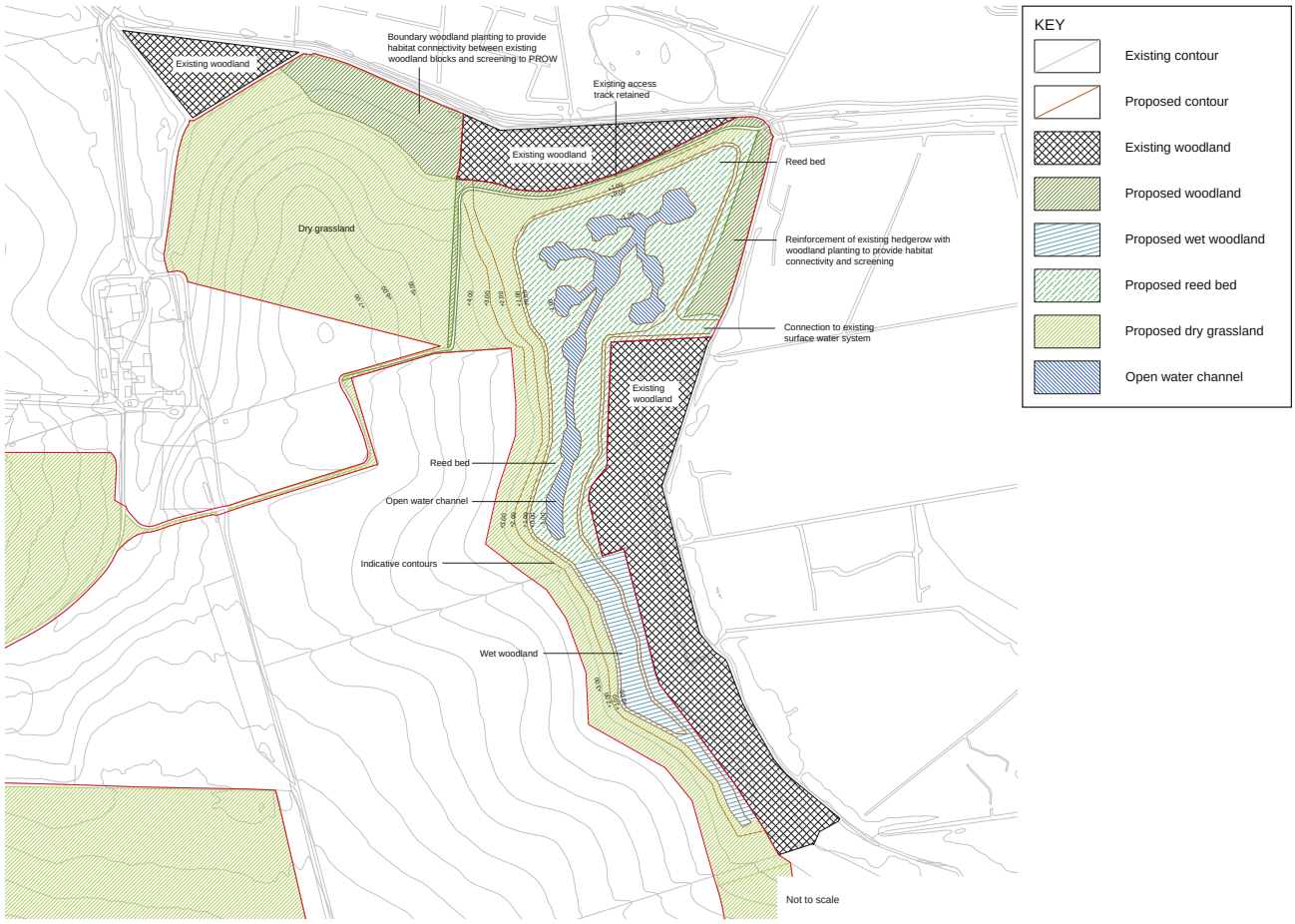


4.4.3. SZC Co. is consulting on a change that would allow the storage area's original location to instead provide additional, permanent, fluvial flood mitigation. Opportunities would also be taken to create additional wetland habitats in this area. The wetland habitats would be open water channels and wet reedbeds to provide high quality foraging habitats for marsh harriers during the construction of Sizewell C.

4.4.4. Once the construction of Sizewell C is complete and compensatory marsh harrier foraging habitats are no longer required, there would be an opportunity for the open water and wet reedbed habitats to be transitioned to wet woodland habitats, either through natural successional processes or through planting. In the long term, this would compensate for the loss of wet woodland from the Sizewell Marshes SSSI and could form part of a wet woodland strategy. Views are sought on whether, in the long term, open water and reedbed habitats should be retained in this location, or whether a transition to wet woodland should be supported. The flood mitigation area would also be linked to the proposed permanent wetland habitat corridor immediately to the south to create a single integrated wetland feature, as illustrated in Figure 4.8.

4.4.5. The flood mitigation described here would provide approximately 100,000 cubic metres of additional flood mitigation volume.

Figure 4.8 Indicative sketch of flood mitigation area and wet woodland habitats



4.4.6. The flood mitigation area and wetland habitats would be constructed very early in the construction phase to ensure no ongoing construction disturbance to foraging marsh harriers during the following summer.

c) Why is this change proposed?

4.4.7. The proposed change would introduce additional flood mitigation and wetland habitat areas.

4.4.8. The additional flood mitigation area would reduce the impact of fluvial flood storage loss caused by development on parts of the main platform area.

4.4.9. The new habitat areas would provide additional foraging habitats for marsh harriers in the short term. In the long term they could also provide additional wet woodland to help compensate for the loss of wet woodland from the Sizewell Marshes SSSI.

4.4.10. Relocation of the water storage area creates operational efficiencies by storing the water closer to stockpiles, where it is needed for dust suppression, and closer to the haul road.

d) Environmental impact of the proposed change

4.4.11. A preliminary environmental assessment of the proposed change has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

4.4.12. Table 4.3 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects as presented in the Application to differ as a result of the change. This section also sets out further work to be undertaken to confirm the environmental impact of the change, if it is confirmed to be taken forward.

Table 4.3 Preliminary Environmental Information for the proposed change

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Landscape and Visual [With reference to the Environmental Statement Volume 2 Chapter 13 (Doc Ref. 6.3)]			
Views/visual receptors Landscape character types Suffolk Coast and Heaths AONB and Suffolk Heritage Coast	The proposed change is located within the Application site boundary. The proposed change would not require a change to the extent of the 15km study area in the landscape and visual impact assessment There would be no change to the baseline assessment in the landscape and visual impact assessment resulting from the proposed change.	The flood mitigation area would be designed to avoid damage to woodlands and hedgerows within and bordering the reprofiled land. This would include avoiding excavation in the Root Protection Areas of trees within adjacent plantations (e.g. Sandypytle Plantation) and recent planting. The area would be subject to habitat creation which would be appropriate to the surrounding landscape context. There would be a marginal reduction to the landscape and visual impacts during the construction phase compared to original (temporary) water resource storage area. The flood mitigation area would be a permanent feature, but would be in keeping with local landscape character and assimilate into its surrounding landscape context once new planting is established. Overall there would be no change to the assessment of landscape or visual effects during the construction or operation phases to that presented in the LVIA.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Terrestrial Ecology and Ornithology [With reference to the Environmental Statement Volume 2 Chapter 14 (Doc Ref. 6.3)]			
Direct effects on ecological receptors	The proposed change is are located within the Application site boundary and there would be no change to the baseline resulting from the proposed change.	The additional areas of open water and wet reedbed would provide additional high-quality foraging habitats for marsh harriers, during the construction of Sizewell C. In the longer term, these areas could provide further permanent compensatory habitats for the loss of wetland habitats from the Sizewell Marshes SSSI and can be expected to support a similar range of species. Although the change is beneficial, it would not result in new or different significant effects compared to the assessment presented in the ES.	No further assessment is required.
Terrestrial Historic Environment [With reference to the Environmental Statement Volume 2 Chapter 16 (Doc Ref. 6.3)]			
Direct effects on historic environment	There would be no change to the baseline assessment resulting from the proposed change.	The proposed change would not result in new or different significant effects compared to the assessment presented in the ES. There remains the potential for disturbance to buried archaeological remains, and the overall residual effect following the implementation of an agreed scheme of archaeological investigation would be of the same effect as presented in the ES, and would not be significant.	No further assessment is required.
Groundwater and Surface Water [With reference to the Environmental Statement Volume 2 Chapter 19 (Doc Ref. 6.3)]			
Crag Formation (Principal Aquifer)	There would be no change to the baseline assessment resulting from the proposed change.	There would be a localised change in groundwater recharge relative to the submitted DCO design due to the reduced footprint of water management zone 5, the new location and reduced footprint of the water resource storage area and the new presence of the flood mitigation area. This may result in potential lowering of groundwater levels in the immediate environs of water management zone 5, and potential raising of groundwater levels and changes in groundwater flow in the immediate environs of the flood mitigation area and habitat creation area relative to the baseline and originally modelled scenarios assessed in the DCO. The resulting change to groundwater levels in the Crag Formation would be minimal and be localised to the temporary construction area.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
		Previous numerical modelling has shown that the lateral extent of effects of water level changes at water management zone 5 do not impact the Sizewell Marshes SSSI or Minsmere to Walberswick Heaths and Marshes SSSI, SAC, SPA and Ramsar receptors, in part due to the high permeability of the Crag and proximity to the sea.	
IDB Drain No. 7	There would be no change to the baseline assessment resulting from the proposed change.	There would be minor adverse changes in the catchment of IDB Drain No. 7, which would act to modify the hydrological regime. These would be limited due to the relatively small area of the catchment associated with the change, as well as the balance of effect likely to be seen through the presence of the flood mitigation area and local recharge.	No further assessment is required.
Flood risk **[With reference to the Main Development Site Flood Risk Assessment (Doc Ref. 5.2)]**			
Loss of flood plain storage	There will be a change to baseline flood risk as the proposed change of location of the water resource storage area moves it from Flood Zone 3 (high risk) for the proposals in the Application to Flood Zone 1 (low risk).	The assessment within the Application concluded that the proposed location of the water resource storage area was appropriate in flood risk terms. The revised location of the water resource storage area is within Flood Zone 1 and is appropriate in flood risk terms.	Update to the assessment of impacts on flood risk from the revised location of the water resource storage area will be undertaken.
Flood risk to adjacent land and property	There would be no change to the baseline flood risk to property in the area.	The development on the main development site, in particular the permanent platform and SSSI crossing would create some (limited) increase in flood levels to land and a few properties in the Minsmere area as identified in the Main Development Site Flood Risk Assessment (Doc Ref. 5.2). The proposed new flood mitigation area would create a slight change (reduction) in flood risk to the adjacent land and properties. This area is mitigation in addition to the proposed SSSI crossing flood relief channels described later in this chapter. The new proposed flood mitigation area is a water compatible development and therefore appropriate for Flood Zone 3. One property had been identified downstream of the water resource storage area and having the potential to be affected by a breach.	The impact of the flood mitigation area on flood risk would be positive, as it would slightly reduce peak flood levels and extent to adjacent land and properties. No further assessment is required to confirm that the proposal would mitigate flood risk impact. However, modelling and assessment is ongoing to ascertain the extent of flood risk reduction. Assessment of the potential impact from a breach of the newly located water resource storage area will be carried out.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Geology and Land Quality [With reference to the Environmental Statement Volume 2 Chapter 18 (Doc Ref. 6.3)]			
Geological receptors	Location moved to within water management zone 5 It is assumed that the land has always been open land as it currently is shown on maps. From publicly available sources, no potential historical contamination sources have been identified.	**Construction** Excavations for construction of the water resources storage area are required. Physical effects including changes in soil erosion and soil compaction associated with stripping of topsoil, vegetation clearance, stockpiling, earthworks and associated machine movements is anticipated to be minimal and are already assessed within the ES. Considering the likely absence of contamination sources, impacts due to contamination and physical effects are not likely to be significant. **Operation** Impacts due to potential contamination and physical effects are not likely to be significant.	No further assessment is required.
Habitats Regulations Assessment (HRA) [With reference to the Shadow Habitats Regulations Assessment Report (Doc Ref. 5.10)]			
As noted above, the additional areas of open water and wet reedbed would provide additional high-quality foraging habitats for marsh harriers, during the construction of Sizewell C. This provides higher quality compensatory foraging than the equivalent enhanced dry habitats proposed for the same location in the Application. Notwithstanding the habitat improvements, there is no potential for the proposed change to alter the conclusions of the Shadow HRA Report (Doc Ref. 5.10).			

e) Other environmental topics and receptors

4.4.13. The proposed design changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

4.5. Change to the SSSI crossing design to a single span bridge with embankments

a) The proposed development in the Application

4.5.1. The main development site needs to be accessed from the north, from a new access road linking the site to the B1122. The Application includes a vehicular and pedestrian crossing over the Sizewell Marshes Site of Special Scientific Interest (SSSI). It is located at the narrowest practicable location of the SSSI corridor to minimise environmental impacts.

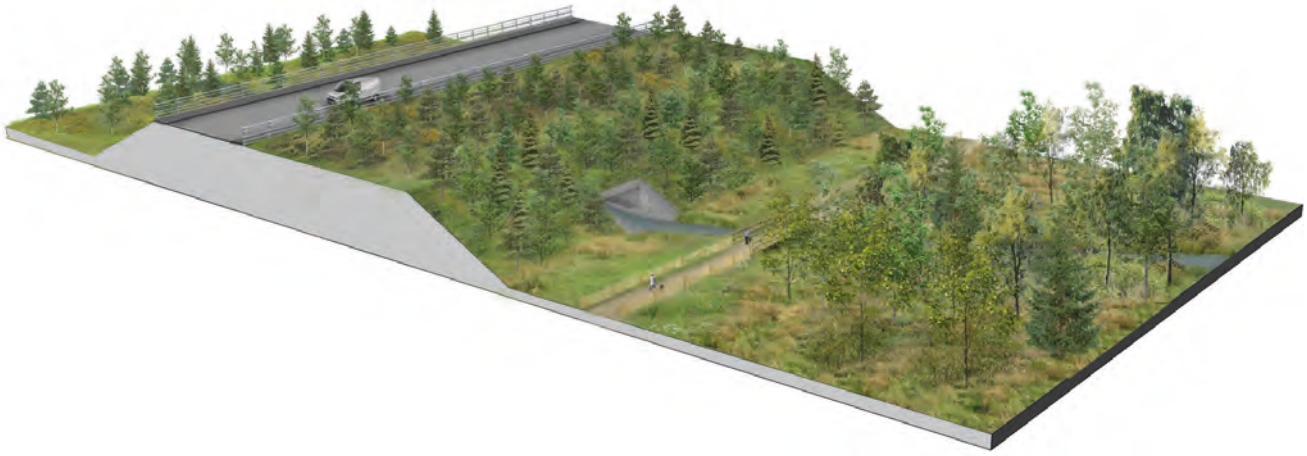
4.5.2. The crossing comprises an embankment structure and culvert with the permanent access road positioned on top. The embankment would have an approximate width of 40m at road level and an overall width of 70m at its base. This would remain the same for both the construction and operational phases of the masterplan to minimise disturbance to the SSSI corridor. The side slopes of the embankment in the Application have a gradient of 1:2.

4.5.3. A culvert would be incorporated into the embankment running perpendicular to the causeway along the existing route of Leiston Drain. The culvert would be approximately 6m high and 3.6m wide. A ledge would be installed to enable passage by otters. The bank and channel of Leiston Drain would remain intact.

4.5.4. During the construction phase, roads would be placed at the top of the embankment, including a haul road for very large construction vehicles. The construction haul road would be removed and planted with trees at the end of the construction phase. The remaining access road would be positioned to the western edge of the embankment, away from the coastal edge. The carriageway would have an approximate width of 12m and require 3m high safety barriers on either side.

4.5.5. A visualisation of the currently proposed SSSI crossing during the operational phase is shown in Figure 4.9.

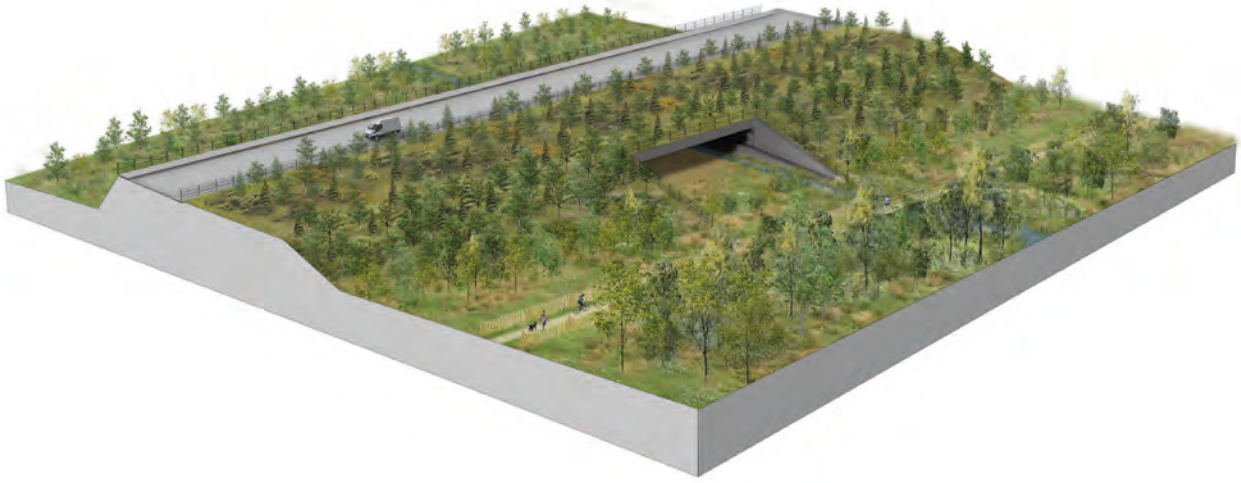
Figure 4.9 Typical visualisation of SSSI Crossing during the operational phase



b) Description of the proposed change

4.5.6. SZC Co. proposes to change the design to comprise separate embankments at either end of the SSSI crossing with a 30m long single-span bridge connecting them. As stated above, the current design is for a continuous pair of embankments with a 3.6m wide culvert over the Leiston Drain.

Figure 4.10 Typical visualisation of SSSI Crossing during the operational phase, with proposed changes



4.5.7. The bridge design would retain very significantly more space around the Leiston Drain and would reduce the amount of SSSI land take by approximately 450m^2. The bank and channel of Leiston Drain would remain intact.

4.5.8. A ledge would still be installed to enable passage by otters and artificial bat roosts would be included within or on the bridge abutments.

4.5.9. SZC Co. is also consulting on the potential to reduce the gradient of the slope on the eastern (seaward) side from a 1:2 gradient to approximately a 1:3 gradient. The landward slope, which is generally less visible in views, would become steeper meaning the overall width of the crossing would remain unchanged.

4.5.10. The access road to the power station on the SSSI Crossing has a fixed alignment and therefore the change in gradient of the embankments would result in the footprint

of the SSSI Crossing also needing to move eastward slightly. The exact alignment of Sandlings Walk would also therefore need to move slightly further east accordingly.

4.5.11. A visualisation showing the SSSI Crossing post-construction of the power station with the proposed changes in place is shown in Figure 4.10.

c) Why is this change proposed?

4.5.12. The change provides additional flood relief, which would reduce water levels during times of increased flood risk compared with the current design. This is the case both local to the SSSI crossing and further afield at RSPB Minsmere and relevant parts of Eastbridge.

4.5.13. The change in embankment slopes allows taller and more substantial trees to establish on the seaward embankment of the SSSI Crossing. This has the effect of better integrating the SSSI crossing into the landscape from coastal viewpoints.

4.5.14. The change in design from a culvert to a bridge would provide greater connectivity for species including water voles, otters and bats, thereby reducing the potential for fragmentation of populations.

d) Environmental impact of the proposed change

4.5.15. A preliminary environmental assessment of the proposed change has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

4.5.16. Table 4.4 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects, as presented in the Application, to differ as a result of the proposed changes. This section also sets out further work to be undertaken to confirm the environmental impact of the proposed change, if it is confirmed to be taken forward.

e) Other environmental topics and receptors

4.5.17. The proposed design changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

Table 4.4 Preliminary Environmental Information for the proposed change

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Landscape and Visual [With reference to the Environmental Statement Volume 2 Chapter 13 (Doc Ref. 6.3)]			
Views/visual receptors located along the Suffolk coastline and offshore Landscape character types along the Suffolk coastline Suffolk Coast and Heaths AONB and Suffolk Heritage Coast	The proposed changes are located within the Application site boundary. The proposed changes would not require a change to the extent of the 15km study area identified in the landscape and visual impact assessment. There would be no change to the baseline assessment in the landscape and visual impact assessment resulting from the proposed changes.	The change in slope gradients will remove the ability to plant the western slope with substantial vegetation but would continue to allow planting to the eastern slope, ensuring integration of the SSSI crossing and landscape to the east. The revised design would also reduce the land take required. There would be a marginal increase on the visual impacts arising during the operation phase compared to the original SSSI Crossing design, principally through the introduction of views to the single span bridge with embankments from the realigned Suffolk Coast Path/permissive route. Overall there would be no change to the assessment of landscape or visual effects during the construction or operation phases to that presented in the LVIA.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Terrestrial Ecology and Ornithology [With reference to the Environmental Statement Volume 2 Chapter 14 (Doc Ref. 6.3)]			
Water vole Fragmentation	There would be no change to the baseline assessment resulting from the proposed change.	The bridge would provide greater connectivity for water voles and reduce the potential for fragmentation of populations. The assessment of fragmentation on water voles presented in the ES would be unchanged, that being that habitat fragmentation would have a minor adverse effect on the species, which is considered to be not significant.	No further assessment is required.
Otter Fragmentation	There would be no change to the baseline assessment resulting from the proposed change.	The bridge would provide greater connectivity for otters and reduce the potential for fragmentation of populations. The assessment of fragmentation on otters presented in the ES would be unchanged, that being that habitat fragmentation would have a minor adverse effect on the species, which is considered to be not significant.	No further assessment is required.
Bats Fragmentation	There would be no change to the baseline assessment resulting from the proposed change.	The bridge would provide a wider dark corridor and enhance connectivity for bats across the road alignment. The assessment of fragmentation on bat species presented in the ES would be unchanged. For Barbastelle bats there would be a moderate adverse significant effect in the short term during the construction phase only. Only minor adverse effects are predicted for other bat species.	No further assessment is required.
Flood risk [With reference to the Main Development Site Flood Risk Assessment (Doc Ref. 5.2)]			
Sizewell Belts Flood levels	There would be no change to the baseline assessment in the flood risk assessment resulting from the proposed changes.	The original assessment demonstrates no significant impact from all sources of flooding, with a slight lowering of coastal / tidal defence breach and overtopping risk. With the inclusion of the flood relief measures the result is to slightly raise the flood levels within the Sizewell Belts, although these remain slightly lower than pre-development levels.	Update to the assessment of impacts on flood risk from the proposed change to the SSSI crossing will be undertaken.
Minsmere Flood levels and properties in Eastbridge	There would be no change to the baseline assessment in the flood risk assessment resulting from the proposed changes.	The original assessment demonstrates limited impact at off-site properties and to Minsmere from flood risk. However, the inclusion of the flood relief measures further lowers the flood levels and impacts to properties from coastal / tidal defence breach and overtopping risk.	Update to the assessment of impacts on flood risk to include the effects of the flood relief measures will be undertaken.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
		The residual flood risk at properties remains slightly higher than pre-development flood levels but is not considered to be significant.	
Habitats Regulations Assessment (HRA) (Book 5, Document Reference 5.10)			
There is no potential for the proposed change to alter the conclusions of the Shadow HRA Report (Doc Ref. 5.10)			
Water Framework Directive (WFD) (Book 8, Document Reference 8.14)			
The proposed change would not alter the conclusions of the Water Framework Directive.			

4.6. Revisions to tree retention on the main development site

a) The proposed development in the Application

4.6.1. As detailed in the Application, whilst efforts have been made to retain existing vegetation where practicable, development proposals of this magnitude would inevitably result in wholesale changes to the existing landscape fabric with large-scale effects during the construction period.

4.6.2. The Application includes the Site Clearance and Landscape Retention Plans (Book 2, Doc Ref 2.5 – Landscape Plans, as well as Volume 2, Chapter 3, Figure 3.9 and 3.10) which illustrate the sections of hedgerow and woodland that are proposed to be retained and removed. The Landscape Retention Plan shows the sections of woodland and hedgerow that would be retained.

4.6.3. There would be a large magnitude of change within the main platform site and temporary construction area through transformation of the site from farmland (and field boundary vegetation) to a major construction site.

4.6.4. Within the temporary construction area, the majority of field boundary hedgerows and a large section of plantation woodland at Goose Hill would be removed. Arable farmland comprises the majority of land use within the temporary construction area, and this would be converted into a construction site with stockpiles, haul/access roads, contractor compounds, borrow pits, water management zones and plant.

4.6.5. The construction of the main platform would involve the removal of the existing vegetation. A small area of woodland at Coronation Wood would be felled to facilitate the Sizewell B relocated facilities project. LEEIE would be converted from arable farmland into a temporary construction site. The boundary hedgerows and vegetation would be retained.

4.6.6. There would also be some localised removal of trees and hedgerows associated with the proposed temporary rail infrastructure and realignment of Lover's Lane.

4.6.7. Since the submission of the Application in May 2020, there has been further contractor involvement which has identified that a small amount of additional vegetation may need to be removed (and amendments made to the plans submitted in the Application) to support the construction activity on the main development site.

b) Description of the proposed change

4.6.8. SZC Co. has identified three locations where changes are proposed to be made to the DCO Landscape Retention and Site Clearance Plans.

i. Location 1 – Important Hedgerow IH10 & IH25

4.6.9. As can be seen from Figure 4.11 the hedgerows (IH10 and IH25) conflict with the width of the proposed access road. The gap which has been allowed for in the Landscape Retention Plan submitted with the Application, is proposed to be amended and located further north. The amended location of the gap is shown on Figure 4.12 and is the same width as originally proposed. There is no additional net loss of trees in this location as a result of the proposed change.

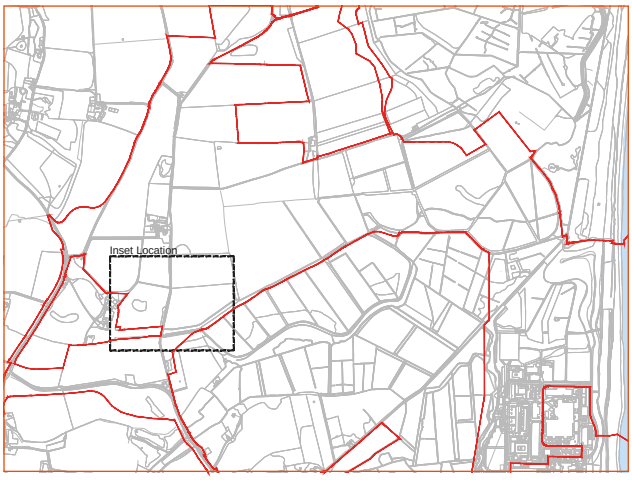


Figure 4.11 Landscape retention and site clearance plan - Location 1

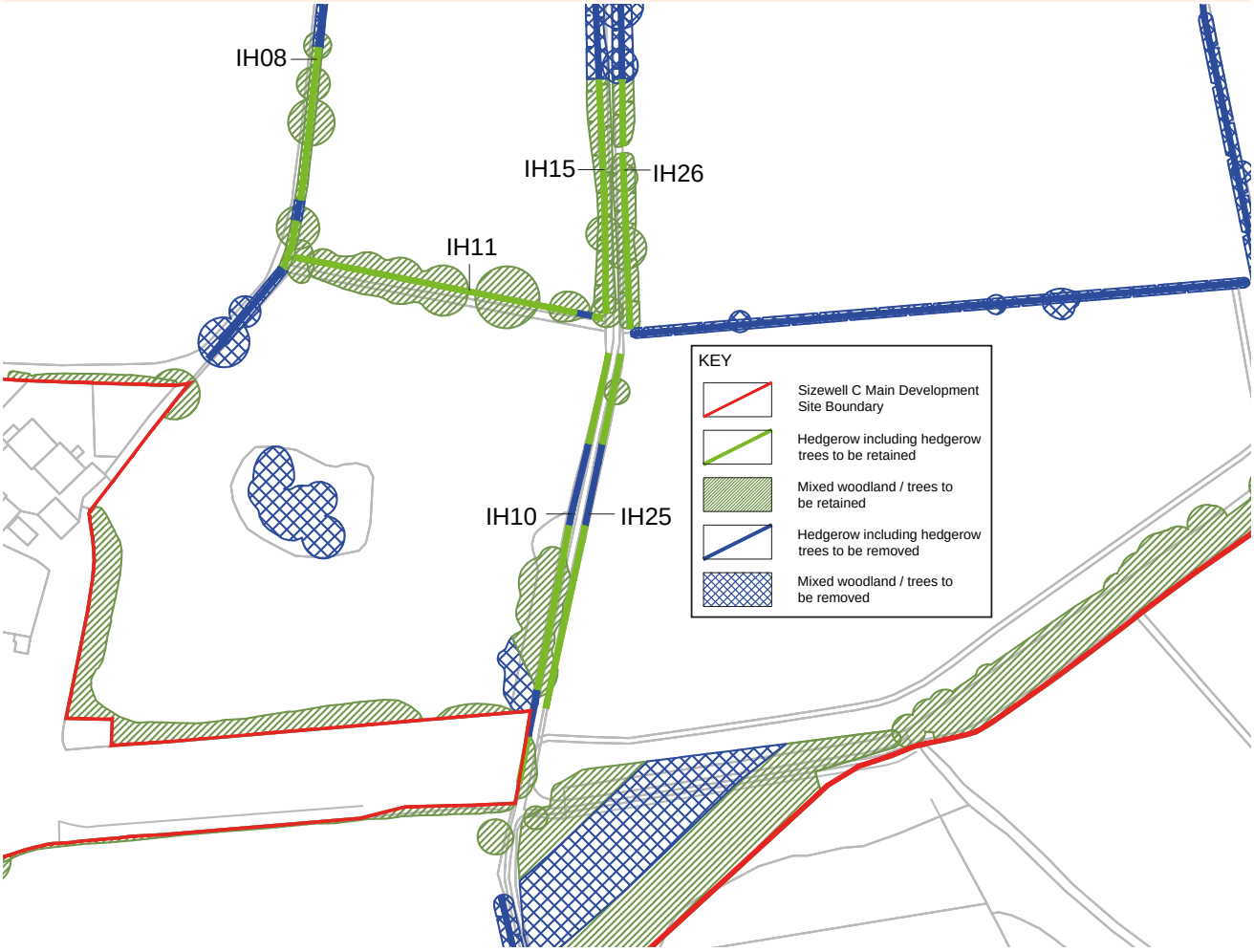
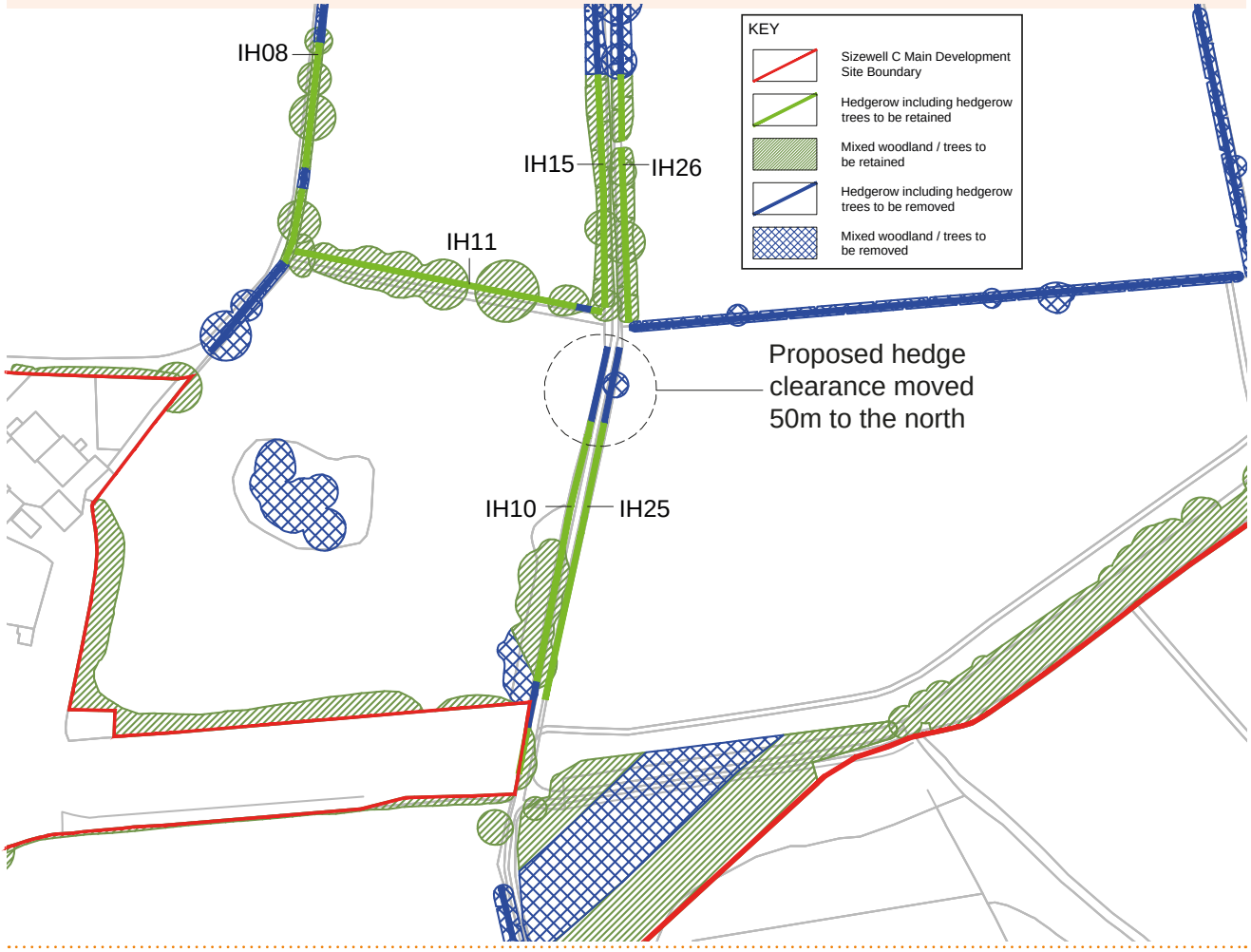


Figure 4.12 Landscape retention and site clearance plan - Location 1 proposed change



ii. Location 2 - Important Hedgerow IH08

4.6.10. As can be seen from Figure 4.13 the hedgerow (IH08) conflicts with the access route between the two plaza car parks. The gap which has been allowed for in the Landscape Retention Plan submitted with the DCO is proposed to be amended and located further north. The amended gap in shown on Figure 4.14 and is the same width as originally proposed. There is no additional net loss of trees in this location as a result of the proposed change.

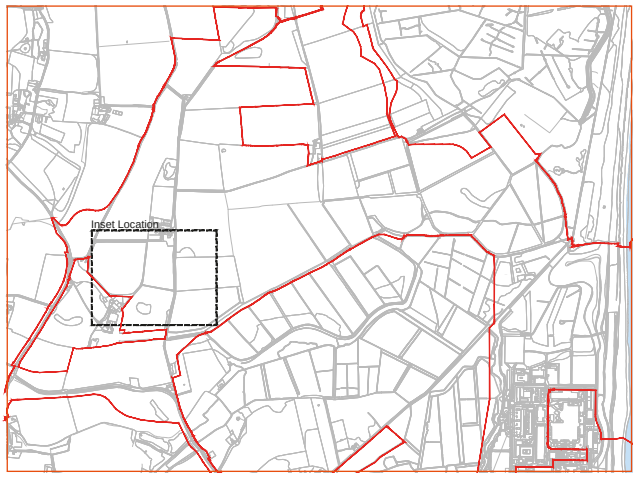


Figure 4.13 Landscape retention and site clearance plan - Location 2

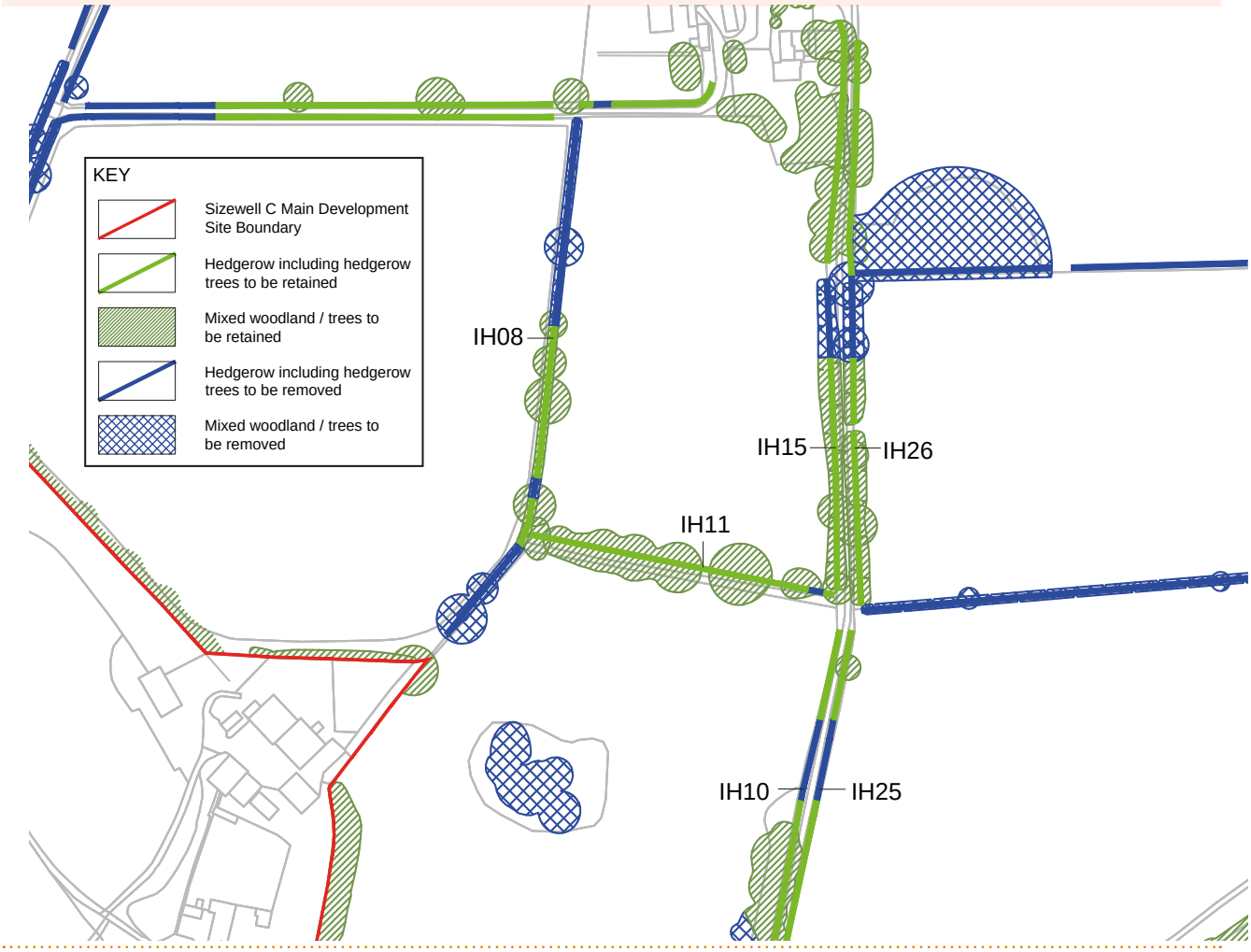
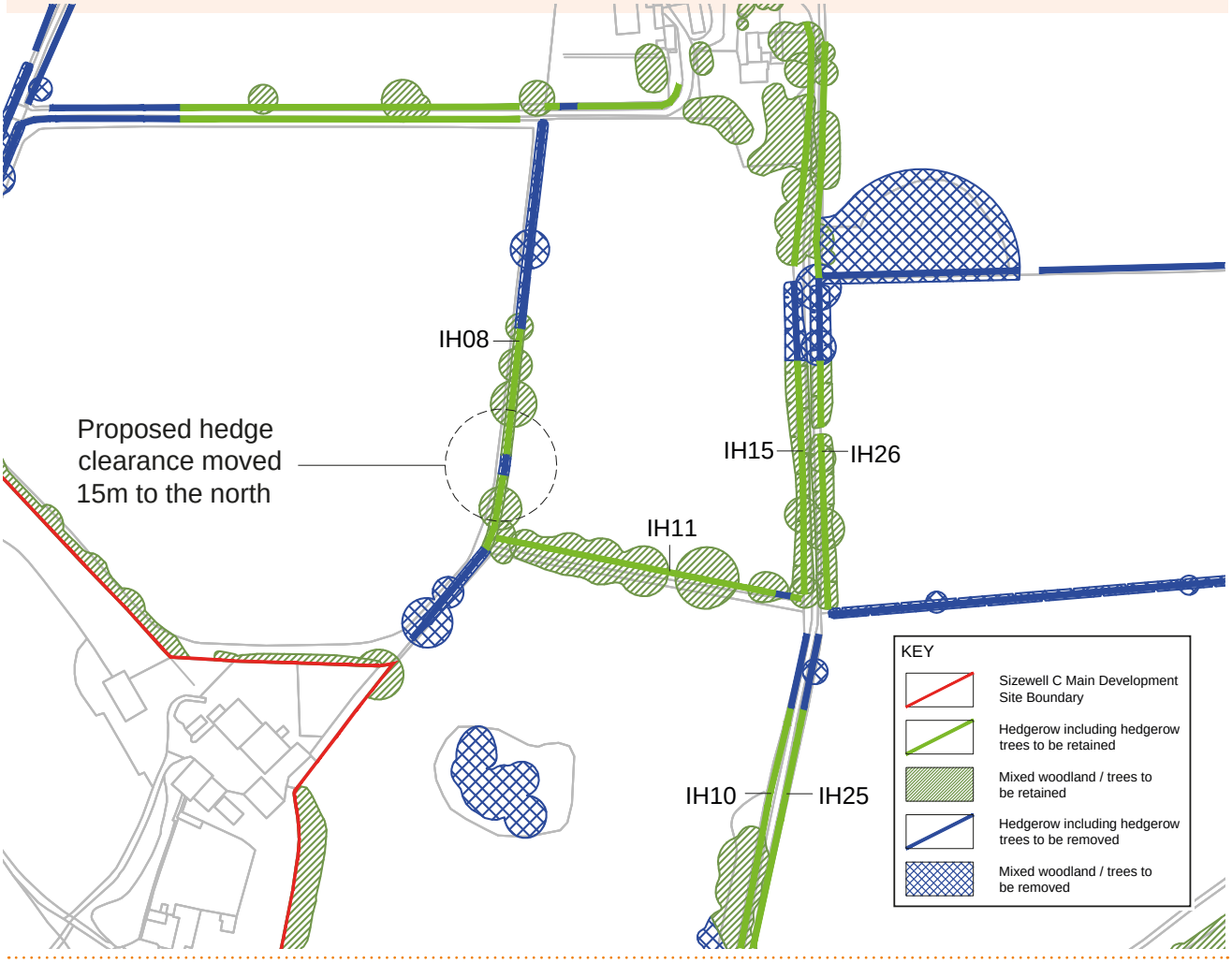


Figure 4.14 Landscape retention and site clearance plan - Location 2 proposed change



iii. Location 3 – Close to Rail Route Alignment

4.6.11. There is some vegetation shown as retained on the DCO Landscape Retention Plan, which is in very close proximity to the proposed alignment of the rail route. More detailed design development has shown that the vegetation conflicts with the embankment of the temporary construction area, extending close to the rail route, as shown on Figure 4.15. This is very likely to create an obstruction for the construction and operation of the rail route. As a result, it is now proposed to remove three to four trees to create enough space for the construction works within this area, but also for the operation of the rail route when it is in place. The proposed amendment is shown in Figure 4.16.

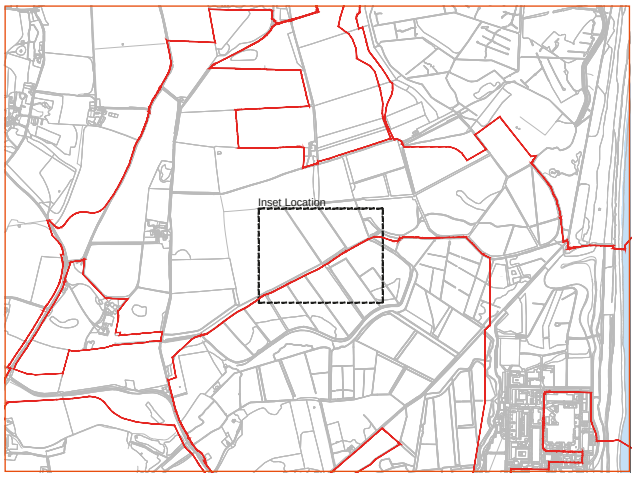


Figure 4.15 Landscape retention and site clearance plan - Location 3

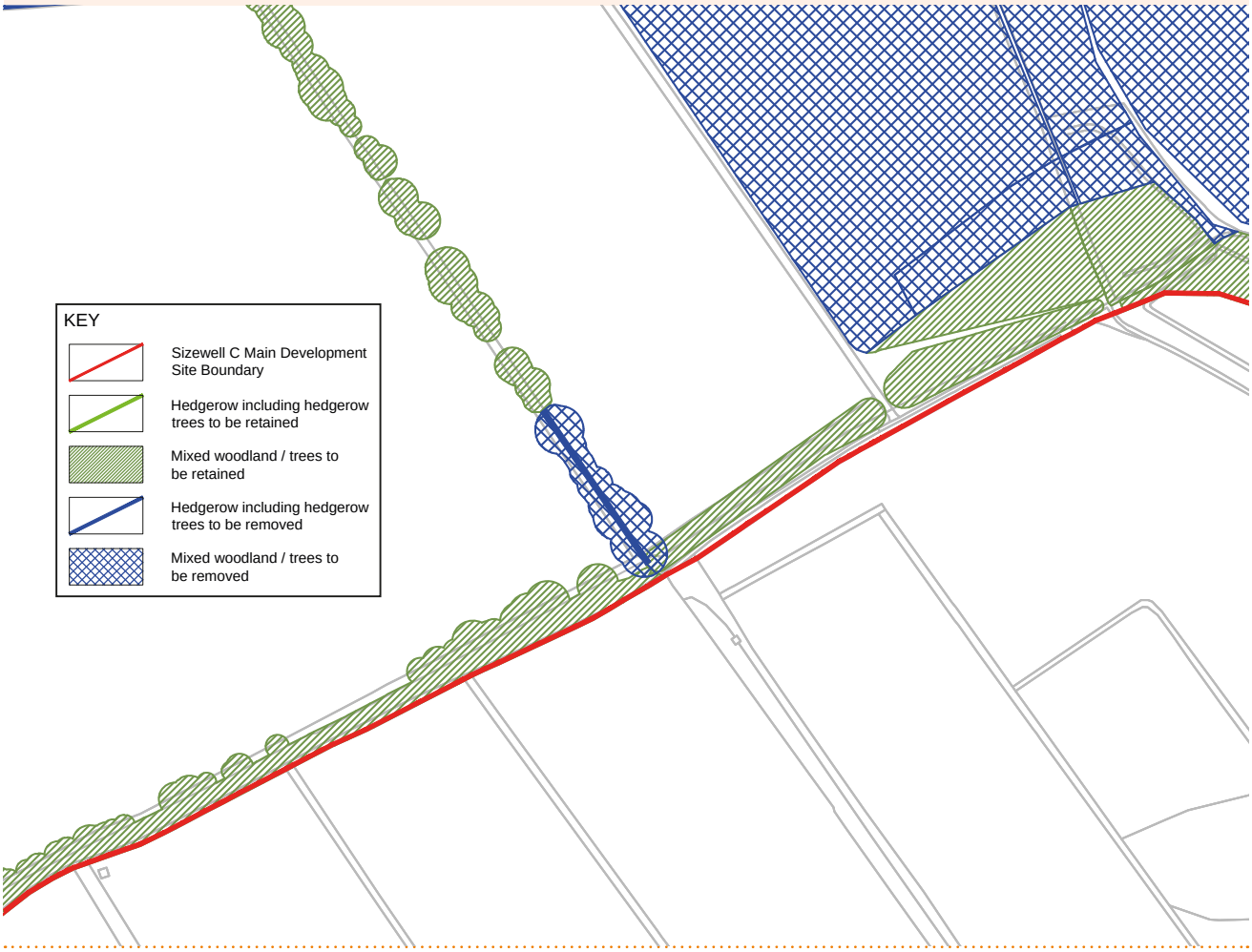
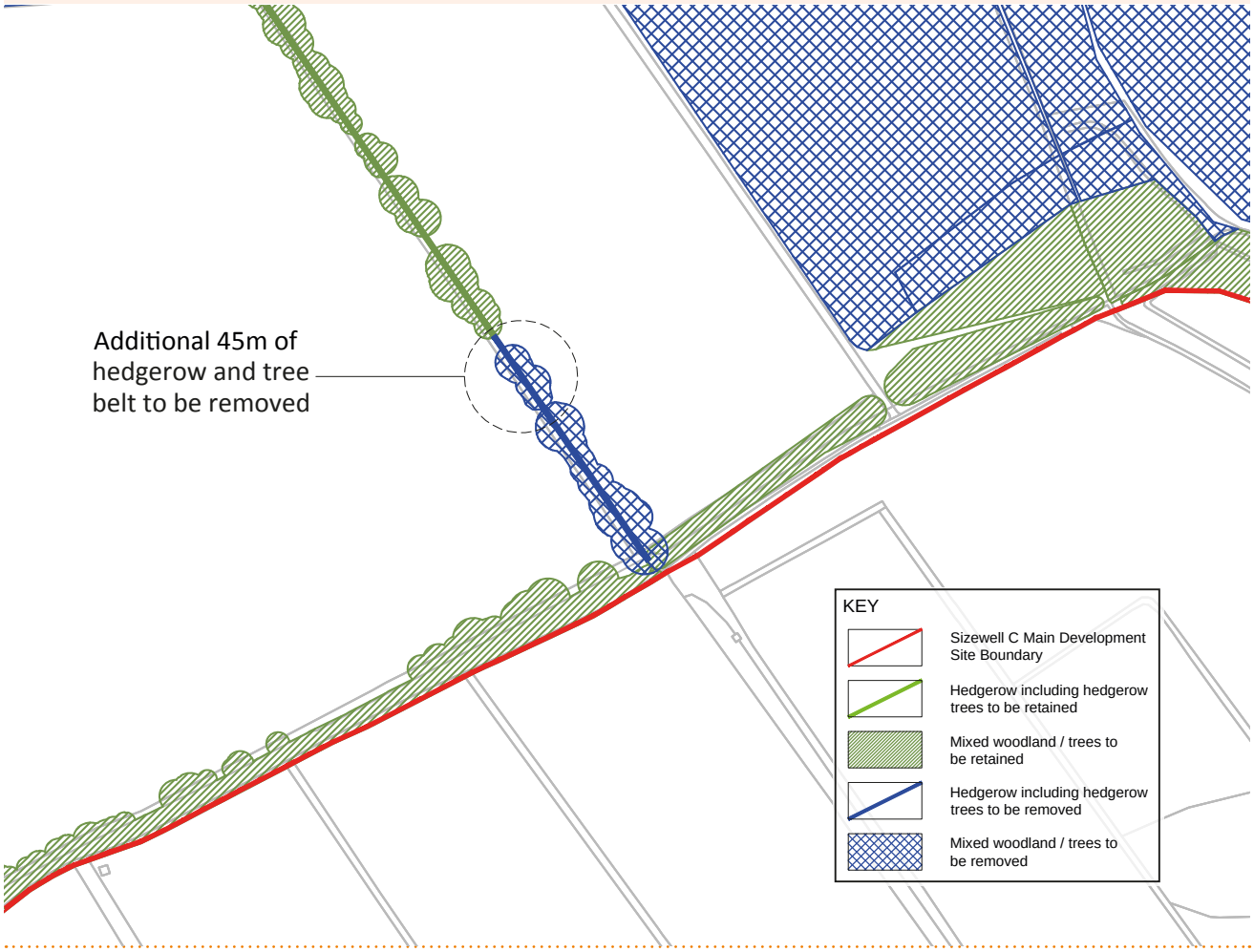


Figure 4.16 Landscape retention and site clearance plan - Location 3 proposed change



c) Why is this change proposed?

4.6.12. As detailed design has progressed, the enabling works contractor has been looking in closer detail at the Landscape Retention Plan submitted as part of the Application. The contractor has identified these areas where there are conflicts between retained landscape and access required into various parts of the site to carry out necessary construction works. These clashes have been assessed with a particular focus on landscape constraints and ecology, in particular bat roosts. These changes are proposed in order to facilitate the construction works proposed.

d) Environmental impact of the proposed change

4.6.13. A preliminary environmental assessment of the proposed change has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

4.6.14. Table 4.5 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects, as presented in the Application, to differ as a result of the proposed changes. This section also sets out further work to be undertaken to confirm the environmental impact of the proposed changes, if they are confirmed to be taken forward.

Table 4.5 Preliminary Environmental Information for the proposed change

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Landscape and Visual [With reference to the Environmental Statement Volume 2 Chapter 13 (Doc Ref. 6.3)]			
Views/visual receptors Landscape character types Suffolk Coast and Heaths AONB	The proposed changes are located within the Application site boundary. The proposed changes would not require a change to the extent of the 15km study area identified in the landscape and visual impact assessment. There would be no change to the baseline assessment in the landscape and visual impact assessment resulting from the proposed changes.	Proposed changes result in an alteration to the location of vegetation removal and removal of three to four trees as described above. Whilst the proposed changes would result in the loss of a small amount of additional vegetation to that proposed in the Application, with marginal impacts on the fabric of the site, the character of the Ancient Estate Claylands/Estate Sandlands LCTs, visual receptors and the natural beauty and special qualities of the Suffolk Coast and Heaths AONB they will not alter the assessment of effects presented in the LVIA.	No further assessment is required.
Terrestrial Ecology and Ornithology [With reference to the Environmental Statement Volume 2 Chapter 14 (Doc Ref. 6.3)]			
Bats- Barbastelle Habitat fragmentation (due to habitat loss)	There would be no change to the baseline assessment resulting from the proposed changes.	The assessment of fragmentation on bats presented in the ES would be unchanged as a result of these changes, as follows: For Barbastelle: a moderate adverse effect, which is considered to be significant. However, this is only during the construction phase of the development, and once the construction is completed, and habitat reinstated, this is considered to be not significant. For all other bat species: Overall, the impact of habitat fragmentation would have a negligible adverse effect, which is considered to be not significant.	No further assessment is required.
Bat Roosts- general for all species	There would be no change to the baseline assessment resulting from the proposed change.	The assessment on bat roosts presented in the ES would be unchanged as a result of these changes as there are no tree roosts identified in the additional trees removed under these changes.	No further assessment is required.

e) Other environmental topics and receptors

4.6.15. The proposed design changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

4.7. Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall

a) The proposed development in the Application

4.7.1. Early in the construction phase a Combined Drainage Outfall (CDO) is proposed to be constructed, which would be created using a directional drilling technique under the foreshore and seabed. Two individual tunnels would connect and terminate in a headwork structure approximately 300m offshore.

4.7.2. One of the functions of the CDO is to discharge treated surface water run-off from the site during the construction period. The CDO would discharge this treated water to the sea in compliance with the requirements of an environmental permit.

b) Description of the proposed change

4.7.3. The proposed change is that, in the period before the CDO is constructed, surface water would be temporarily pumped from the construction site, over the temporary sea defences and out towards the shoreline. A temporary outfall pipe would be laid below ground as it crosses the Suffolk Coast Path to ensure no obstruction and would then emerge and terminate above the Mean High Water Spring tide level. The temporary outfall is likely to be located south of both the permanent and temporary beach landing facilities described in Chapter 3 of this consultation document. The Suffolk Coast Path would remain open during construction and operation of the temporary outfall as far as it is reasonably practicable and safe to do so.

4.7.4. The temporary outfall would be in use during extreme storm events only (e.g. greater than a 1 in 30-year storm event). Surface water under normal conditions would be collected in balancing ponds, treated via water treatment systems and then either infiltrated to ground or discharged to the surrounding watercourses at greenfield rates.

4.7.5. Once the CDO is constructed the temporary outfall would be removed. As the CDO would be complete early in the construction phase it is plausible that water may never need to flow through the temporary outfall. To allow for extreme events, an environmental permit would be sought to allow a discharge rate of up to approximately 200 litres per second via the temporary outfall pipe, in case it is needed. A maximum total suspended solids content of 250mg/l is expected under this scenario.

4.7.6. The temporary outfall pipe itself is likely to be less than 50cm in diameter and may look similar to the image shown in Figure 4.17.

Figure 4.17 Example image of a similar marine outfall



c) Why is this change proposed?

4.7.7. During the very early stages of construction the construction areas will be being created and the CDO will not yet be complete. A separate approach to managing surface water run-off is therefore required for approximately a 2-year period in accordance with a separate environmental permit. This would ensure surface water run-off is managed appropriately during the very early stages of construction to help protect both the site and Sizewell Marshes SSSI.

d) Environmental impact of the proposed change

4.7.8. A preliminary environmental assessment of the proposed change has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

4.7.9. Table 4.6 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects, as presented in the Application, to differ as a result of the proposed changes. This section also sets out further work to be undertaken to confirm the environmental impact of the proposed change, if it is confirmed to be taken forward.

e) Other environmental topics and receptors

The proposed design changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

Table 4.6 Preliminary Environmental Information for the proposed change

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Landscape and Visual [With reference to the Environmental Statement Volume 2 Chapter 13 (Doc Ref. 6.3)]			
Views/visual receptors located along the Suffolk coastline and offshore	The proposed change is located within the Application site boundary. The proposed change would not require a change to the extent of the 15km study area identified in the landscape and visual impact assessment. There would be no change to the baseline assessment in the landscape and visual impact assessment resulting from the proposed change.	Whilst introducing new temporary infrastructure, the proposed change would not alter the assessment of effects on landscape/seascape character types, views/visual receptors or on the natural beauty/special qualities of the Suffolk Coast and Heaths AONB/Suffolk Heritage Coast (during either the construction or operation phases) to that presented in the LVIA	No further assessment is required.
Landscape and seascape character types along the Suffolk coastline and offshore			
Suffolk Coast and Heaths AONB and Suffolk Heritage Coast			
Amenity and Recreation [With reference to the Environmental Statement Volume 2 Chapter 15 (Doc Ref. 6.3)]			
Recreational receptors on the coast including users of the beach, PRoW E-363/021/0, the Suffolk Coast Path, Sandlings Walk and the future England Coast Path, and marine-based receptors.	There would be no change to the baseline assessment for amenity and recreation resulting from the proposed change.	The Suffolk Coast Path would remain open during construction and operation of the temporary outfall as far as it is reasonably practicable and safe to do so. The proposed change would not alter the assessment of effects during the construction or operation phases to that presented in the Application.	No further assessment proposed.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Groundwater and Surface Water [With reference to the Environmental Statement Volume 2 Chapter 19 (Doc Ref. 6.3)]			
Crag Formation (Principal Aquifer).	There would be no change to the baseline assessment resulting from the proposed change	There would be a minor change in groundwater level within the Crag due to decreased infiltration as a result of the removal of excess storm water above the mean high water line. The change in disposal route does not alter the environmental assessment for groundwater.	No further assessment is required.
Leiston Drain, Sizewell Drain and surface watercourses which form part of Sizewell Marshes SSSI	There would be no change to the baseline assessment resulting from the proposed change.	There would be a minor adverse temporary alteration of the surface water flow regime as a result of the removal of excess storm water above the mean high water spring. The change in the disposal route does not alter environmental assessment for surface water.	No further assessment is required.
Coastal Geomorphology and Hydrodynamics [With reference to the Environmental Statement Volume 2 Chapter 20 (Doc Ref. 6.3)]			
The shoreline	There would be no change to the baseline assessment resulting from the proposed change.	Given the entire structure is above the mean high-water spring it would not be expected to affect sediment transport unless a surge aligned with very high tide. If this were to happen during the short timescale the outfall is in place and operational, trapped sediment could be released by by-passing. Very high flow rates exiting the outfall could lead to the formation of an eroded channel. The outfall would only be in use for extreme storms (>1 in 30-year event) thus infrequent, if at all, during the short time scale (2yr) the outfall is in place. If a channel did develop it could be mitigated by manual infilling.	No further assessment is required

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Flood Risk **[With reference to the Main Development Site Flood Risk Assessment (Doc Ref. 5.2)]**			
Leiston Drain, Sizewell Drain and surface watercourses which form part of Sizewell Marshes SSSI	There would be no change to the baseline flood risk resulting from the proposed change	The new arrangement allows for greater flexibility in the management of surface water, potentially limiting the removal of excess flows into the watercourses. Although beneficial in reducing flood flows during a storm event, in the context of the overall catchment size and function this would comprise a minor, temporary effect.	The new arrangement will be considered in further review of the flood risk assessment.
Construction site and workers	There would be no change to the baseline flood risk resulting from the proposed change	Given the outfall would pass over the temporary sheet pile sea defence (with a control structure in place to avoid reverse flow), the flood protection provided by the temporary sea defences would not be compromised. There would therefore be no change in the assessment and potential flood risk.	No further assessment is required.
Habitats Regulations Assessment (HRA) (Book 5, Document Reference 5.10)			
There is no potential for the proposed change to alter the conclusions of the Shadow HRA Report (Doc Ref. 5.10)			
Water Framework Directive (WFD) (Book 8, Document Reference 8.14)			
The proposed change would not alter the conclusions of the Water Framework Directive			

4.8. Change to the sea defence to make the scheme more efficient and resilient to climate change

a) The proposed development in the Application

4.8.1. The site currently benefits from protection by the Bent Hills, a man-made bund structure constructed as part of the landscaping scheme for Sizewell B. The Bent Hills extend from south to north along the top of the shore, merging to the north with an east-west feature known as the Northern Mound. Due to seismic requirements, the existing Northern Mound would need to be demolished and excavated down to a suitable formation layer before being built back up.

4.8.2. For the construction of Sizewell C, a new Hard Coastal Defence Feature (HCDF) would be required. The HCDF would be approximately 40m east of the existing Bent Hills and would replace them. To protect Sizewell C once the power station is operational, the Northern Mound would form part of the HCDF.

4.8.3. The Application includes a temporary and a permanent HCDF. The permanent HCDF also has an adaptive design as explained further in this section.

4.8.4. Prior to construction of the permanent HCDF, the Application assumes a construction phase HCDF would be built up using rock armour, with no piling proposed. This would form the eastern part of the permanent HCDF. Site-won fill material would be placed over the rock armour and planted to soften views from the coastal path.

4.8.5. Towards the end of the construction phase, the Application identifies that the permanent HCDF would then be constructed. At this point, the western part of the permanent HCDF would be completed, involving the raising of the construction phase HCDF to the final permanent level of +10.2m AoD. This would be followed by the implementation of a landscape scheme to soften the visual appearance through planting and varying the overall height up to approximately +12.2m AoD.

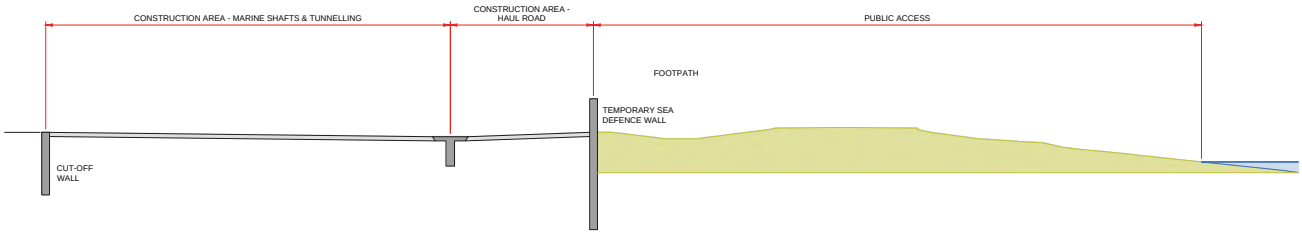
4.8.6. The Nuclear Site Licence, which is governed by the Office for Nuclear Regulation (ONR), requires flood risk to also be assessed against 1 in 10,000 and 1 in 100,000 year events. The maximum height of the HCDF in the Application is 14.2mAOD, as an adaptive design, to account for this very unlikely scenario. The DCO assumes that this adaptation to the permanent HCDF to increase the height may need to take place around 2046.

b) Description of the proposed change

i. Temporary sea defence

4.8.7. An alternative sheet-pile sea defence is proposed for the construction phase of the project, as illustrated in Figure 4.18. This alternative design has similar performance features to the construction phase HCDF within the Application, but significantly increases the amount of space within the construction site for marine shafts and tunnelling and simplifies the construction process, as explained in more detail in this section. The temporary sea defence would have a maximum height of approximately +7.3mAOD for the majority of its length and would then raise further (to approximately 10.5 AOD) to meet the SZB sea defence.

Figure 4.18 Temporary sea defence



ii. Permanent sea defence

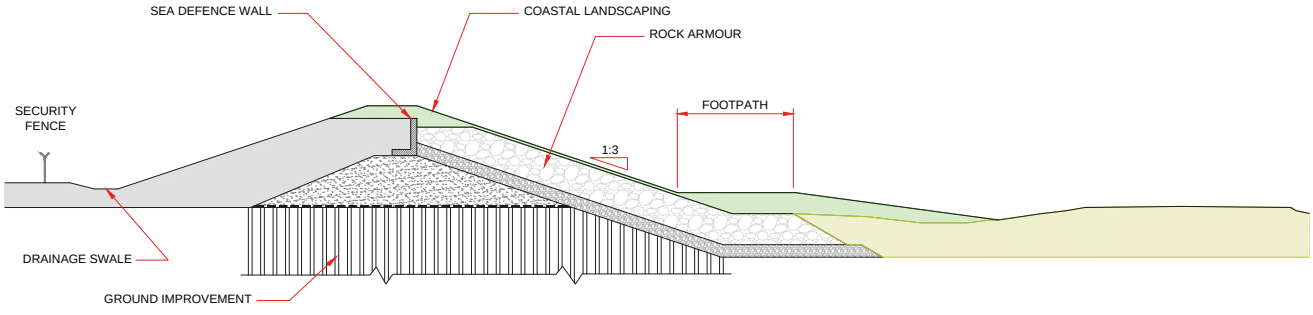
4.8.8. SZC Co. is consulting on an increase to the minimum height of the permanent sea defence from +10.2mAOD to approximately +14mAOD (plus landscaping) for increased flood resilience.

4.8.9. The foundation design has also been developed in response to stakeholder feedback seeking more details on the sea defence design and now comprises piling under the rock armour where underlying peat is present, for stability of this seismically qualified structure.

4.8.10. The design of the buried toe of the sea defence has been further progressed in response to stakeholder feedback and will now be set at approximately 0mAOD at the outset of the operational phase.

4.8.11. Indicative details of the permanent sea defence are shown on Figure 4.19.

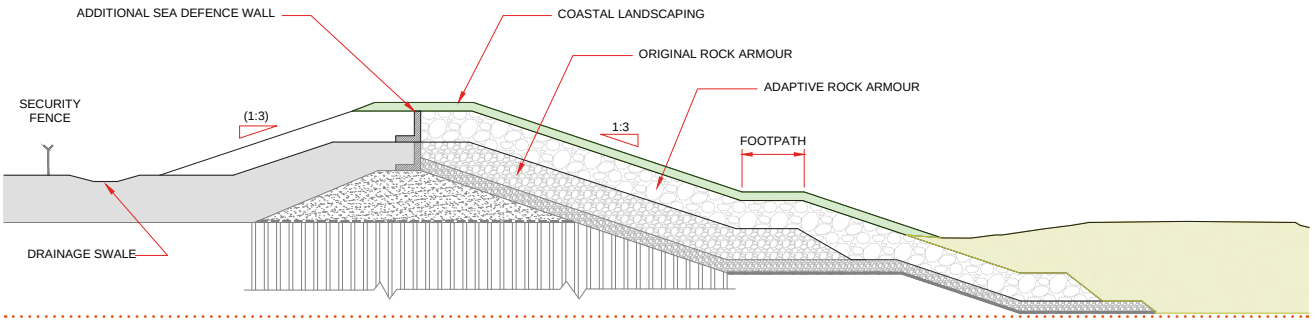
Figure 4.19 Permanent sea defence, operational phase



iii. Permanent sea defence adaptive design

4.8.12. The project retains the ability to adapt the height of the sea defence. SZC Co. is also consulting an increase to the maximum height of the permanent sea defence from +14.2mAOD to approximately 15mAOD, plus landscaping, in future to comply with the Nuclear Site Licence. This requires flood risk to be assessed against 1 in 10,000 and 1 in 100,000 year events. The design of the toe of the sea defence on the adapted design has also been further progressed and is shown on Figure 4.20.

Figure 4.20 Permanent sea defence, adaptive design



c) Why is this change proposed?

4.8.13. The change in design of the temporary sea defence allows the marine shafts and tunnelling works to take place outside of the cut off wall. The cut off wall is needed to allow dewatering to take place alongside excavation works within the main construction area without significant impacts on the surrounding groundwater table. Relocation of the marine tunnelling works means that other construction works within the cut off wall can commence before the marine tunnelling work is complete, thereby making construction more efficient and potentially faster.

4.8.14. The design of the permanent sea defence has continued to be developed using the updated UKCP18 sea level predictions. The change consulted on here embeds mitigation required against those predictions into the design of the sea defence, thereby reducing reliance on secondary measures to alleviate coastal flood risk.

d) Environmental impact of the proposed change

4.8.15. A preliminary environmental assessment of the proposed change has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

4.8.16. Table 4.6 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects, as presented in the Application, to differ as a result of the proposed change. This section also sets out further work to be undertaken to confirm the environmental impact of the proposed changes, if they are confirmed to be taken forward.

e) Other environmental topics and receptors

4.8.17. The proposed design changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

Table 4.6 Preliminary Environmental Information for the proposed change

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Landscape and Visual **[With reference to the Environmental Statement Volume 2 Chapter 13 (Doc Ref. 6.3)]**			
Views/visual receptors located along the Suffolk coastline and offshore Landscape and seascape character types along the Suffolk coastline and offshore Suffolk Coast and Heaths AONB and Suffolk Heritage Coast	The proposed change is located within the Application site boundary. The proposed change would not require a change to the extent of the 15km study area identified in the landscape and visual impact assessment. There would be no change to the baseline assessment in the landscape and visual impact assessment resulting from the proposed change.	The proposed change to the design and increase in parameter height up to approximately +15m AOD (plus landscaping) of the HCDF would not alter the assessment of effects during the construction or operation phases to that presented in the Application.	No further assessment is required.
Amenity and Recreation **[With reference to the Environmental Statement Volume 2 Chapter 15 (Doc Ref. 6.3)]**			
Recreational receptors using PRoW	There would be no change to the baseline assessment for amenity and recreation resulting from the proposed change.	The proposed change would not alter the assessment of effects during the construction or operation phases to that presented in the Application.	No further assessment proposed.
Coastal Geomorphology and Hydrodynamics **[With reference to the Environmental Statement Volume 2 Chapter 20 (Doc Ref. 6.3)]**			
The key receptor is beach/shoreline.	There would be no change to the present-day baseline environment for coastal geomorphology and hydrodynamics (because the coastal defence is set back from the coast).	The HCDF is still considered a terrestrial feature during the construction phase and will not affect coastal processes. The 5m bund would need to be managed carefully due to the seaward extension of the toe of the coastal defence. During the operation phase mitigation in the form of beach maintenance would be required. This is already proposed in the **ES** but is likely to start sooner due to the revised toe design extending more seaward. A further seaward HCDF would be a more effective sediment trap, accumulating shingle on its north side. Over time the local shoreline would reach an equilibrium and the longshore transport corridor would be largely restored.	The design of the sacrificial soft coastal defence will be re-assessed to maximise its longevity before renourishment is needed (the intended mitigation mechanism).
Flood risk **With reference to the Main Development Site Flood Risk Assessment (Doc Ref. 5.2)]**			
Land, people and property protected by the temporary sea defence structure	There would be no change to the baseline flood risk resulting from the proposed change	The construction phase temporary sea defence minimises the safety arrangements required for construction personnel during a flood event. There is no change to the outcome of the assessment submitted as part of the DCO.	Update to the assessment of impacts on flood risk from the revised design of the sea defence will be undertaken.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Land, people and property protected by the permanent sea defence structure	There would be no change to the baseline flood risk resulting from the proposed change	The flood risk to the permanent platform would be reduced due to lower wave overtopping volumes during extreme events caused by climate change impacts up to the point in the future when the adaptive defence is provided. This change minimises the operational safety arrangements and burden on drainage systems especially during the operational phase of the development.	Update to the assessment of impacts on flood risk from the revised design of the sea defence will be undertaken.

4.9. Extension of the Order Limits to provide for fen meadow habitat at Pakenham as further mitigation for fen meadow loss

a) The proposed development in the Application

4.9.1. As detailed in the Application, fen meadow compensation areas are proposed to be created at Benhall and Halesworth to compensate for fen meadow permanently lost from Sizewell Marshes SSSI as a result of the proposed development.

4.9.2. In order to create these habitats, minor changes to existing watercourses and field drains and local excavations may be required to both raise water levels and reduce nutrient levels. Further details on these two fen meadow compensation areas are set out in Volume 2, Chapters 2 and 14 of the ES.

4.9.3. The areas within the two existing compensation sites which seem most likely to support fen meadow habitats (the 'primary loci') comprise 2.7ha, although there are additional areas within both sites which also have potential to support the establishment of fen meadow. Taking forward both sites therefore significantly increases the likelihood of the compensatory habitat creation works succeeding.

4.9.4. In October 2020 further work, including site investigation works and long-term monitoring, commenced on both sites to collect hydrological data. Surface water level and groundwater level data are being collected to determine the relationship between groundwater and surface water levels on site, whilst flow and quality data will provide information on potential quantum of water, and whether it is of suitable quality for fen meadow habitat, respectively.

Data will be collected over a 12-month period and analysis will inform the development of conceptual designs and plans to maximise the likelihood of successful fen meadow establishment, to maximise the extent of habitat created, and to define the longer-term management requirements.

b) Description of the proposed change

4.9.5. SZC Co. has identified an additional site at Pakenham (see Figure 4.21) in West Suffolk, which has the potential for creating fen meadow. The site proposed comprises approximately 32ha of land located to the west of Fen Road, south of Thieves Lane / Broadway, east of Thurston Road and to the north of the Street. As identified in Figure 4.22, the site currently comprises a mix of grassland, fen meadow, rush pasture and drier grassland and is adjacent to the designated Pakenham Meadows SSSI for which lowland wet grassland and fen meadow are the primary interest features.

Figure 4.21 Proposed location for the creation of additional fen meadow habitat

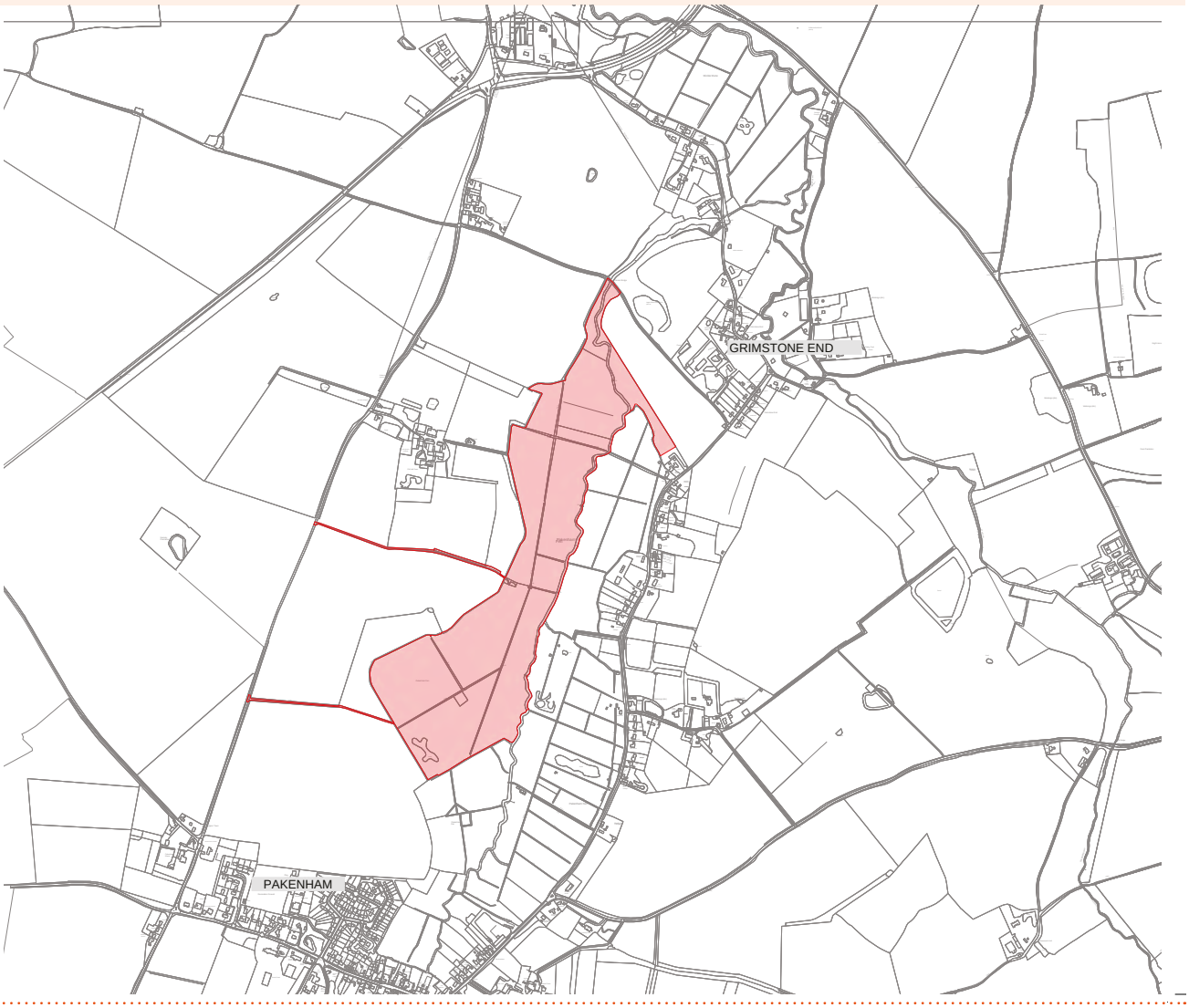
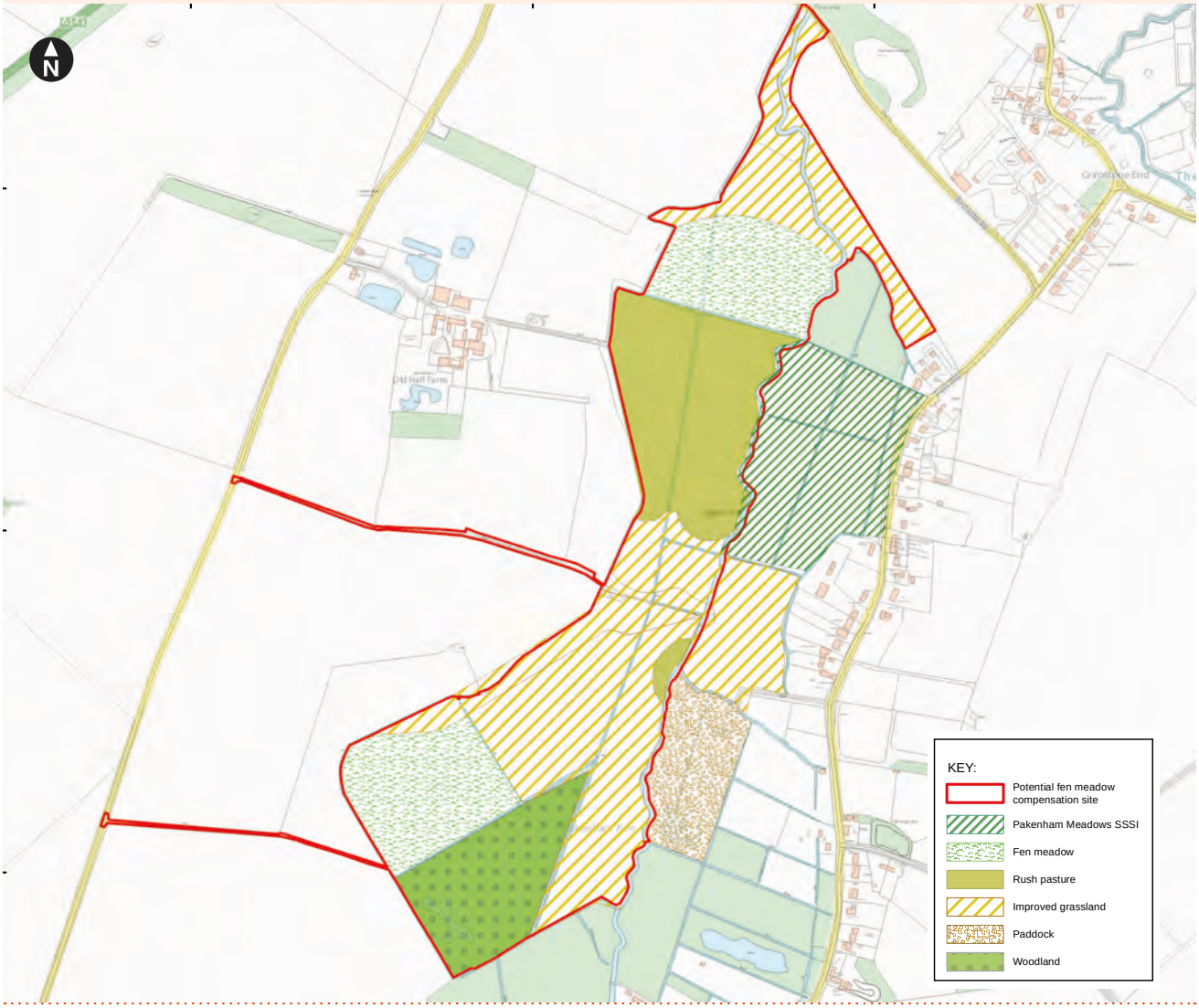


Figure 4.22 Locations of vegetation types

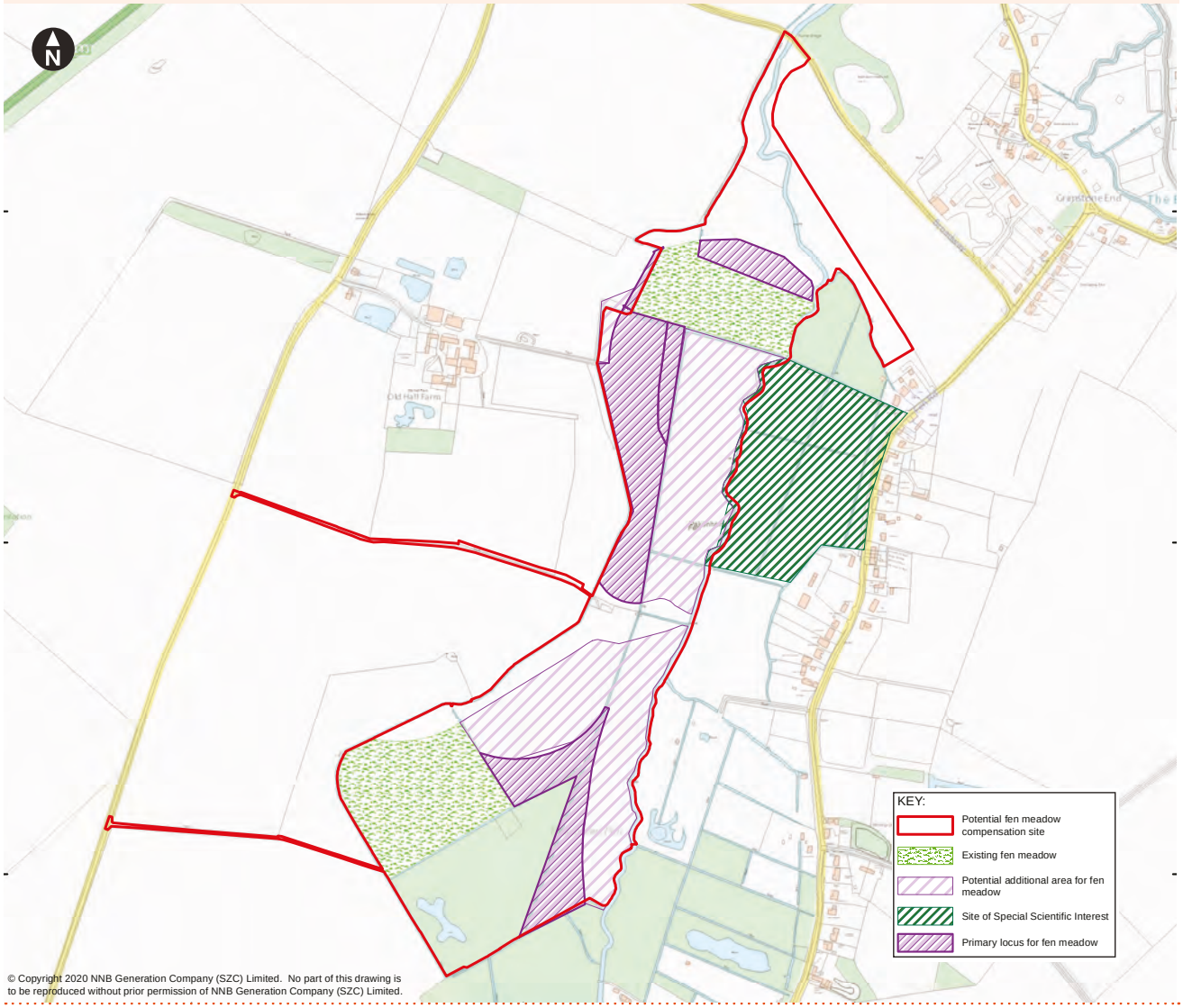


4.9.6. The site has been identified as being potentially suitable for the creation of fen meadow as it lies in a shallow basin bisected by the Pakenham Stream, and is in close proximity to other areas of fen meadow habitat. The site can be distinguished as two parts, 'north' and 'south', that lie either side of a 'tongue' of upland that divides the surface hydrology. Within the site identified, a total of 4.9ha is considered the primary locus for the creation of new fen meadow habitat, and some of the wider areas on the site may also have the potential for the creation of new fen meadow habitat (see Figure 4.23).

4.9.7. The primary locus for fen-meadow creation in the north part of the site is along the western slope and around the north side of an existing area of fen meadow, which together comprise an approximate area of 3.2ha. If control is exerted over the central drain, then large areas of rush pasture and improved grassland also have the potential to act as fen meadow compensation.

4.9.8. The greatest potential for developing fen meadow on the south part of the site lies in controlling the internal ditches connected to the central drain, which would encompass an approximate area of 1.7ha. The potential also exists to detain water in the topsoil within the surrounding improved grassland.

Figure 4.23 Areas of fen meadow habitat creation potential



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4.9.9. Works to create the fen meadow habitat at Pakenham would be similar to those described in Volume 2, Chapter 3 of the ES in relation to Benhall and Halesworth, commencing at the outset of construction on the main development site, and could include:

- Installation of water control structures, to maintain / manipulate water levels.
- Removal of any existing field drains, to reverse historic patterns of drainage.
- Local excavation to reduce local ground levels, create low bunds and /or create minor surface watercourses to help distribute surface water and reduce nutrient levels.
- Translocations of some turfs from the fen meadow areas of the Sizewell Marshes SSSI that would otherwise be lost through construction works.
- Limited planting of other locally sourced native species and use of appropriately sourced 'green hay' from Sizewell Marshes SSSI or potentially adjacent Pakenham Fen SSSI to accelerate colonisation by key fen meadow species.

4.9.10. Figure 4.21 also identifies a number of potential access points between existing roads and the site which would be required to enable access to the site by construction vehicles and workers.

4.9.11. Although there is significant potential for fen meadow habitat to be deliverable on one or both parts of this site, further detailed studies will determine the suitability of the areas identified. The presence of existing good quality fen meadow habitats on the adjacent SSSI, immediately to the north of the north site and in the south-western corner of the south site is encouraging for this location. It is recognised, however, that the development of the proposals for habitat creation at the site and any future management of the site will need to ensure these existing areas of fen meadow habitats are not put at risk by, for example, disruption of the existing water supply mechanisms.

4.9.12. SZC Co. will engage with environmental stakeholders to help inform the development of the detailed design and plans.

c) Why is this change proposed?

4.9.13. The additional fen meadow habitat is proposed to provide a greater area of habitat than would to be lost during construction. This will increase the chances successfully creating habitat of the same quality and distinctiveness.

4.9.14. The Application considers that in the unlikely event of failure to deliver the fen meadow compensatory habitats at either the Benhall and Halesworth sites, funding of other fen meadow habitat creation projects would be implemented at alternative locations in Suffolk to ensure the effects on fen meadow habitats as a result of Sizewell C would be fully compensated.

4.9.15. Further advice from Natural England, however, recommends that given the rarity of fen meadow in the UK and the known difficulty of restoring species-rich fen / fen meadow habitat, that a larger extent of land is required in order to provide sufficient compensatory habitat. SZC Co. is therefore proposing to include the site at Pakenham to further increase the probability of creating sufficient fen meadow habitat to compensate for the loss of fen meadow from the Sizewell Marshes SSSI.

4.9.16. Even with the inclusion of the site at Pakenham, SZC Co. would, in the unlikely event of failure to deliver sufficient fen meadow compensatory habitats, provide funding of other fen meadow habitat creation projects to be implemented at alternative locations in Suffolk.

d) Environmental impact of the proposed change

4.9.17. A preliminary environmental assessment of the proposed change has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

4.9.18. Table 4.7 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects, as presented in the Application, to differ as a result of the proposed changes. This section also sets out further work to be undertaken to confirm the environmental impact of the proposed change, if it is confirmed to be taken forward.

e) Other environmental topics and receptors

4.9.19. The proposed design changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

Table 4.7 Preliminary Environmental Information for the proposed change

Topic / Receptor	Baseline Environment	Environmental Assessment	Next Steps and Further Assessment
Noise and Vibration [With reference to the Environmental Statement Volume 2 Chapter 11 (Doc Ref. 6.3)]			
Receptors close to Pakenham site	A predominantly rural area, with few major sources of noise nearby, other than the A143; the A14 lies approximately 4km to the south. There are residential receptors along Fen Road to the east, some of which are located adjacent to boundary of proposed Pakenham site, as well as on Broadway to the north. The village of Pakenham lies approximately 300m to the south.	No significant noise and vibration effects likely due to short duration of works in the vicinity of any particular noise sensitive receptor.	An assessment will be undertaken to predict, assess and report noise levels at nearby receptors.

Topic / Receptor	Baseline Environment	Environmental Assessment	Next Steps and Further Assessment
Air Quality **[With reference to the Environmental Statement Volume 2 Chapter 12 (Doc Ref. 6.3)]**			
Human receptors	The predominant land use is open farmland, and farming activities are expected to contribute to a baseline rate of dust deposition. The site is not anticipated to change the baseline assessment for air quality in the ES.	Construction of the fen meadow compensation site is not expected to result in significant effects on air quality at sensitive receptors. Earthworks and materials used for construction are expected to give a negligible level of risk of dust impacts. Traffic related to construction of the fen meadow compensation site is not expected to meet criteria that determine that an assessment of traffic emissions is needed. There would be no emissions associated with the site once the habitat is created.	No further assessment is required.
Landscape and Visual **[With reference to the Environmental Statement Volume 2 Chapter 13 (Doc Ref. 6.3)]**			
The site of the proposed fen meadow compensation would introduce new landscape and visual receptors such as local residents, users of rights of way close to and within the site and on local roads.	The site is located almost entirely within the Valley Meadows and Fens Landscape Character Type identified, mapped and described in the Suffolk Landscape Character Assessment. The site is located in relatively close proximity to residential dwellings off Fen Road and Thurston Road (Old Hall). A single footpath crosses the site (between Thurston Road and Fen Road at Old Hall and there are other footpaths in proximity.	The design of the fen meadow compensation area would retain established boundary vegetation where practicable and the creation of the fen meadow habitat would contribute to the enhancement of landscape character and improve biodiversity interest. During construction there are likely to be views of plant and works for the duration of the construction phase from visual receptors in close proximity to the site including on motorists, residents and pedestrians using local footpaths. The effects would be small scale, over a relatively short duration and experienced over a limited area. The works are also likely to have temporary effects on the character of the site and its immediate surroundings. However, because of their temporary nature the effects are not likely to be significant. Following the establishment of the fen meadow site, there would be no effects on landscape and visual receptors.	Update to the assessment of impacts from the change on landscape, character, visual receptors and designated and defined landscape will be undertaken.

Topic / Receptor	Baseline Environment	Environmental Assessment	Next Steps and Further Assessment
Terrestrial Ecology and Ornithology [With reference to the Environmental Statement Volume 2 Chapter 14 (Doc Ref. 6.3)]			
Pakenham site Habitat change	The existing site comprises a mix of grassland, fen meadow, rush pasture and drier grassland and is adjacent to the designated Pakenham Meadows SSSI for which lowland wet grassland and fen meadow are the primary interest features. Other than the existing fragments of fen meadow and the wetland channels and ditches, the other habitats are generally of low ecological value The existing baseline is more fully described in the Volume 2, Chapter 14, Appendix 14C4 of the ES.	Creation of the fen meadow habitats would lead to a change to wet grassland habitats which would be of greater ecological value than those present.	Further assessment of the existing ecological value of the site and of the hydrological conditions is ongoing. This will enable a more detailed strategy for fen meadow creation at this site to be developed.
Sizewell Marshes SSSI Habitat loss		The addition of this new site should increase the quantum of compensatory fen meadow habitat provided, and provide greater certainty that sufficient compensatory habitat will be provided. The assessment of the loss of fen meadow habitats from Sizewell Marshes SSSI would be unchanged from that presented in the ES, that being that the residual effect would be minor adverse and not significant.	
Amenity and Recreation [With reference to the Environmental Statement Volume 2 Chapter 15 (Doc Ref. 6.3)]			
Recreational receptors using PRoW	The site is beyond the study area of the assessment presented within the Application. There are a number of PRoW located within the study area including footpaths W-425/003/0 and W-425/002/0 which are within the order limit and footpaths W-425/001/0, W-425/005/0 and W-425/005/4 which are within 1km of the proposed development.	The proposals would result in minor changes to the setting of PRoW by replacing existing land uses with new fen meadow habitat. Construction works themselves would not significantly affect recreational amenity. Once construction works are complete the proposed changes are likely to enhance the landscape surrounding receptors and enhance the recreational experience. Footpaths W-425/003/0 and W-425/002/0 cross the site. These would not be temporarily or permanently diverted or closed during the construction or operational phases of the proposed development. None of the effects described above would result in significant adverse or beneficial effects during construction or operation.	Further assessment will be undertaken to understand whether any additional effects will be felt at nearby receptors.

Topic / Receptor	Baseline Environment	Environmental Assessment	Next Steps and Further Assessment
Terrestrial Historic Environment [With reference to the Environmental Statement Volume 2 Chapter 16 (Doc Ref. 6.3)]			
'Unknown' heritage assets.	The site is beyond the study area of the assessment presented within the Application. There are no designated heritage assets within the site; however, there are a few listed buildings along Fen Road, the majority of which are separated from the proposed development by dense mature trees. Those closest to the development are the Grade II Listed Oak Cottage (LB 1031472) and The Old Royal Oak (LB 1181430). Grimstone End multi-period site (PKM028) with burials, buildings and artefacts is recorded in the Suffolk Historic Environment Records as lying at the northern end of the site, along with other Roman sites. There is potential for additional non-designated heritage assets and previously unknown archaeological features and deposits within the site, particularly those associated with the Grimstone End site.	The proposed works could give rise to disturbance of archaeological remains, resulting in, at worst, a medium magnitude of change to remains of a medium heritage significance. This would represent a moderate adverse effect which would be significant in the absence of mitigation. Once complete, no change to the setting of designated assets is anticipated during the operation phase. No direct effects are anticipated during the operation of the proposed development.	Further assessment (evaluation work) would be needed to fully understand the nature and location of potential archaeological remains within the site and be able to inform detailed design proposals, and/or an agreed scheme of archaeological investigation.
Soils and Agriculture [With reference to the Environmental Statement Volume 2 Chapter 20 (Doc Ref. 6.3)]			
Agricultural Land Classification (ALC). Soil resources. Agricultural businesses.	The land appears to be grazed and is not under an environmental stewardship agreement. The site is underlain by Chalk Formations overlain by peat deposits, supporting the fen peat soils mapped as being present. These soils are organic and naturally wet. Available Provisional ALC mapping shows the land is mapped as Grade 4 (poor quality agricultural land).	During habitat improvement works, the site would be temporarily excluded from agricultural use. However, due to the short duration of any works required, the effects are not considered to be significant. Following completion of works, it is anticipated that grazing of the land would continue, albeit with a possible reduction in intensity. This is not considered likely to result in a significant effect on existing farming operations. However, further consultation with landowners will be undertaken to reduce the impacts from both construction and operation as far as practicable.	Further consultation with landowners will be undertaken to reduce the impacts from both construction and operation as far as practicable

Topic / Receptor	Baseline Environment	Environmental Assessment	Next Steps and Further Assessment
Geology and Land Quality [With reference to the Environmental Statement Volume 2 Chapter 18 (Doc Ref. 6.3)]			
Geological receptors Land contamination	The site is beyond the study area of the assessment presented within the Application. It is assumed that the land has always been open land as it currently is shown on maps. From publicly available sources, sand and gravel pits were present to the north east and east and are likely now infilled as well as an old chalk pit and refuse tip to the east. Further clarification of historical use would be required by reviewing desk study information including historical maps.	Limited excavation is proposed to reduce local ground levels, create low bunds and/or create minor surface watercourses to help distribute surface water. Physical effects including changes in soil erosion and soil compaction associated with stripping of topsoil, vegetation clearance, stockpiling, earthworks and associated machine movements are anticipated to be minimal. However, these effects would be mitigated by measures to be included within a Construction Environmental Management Plan. Impacts associated with ground contamination, if identified, would similarly be mitigated by good practice construction management measures to be included within a Construction Environmental Management Plan. With appropriate mitigation in place, no significant effects are considered likely. Following the establishment of the fen meadow site, effects relating to ground conditions are not likely to be significant.	No further assessment is required.
Groundwater and Surface Water [With reference to the Environmental Statement Volume 2 Chapter 19 (Doc Ref. 6.3)]			
Surface water	An additional watercourse, the Pakenham Stream, is within the new site, including floodplain areas and the associated land drainage network. Pakenham Stream is a tributary of the River Blackbourn. The proposed fen meadow site is immediately adjacent to the Pakenham Stream, which is classified as a Main River by the Environment Agency and is a reportable reach under the Water Framework Directive (GB105033043300). The site lies within the functional floodplain of the Pakenham Stream.	There is opportunity for the proposal to deliver significant beneficial effects to the surface water environment. However, there are risks of significant effects through changes in land drainage, flood risk and morphological processes. A minor adverse, short-term impact is predicted during the creation of the fen meadow habitat. Physical effects including erosion and sediment transport associated with stripping of topsoil, vegetation clearance, stockpiling, earthworks and associated machine movements is anticipated to be minimal. The impact would not be significant. Once complete there is the potential for an adverse, long-term impact on the conveyance of flows through the surface drainage network within the floodplain. The local effect would be to reduce the effectiveness of drainage within the site. However, the effect would not be significant.	Further assessment will be required to consider impacts to land drainage, water quality, geomorphology and the Water Framework Directive.

Topic / Receptor	Baseline Environment	Environmental Assessment	Next Steps and Further Assessment
	The morphology of the Pakenham Stream is of sufficient quality to support a classification of Good. The ecological status of the waterbody has been classified as 'Moderate' under 2019 Water Framework Directive reporting. Physico-chemical data for the Pakenham Stream indicates that it is at High status for all quality elements, with the exception of phosphate, which is at Poor status, and dissolved oxygen, which is at Bad status. This is likely to be due to high nutrient loadings from treated sewage effluent. The Moderate physico-chemical status is likely to be the result of the Poor phosphate status and Bad status of dissolved oxygen. The physico-chemical quality of the Pakenham Stream will remain moderate due to the continued consented sewage discharge, meaning phosphate levels within the system will remain elevated and dissolved oxygen will remain low. The Environment Agency's Flood Map for Planning indicates that the majority of the site is located in Flood Zone 2 and 3. Pakenham Stream provides a direct hydrological connection to the Pakenham Meadows SSSI, which lies immediately east of parts of the proposed fen meadow compensation site.	A potentially moderate, beneficial effect is predicted in respect of surface water systems. It is anticipated that the design will complement the existing floodplain and riverine habitats and, consequently, should give rise to beneficial significant effects for surface waters, especially in consideration of Water Framework Directive attributes.	
Flood risk **[With reference to the Main Development Site Flood Risk Assessment (Doc Ref. 5.2)]**			
Flood risk to adjacent areas	The Pakenham Stream, an Environment Agency controlled main river, and tributary of the Black Bourne, flows northwards along the eastern edge of the proposed Packenham fen meadow. A network of ordinary watercourses flow within the proposed fen meadow. The proposed fen meadow is primarily within Flood Zone 3 (High risk). The flood plain is well defined and has no properties within it.	The proposed fen meadow is primarily within Flood Zone 3 (High risk) and a fen meadow is a water compatible development which is appropriate for this location. The impact of measures to increase the wetness of the meadow should be limited to the meadow area if kept within the ordinary watercourses. Any measure which would have the effect of directly restricting the flow of the Pakenham Stream would have the potential to impact beyond the meadow and would require more detailed assessment and engagement with the Environment Agency. Any measure that forms a weir, culvert or like structure within the ordinary watercourses may require the consent of the LLFA (Suffolk County Council).	Assessment of impacts on flood risk will be undertaken for the proposed Pakenham site.
Habitats Regulations Assessment (HRA) (Book 5, Document Reference 5.10)			
There is no potential for the proposed change to alter the conclusions of the Shadow HRA Report (Doc Ref. 5.10).			
Water Framework Directive (WFD) (Book 8, Document Reference 8.14)			
The proposed change would not alter the conclusions of the Water Framework Directive.			

4.10. A new bridleway link between Aldhurst Farm and Kenton Hills

a) The proposed development in the Application

4.10.1. The Sizewell C Project would have an impact on various Public Rights of Way (PRoW), including a number of temporary and permanent closures and diversions around the main development site. SZC Co. has therefore committed to the re-provision of affected PRoW and developed a Rights of Way and Access Strategy, which includes descriptions of the main temporary and permanent PRoW diversions, as described in Appendix 15I of Volume 2 of the ES. The strategy explains the status of existing permissive footpaths, and existing and proposed PRoW and Open Access Land around the proposed development. It notes that additional access provision comprises:

- The north-south combined bridleway, cycleway and footpath from Sizewell Gap and St George's Avenue to the northern end of bridleway 19 on Eastbridge Road (approximately 4.5km in length) created during the construction phase which would be retained for the operational phase;
- The bridleway connection to the off-road route from Valley Road created during the construction phase which would be retained for the operational phase; and
- The southern section of the public right of way diversion around the Green Rail Route immediately west of Abbey Road which would have been implemented during construction would be retained as a permanent definitive footpath.

4.10.2. In addition, a new linear and public access area will be created at Aldhurst Farm forming part of the planning permission for the construction of the new wetlands (Reference DC/14/4224/FUL) and would include a definitive footpath and approximately 27ha of Open Access Land.

4.10.3. In summary, approximately 5km of new definitive PRoW (comprising 4.6km of new off-road bridleway and 0.4km of new public footpath) and 27ha of new Open Access Land will be provided through the delivery of Sizewell C, within the vicinity of the main development site during the construction and operational phases.

4.10.4. Full details of the PRoW proposals can be found in the application at the following locations:

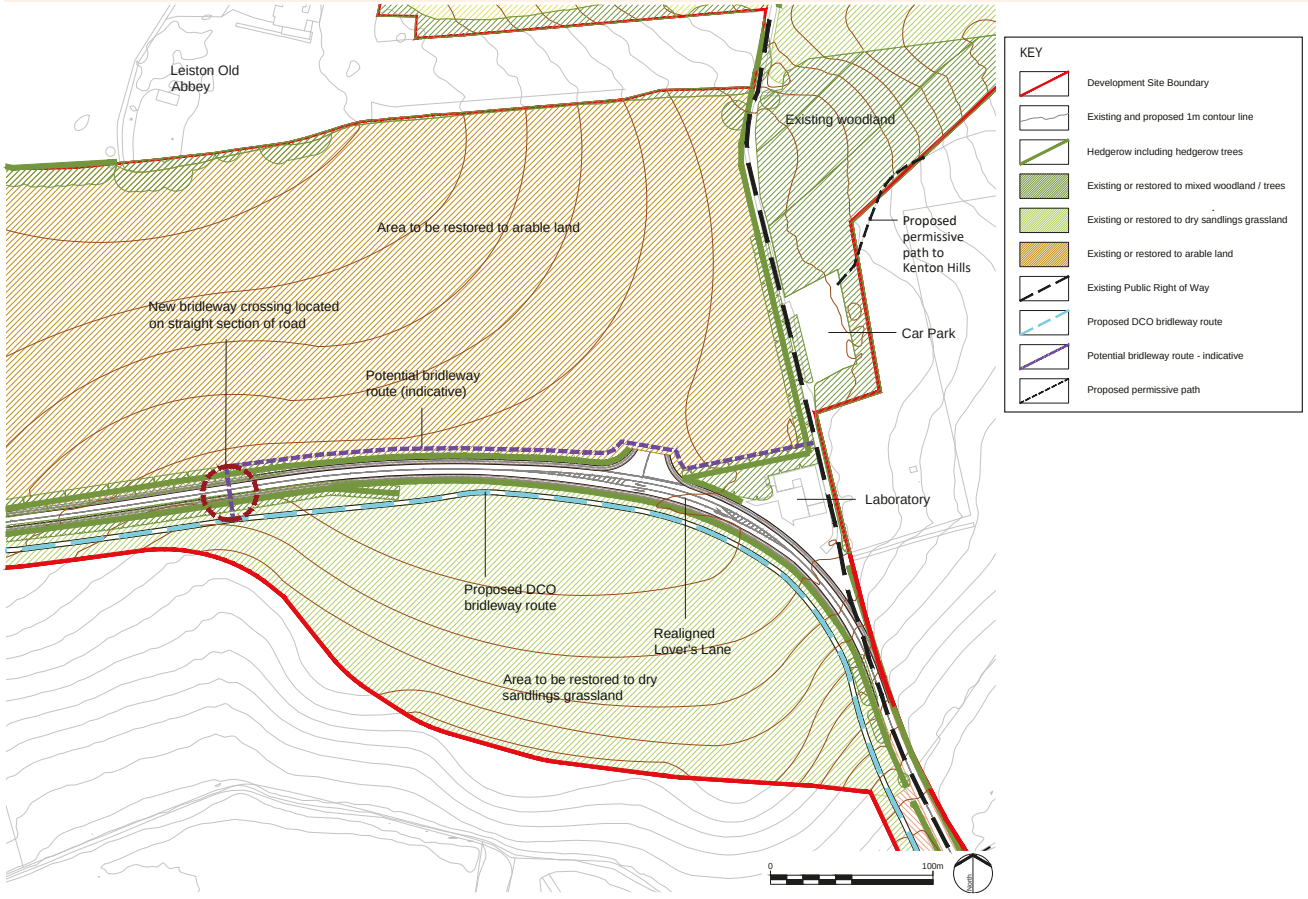
- Access and Rights of Way plans (Doc Ref. 2.4)
- Draft DCO, Schedule 10 and 11 (Doc Ref. 3.1)

b) Description of Proposed Change

4.10.5. A crossing point will be created over Lover's Lane from the northern field of Aldhurst Farm into the arable field to the north. The route will then run through an existing field, parallel to the field boundary towards Kenton Hills. It will then join the existing Bridleway 19 route. The route will be constructed to Bridleway standards, as shown in Figure 4.24.

4.10.6. It is anticipated that this crossing point will be available following completion of the construction phase. However, opportunities to provide this link during construction will be sought with the aim of maximising access into Kenton Hills.

Figure 4.24 New bridleway link between Aldhurst Farm and Kenton Hills



c) Why is this change proposed?

4.10.7. This route would provide substantially improved recreational connectivity in the surrounding area and enhance the north-south recreational routes within the Suffolk Coast and Heaths AONB.

4.10.8. Part of the mitigation package provided by the Application would be the provision of an off-road bridleway route between Sizewell Gap and Eastbridge Road during the construction and operation phases, running parallel to Lover's Lane, the B1122 and Eastbridge Road. This additional connection would provide an alternative, slightly shorter, bridleway route separated from Lover's Lane, the B1122 and Eastbridge Road, with fewer road and no rail crossings, enhancing the recreational experience of users. It would also create a more direct west-east connection between Aldhurst Farm (and Leiston to the south-west) and the permissive footpath network within and adjacent to Kenton Hills and to the coast, bringing further amenity benefits.

4.10.9. Engagement with local stakeholders has identified that they consider that there would be an unplanned desire line that people would seek to use across Lover's Lane between the proposed off-road bridleway within the Aldhurst habitat creation area and Bridleway 19 near Kenton Hills car park. This would be prevented by including a safe crossing point and therefore reducing risk in this area.

4.10.10. This addition to the network has been requested by stakeholders. SZC Co. had intended that it would be funded through a s.106 contribution so that it might be provided by the County Council. However, that would require the Council to take additional powers. Inclusion of the proposal would ensure its delivery.

d) Impacts of Proposed Change

4.10.11. A preliminary environmental assessment of the additional bridleway link as described above has been undertaken and is presented in Table 4.8. This has included a consideration of any proposed changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), any updated environmental assessment and any further assessment requirements.

e) Other environmental topics and receptors

4.10.12. The proposed design changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

Table 4.8 Preliminary Environmental Information for the proposed change

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Further Assessment
Landscape and visual [With reference to the Environmental Statement Volume 2 Chapter 13 (Doc Ref. 6.3)]			
Views/visual receptors Landscape Character Types Suffolk Coast and Heaths AONB	The proposed change is located within the Application site boundary. The proposed change would not require a change to the extent of the 15km study area identified in the landscape and visual impact assessment. There would be no change to the baseline assessment in the landscape and visual impact assessment resulting from the proposed change.	The proposed change may result in the removal of hedgerow vegetation, albeit this would be minimal and would have no impact upon screening relied on for the assessment. There will be no change to the assessment of landscape or visual impacts during the operation phase to that presented in the LVIA.	No further assessment is required
Amenity and recreation [With reference to the Environmental Statement Volume 2 Chapter 15 (Doc Ref. 6.3)]			
A new Bridleway would be created within the exisiting order limits	An additional Bridleway connection between Aldhurst Farm (Bridleway 19 diversion) and existing Bridleway 19.	A beneficial effect would be expected through increased connectivity of the existing Public Rights of Way network. This can only be guaranteed during the operational phase. There would therefore be no change to the assessment of effects during the construction phase presented in the ES. This additional connection lies within receptor groups 14 Northwest Site and 15 Sizewell Belts. The ES assesses effects on users of these receptor groups to be of major beneficial effect during the operational phase primarily due to the new and improved recreational resources. This additional connection would strengthen the beneficial effects but not change the overall assessment of effects during the operational phase.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Further Assessment
Soils and agriculture [With reference to the Environmental Statement Volume 2 Chapter 17 (Doc Ref. 6.3)]			
Agricultural Land Classification (ALC). Soil resources. Agricultural businesses.	The proposed changes are located within the Application site boundary. The proposed footpath would run alongside the field boundary and would require limited agricultural land.	The proposed footpath would require limited agricultural land. The detailed ALC mapping as presented in the DCO suggests that the land would not be classed as best and most versatile The proposed permanent land required is limited and so is not considered likely to result in a significant effect on existing landowner operations. However, further consultation with the landowner will be undertaken to reduce the impacts from both construction and operation as far as practicable.	No further assessment is required

4.11. Extension and reduction of the Order Limits for works on the main development site and related sites (fen meadow mitigation sites and marsh harrier improvement sites)

a) The proposed development in the DCO Application

4.11.1. The Order Limits for the main development site, as presented in the Application, comprises five components as presented in Figure 2.1 of Chapter 2 of this consultation document:

- Main platform: the area that would become the power station itself;
- Sizewell B relocated facilities and National Grid land: the area that certain Sizewell B facilities would be moved to in order to release Sizewell B land for the proposed development and the area required for the National Grid transmission network;
- offshore works area: the area where offshore cooling water infrastructure and other marine works would be located;Temporary Construction Area (TCA): the area located primarily to the north and west of the proposed Sizewell Marshes Site of Special Scientific Interest (SSSI) crossing, which would be used to support construction activity on the main platform, including the accommodation campus and the part of the green rail route comprising a rail extension from the proposed B1122 (Abbey Road) level crossing and the terminal within the main development site; and
- Land east of Eastlands Industrial Estate (LEEIE): the area to the north of Sizewell Halt and King George's Avenue, which would be used to support construction on the main platform and TCA.

4.11.2. In addition, there are a number of related sites included in the Application, including:

- Permanent off-site sports facilities at Leiston, which would be used during the construction stage as a shared outdoor sports facility for Alde Valley School, the local community and construction workers.
- Permanent fen meadow compensation sites to the south of Benhall and to the east of Halesworth.
- Temporary marsh harrier habitat improvement area1 to the west of Westleton

1 The conclusion of the main DCO Shadow Habitats Regulation Assessment Report (Doc Ref. 5.10) and the DCO Shadow Habitats Regulation Assessment Volume 4 – Compensatory Measures Report is that the permanent habitat improvement area of 47.8ha that has been established, but is being further improved, at the northern edge of the EDF Energy Estate (UK grid reference: TM 46318 65222) would provide sufficient foraging to be regarded as appropriate compensation for the predicted 'loss of foraging' over the Sizewell Marshes SSSI, arising as a result of a barrier effect created by the temporary construction area. This effect is assessed within Chapter 14 of Volume 2 and also in the DCO Shadow Habitats Regulation Assessment Report.
However, if it is determined by the Secretary of State that additional marsh harrier habitats are required, then the marsh harrier habitat improvement area (Westleton) would be temporarily used to provide this.

b) Description of the proposed change

4.11.3. The proposed changes described in this section relate to:

- Fen meadow compensation sites to the south of Benhall and to the east of Halesworth;
- Marsh harrier habitat improvement area to the west of Westleton; and
- Temporary construction area.

4.11.4. There are a number of minor reductions and additions proposed to the Order Limits for the main development site and the off-site habitat creation sites. It has been determined following engagement with landowners and review of the development proposals that a number of small parcels of land are not necessary for the construction and operation of Sizewell C. In addition, further development of the design of the proposals has identified a requirement to make minor extensions to the Order Limits. These areas are set out in Table 4.9 and in Figures 4.25 to 4.29 which identify in green the area to be removed, and in orange the areas to be added, together with the revised Order Limits for that location.

c) Environmental impact of the proposed changes

4.11.5. The proposed changes do not alter the baseline, mitigation proposals, the assessment of potential impacts and residual effects identified for any of the other environmental assessment topic areas as presented in the ES, or any other environmental assessments included in the Application.

Table 4.9 Changes to the Order Limits for the main development site.

Figure	Location of the Change	Reduction or Addition	Why is the Change Proposed
4.25	Land to the west of the Main Development Site, adjacent to Bridleway 19, north of the Green Rail Route.	Reduction	Minor reduction to the red line boundary due to a mapping/boundary discrepancy
4.25	Land west of the B1122 Abbey Road to the south of the Green Rail Route prior to the crossing of the road.	Reduction	Partial reduction to the red line boundary to avoid access to adjoining property.
4.25	Lover's Lane to the east of the Aldhurst Farm Habitat Creation Scheme south of the pegasus crossing and north of the Valley road access.	Addition	Extension of the red line to allow for a temporary construction area to enable works to be undertaken to the highway and allow for the construction of the bridleway and cycle way diversions, whilst retaining the existing hedgerow in place and minimising disruption to the road.
4.25	Lover's Lane to the east of the Aldhurst Farm Habitat Creation Scheme opposite the Leiston Household Waste Recycling Centre	Addition	Minor extension of the red line to allow for a proposed right turn lane into the recycling centre
4.26	Land to the north-west of the Fen Meadow Habitat Creation Site at Halesworth.	Reduction	Minor reduction to the red line boundary due to a mapping/boundary discrepancy.
4.26	Access along Blyth Road and A144 at the Fen Meadow Habitat Creation Site at Halesworth.	Addition	Increase to the red line boundary to facilitate access to the site primarily within the highway boundary.
4.27	Access to the south from the A1094 in addition to an access off Aldecar Lane to the north west of the Fen Meadow Habitat Creation Site at Benhall.	Addition	Increase to the red line boundary to facilitate access to the site primarily within the highway boundary.
4.28	Access to the northern and southern boundary of the Marsh Harrier Habitat Improvement Area in Westleton	Addition	Increase to the red line boundary to facilitate access to the site primarily within the highway boundary.
4.29	North Western boundary of the SZA site	Reduction	Partial reduction to the red line boundary to exclude an area of land which is not suitable for Relocated Facilities

Figure 4.25 Change to the main development site red line boundary



Figure 4.26 Change to the red line boundary at the Halesworth fen meadow habitat site



Figure 4.27 Change to the red line boundary at the Benhall fen meadow habitat site

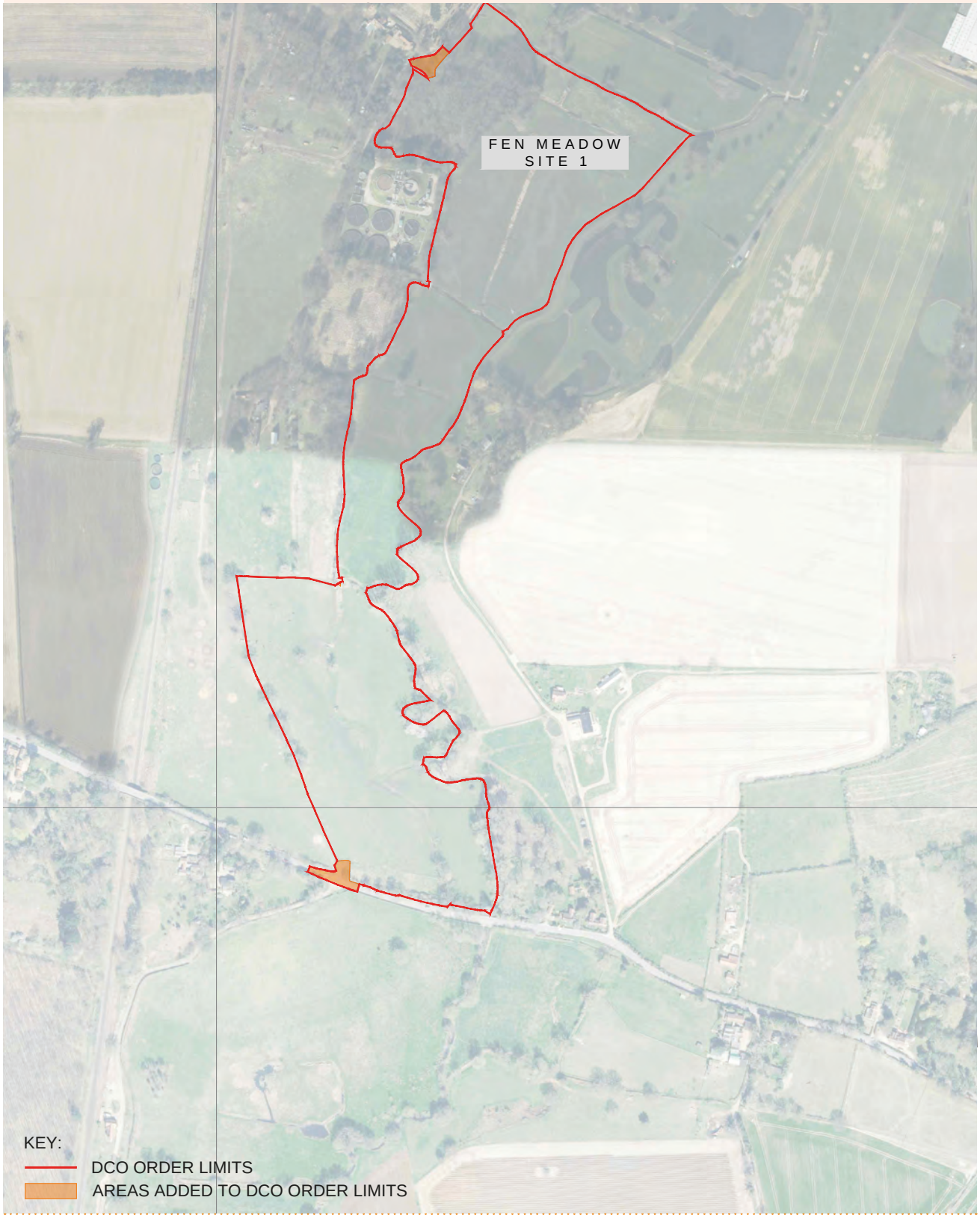


Figure 4.28 Change to the red line boundary at the marsh harrier habitat improvement area in Westleton

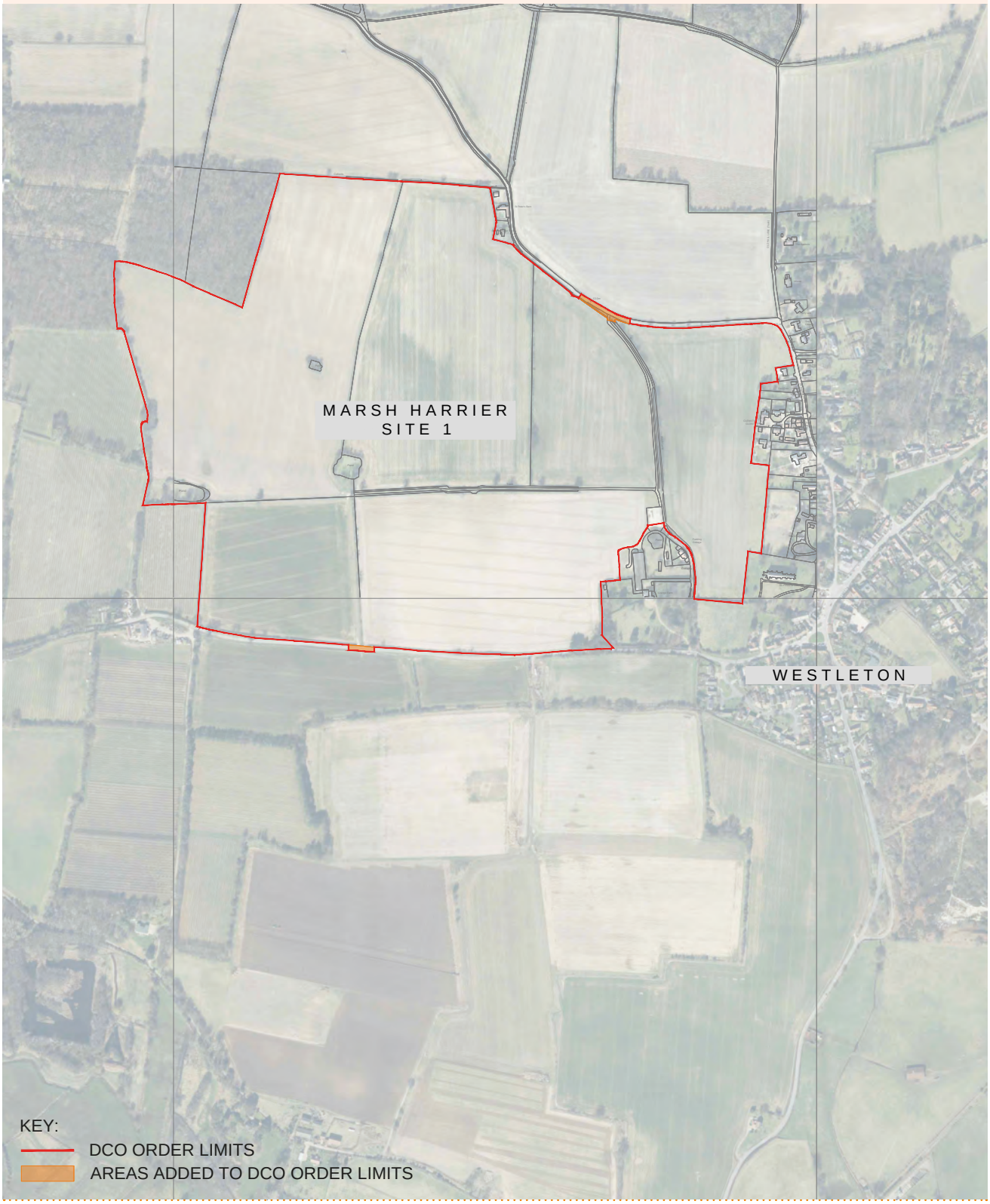
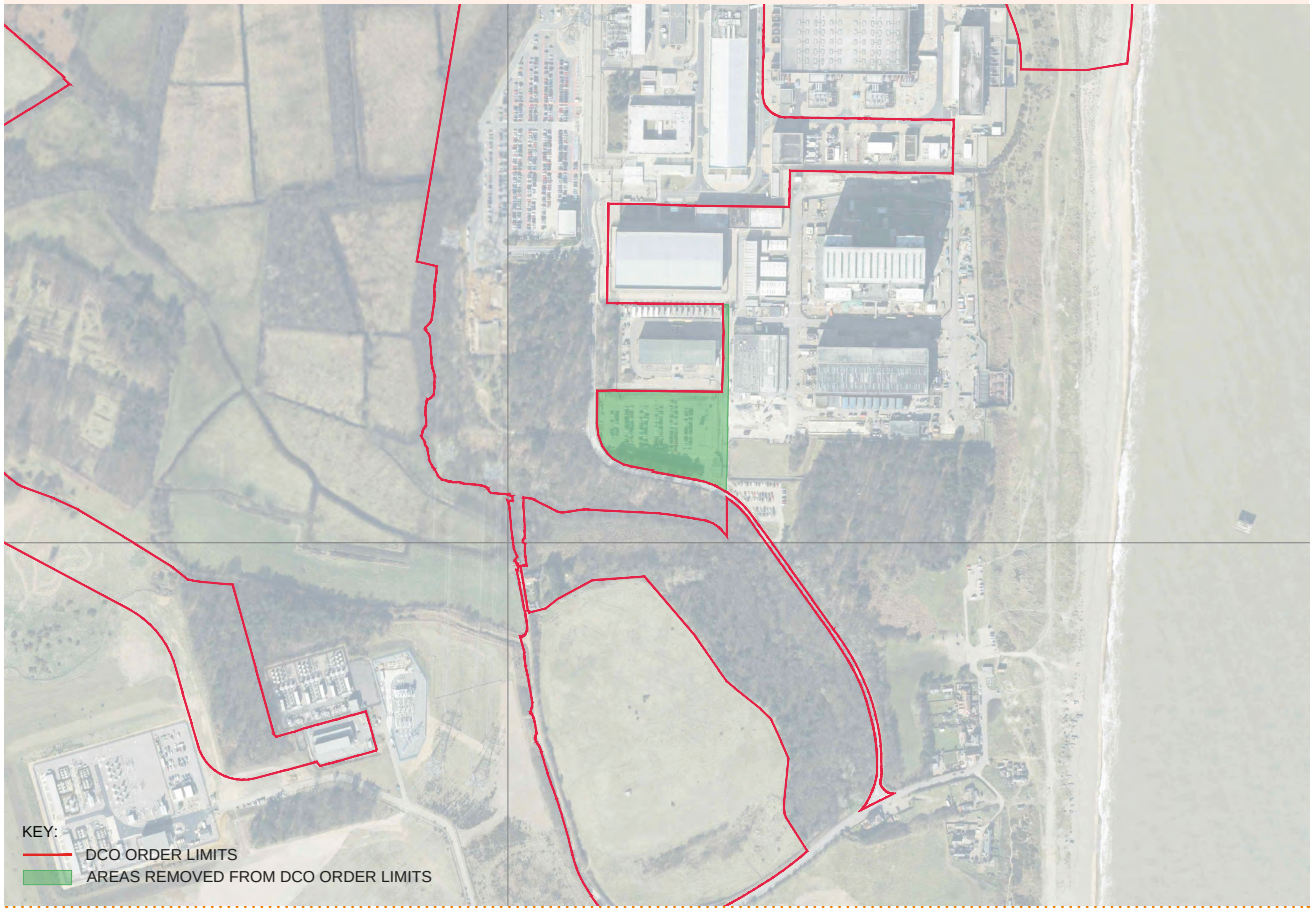


Figure 4.29 Change to the main development site red line boundary at Sizewell A



5. ASSOCIATED DEVELOPMENT

5.1 Introduction

5.1.1. The associated development sites are sites located outside of the main development site where additional proposals are required to support the construction of Sizewell C. They include park and ride facilities for construction workers, new road schemes and improvements to the existing highway network, a freight management facility to control the movements of HGVs and the green rail route and rail infrastructure improvements to the Saxmundham to Leiston branch line, contributing to the transportation of materials to the main development site.

5.1.2. This chapter describes each of the proposed changes to the associated development sites which we would like your views on. For each change we set out the proposed development that was included in the Application, a description of the proposed change and an explanation of why the change is proposed. Where options are being consulted on these are set out in the description of the change. Preliminary environmental information has been provided for each of the changes at the end of each section.

5.2 Southern park and ride at Wickham Market - Extension of landscaped bund and other minor changes

a) Introduction

5.2.1. The southern park and ride at Wickham Market forms part of SZC Co.'s strategy for transporting the construction workforce in order to reduce the amount of traffic generated during the construction phase. The southern park and ride would be located to the north-east of Wickham Market. Access to the site would be off the slip road from the B1078 which leads to the northbound A12 (refer to Figure 2.5 in Chapter 2 of this consultation document). The site is approximately 26.4ha and lies within a predominantly arable farmland landscape with scattered woodland cover, it also extends to include a section of the A12.

5.2.2. Full details of the southern park and ride facility can be found in the Application at the following locations:

- Land Plans, Sheet 16 (Doc Ref. 2.1);
- Works Plans, Sheet 16 (Doc Ref. 2.3);
- Southern Park and Ride Plans (Doc Ref. 2.7), including the location plan of the southern park and ride at Wickham Market; and
- A detailed description of the southern park and ride, including an environmental assessment, in Volume 4 of the ES (Doc Ref. 6.5).

b) The proposed development in the Application

5.2.3. As detailed in the description of the southern park and ride provided in Volume 4, Chapter 2 of the ES, the southern park and ride at Wickham Market would be screened by a landscape bund. Additionally, a buffer distance of 10m is proposed between the site boundary and the landscape bund to the east of the site, and there would be 10m buffers to the west where the site is adjacent to woodland blocks. Within these 10m buffer zones, no construction or permanent development would take place.

5.2.4. The landscaping strategy for the site has been designed to minimise potential impacts on noise, ecological, amenity and recreational, and landscape and visual receptors through the provision of landscape bunds and planting.

5.2.5. The landscape bund would be 3m high around the Traffic Incident Management Area (TIMA) at the north-east section of the site. The landscape bund would screen the TIMA to the north-west, north-east and south-east boundaries of the site. The purpose of the landscape bund is to aid the visual and acoustic screening of the southern park and ride from the adjacent landscape and habitats.

5.2.6. In the Application, the arm of the landscape bund to the north-west of the site runs for only half the length of this boundary, forming a screen around the TIMA itself but not alongside the access to the TIMA.

c) Description of the proposed change

i. Extension to north-west landscape bund

5.2.7. The bund adjacent to the north-west boundary is now proposed to be extended to run almost the full length of the adjacent boundary, stopping short of the 10m buffer zone to the south-west. The bund would be 3m high for this additional length. The proposed change would ensure that the bund runs alongside the access to and from the TIMA.

5.2.8. The area is already well screened from views to the west. However, the addition of the bund would provide some additional screening to views from the B1116 and a nearby footpath. Figure 5.1 shows the updated masterplan subject to this consultation and shows a comparison of the landscape bund in the Application and the proposed extension to the bund.

Figure 5.1 Southern park and ride masterplan updated to show the extended landscape bund along the north-west boundary



5.2.9. The existing drainage plan for the site in the Application shows a ditch around the base of the bund. This would be lengthened to extend around the full base of the bund and its maintenance would be factored into the drainage strategy of the site. The bund extension is not envisaged to result in a detrimental effect on drainage as it would increase surface water storage on site.

5.2.10. Badger fencing is proposed to be installed around the base of each landscape bund to prevent badgers establishing setts within the site boundary and so minimise constraints during removal and reinstatement. The badger fencing around the landscape bund would also be lengthened to extend around the full length of the bund.

Figure 5.2 Southern park and ride – Comparison of the bund in the Application and the proposed extension to the bund



ii. Accommodation works

5.2.11. Other minor design changes, including additional landscaping and accommodation works, are also being explored by SZC Co. This includes the retention of an existing private access along the eastern boundaries of the site.

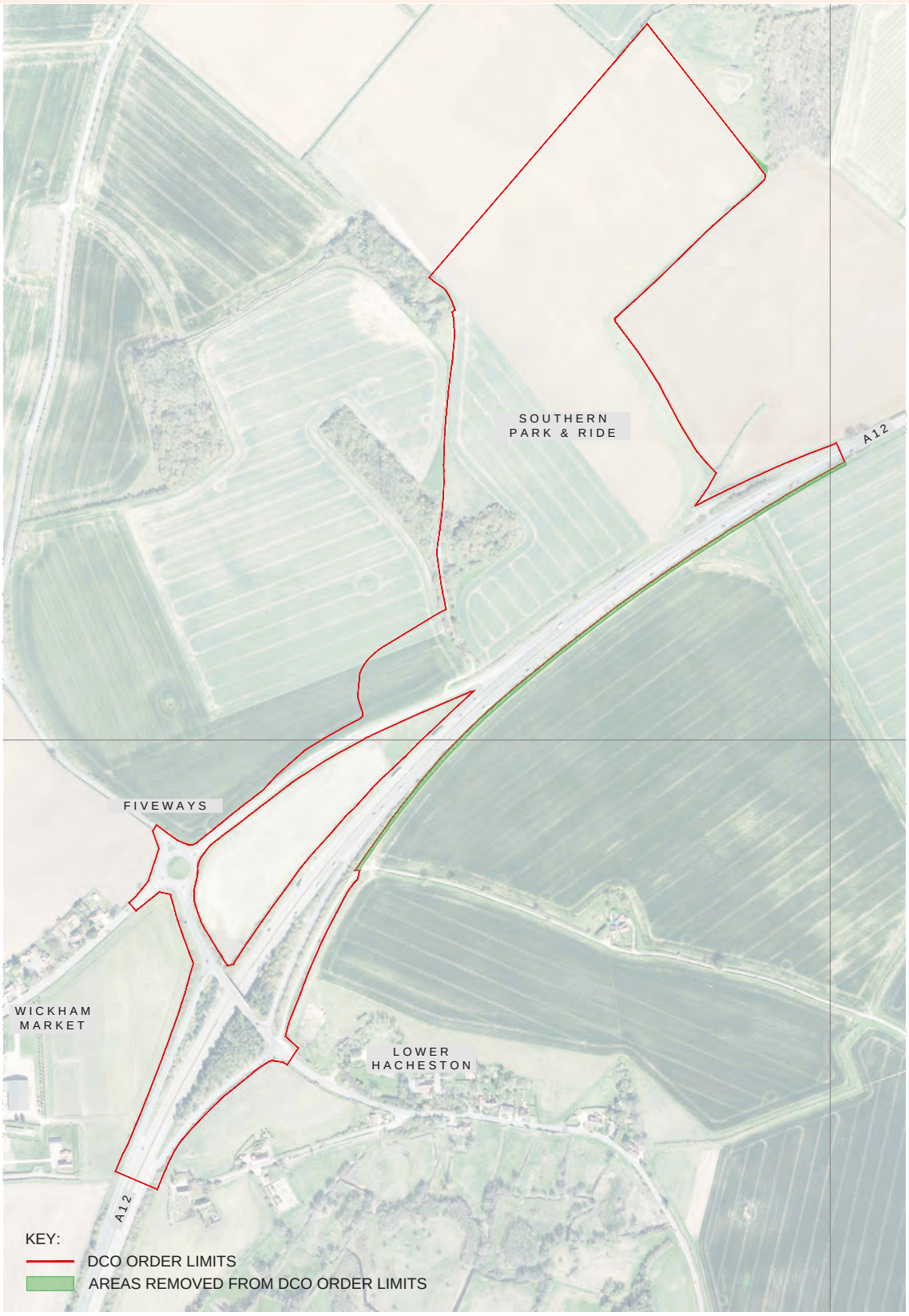
5.2.12. The private access to be retained would run alongside the boundary within the buffer zone on the east side of the landscape bund. The access would maintain connectivity for the landowner to the adjoining field to the north-east.

5.2.13. There would be no change to the landscape bund, ecological or security fencing or the retained hedgerow as a result of the retention of the access.

iii. Reduction to the Order Limits change

5.2.14. A reduction to the Order Limits to the south of the A12 to remove the thin strip of land as identified in Figure 5.3 is also proposed.

Figure 5.3 Change to the southern park and ride Order Limits



d) Why are these Changes Proposed?

i. Extension to north-west landscape bund

5.2.15. The layout of the site, including the positioning of the bunds, was designed to maximise the benefit of existing screening provided by Whin Belt and the other blocks of woodland to the north, west and east of the site and to maintain a cut-and-fill equilibrium.

5.2.16. Since the submission of the Application, further calculations of cut-and-fill balance for the project have been undertaken as the design of the proposals was developed. The latest calculations indicate that there would be more material available than was originally anticipated at the Application stage, which would enable the proposed bund to extend along the full length of the north-west boundary.

5.2.17. The bund in this area is proposed to screen the proposed TIMA. The TIMA would only be used in the event of disruption on the local highway network or at the main development site, in which case HGVs travelling towards Sizewell C would be diverted to wait in the holding area until such time as the disruption has cleared.

ii. Accommodation works

5.2.18. The access track to be retained does not represent a change to the Application as it concerns accommodation works, allowing the landowner to retain a private mean of access. However, it has been included for completeness.

iii. Reduction to the Order Limits

5.2.19. It has been determined following engagement with landowners and review of the development proposals that the thin strip of land to the south of the A12 (as identified in Figure 5.3) is not necessary for the construction, operation or removal and reinstatement phases of the southern park and ride. It is therefore proposed to be removed from the Order Limits.

e) Environmental impact of the proposed changes

5.2.20. Table 5.1 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects, and mitigation where relevant, as presented in the Application to differ as a result of the potential changes. This section also sets out further work to be undertaken to confirm the environmental impact of the potential options, if confirmed to be taken forward.

f) Other environmental topics and receptors

5.2.21. The proposed changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

Table 5.1 Preliminary Environmental Information for the proposed changes to the Southern Park and Ride

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Noise and Vibration [With reference to the Environmental Statement Volume 4 Chapter 4 (Doc ref. 6.5)]			
Residential receptors close to the site.	The proposed changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	No material change in predicted effects is anticipated and therefore the conclusions of the ES remain valid. However, these will be considered further with reference to updated noise predictions.	The noise predictions will be updated to include the bund and the outcomes reported.
Air Quality [With reference to the Environmental Statement Volume 4 Chapter 5 (Doc ref. 6.5)]			
Human receptors	There would be no change to the baseline assessment for air quality resulting from the proposed change.	The extension of the bund would increase the total amount of earthworks, but does not change the risk at sensitive receptors and therefore the assessment conclusions remain unchanged. The mitigation included in the CoCP (Doc Ref. 8.11) to manage potential dust impacts would still apply.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Landscape and Visual [With reference to the Environmental Statement Volume 4 Chapter 6 (Doc ref. 6.5)]			
Landscape and visual receptors, including users of the B1116 to the north and users of bridleway E-288/008/0 along the western boundary of the site.	The extension of the proposed landscape bund on the northern boundary and the minor amendments to the site boundary would not extend the study area, change the landscape baseline, or result in any changes to the zone of theoretical visibility. As a result, there would be no changes to the baseline environment identified in the ES.	The proposed changes would not result in a change to the assessment of landscape effects during construction, operation or removal and reinstatement. Effects on users of the B1116 to the north of the southern park and ride (as part of receptor group 3) are assessed to be minimal and neutral during construction, operation and removal and reinstatement as visibility of the proposed development would be limited. The extension of the proposed landscape bund would not reduce this any further. The proposed change would not alter the assessment of visual effects for users of the bridleway (E-288/008/0) along the western boundary of the site during construction or the early years of operation. It could reduce visual effects for these footpath users in the later years of operation and during removal and reinstatement. However, effects for other rights of way within receptor group 1 would remain unchanged and consequently the assessment of effects for this receptor group as a whole would remain unchanged.	The landscape design for the site will be updated to reflect the proposed change.
Amenity and Recreation [With reference to the Environmental Statement Volume 4 Chapter 8 (Doc ref. 6.5)]			
Recreational users of Public Rights of Way and the bridleway in close proximity to the site.	The proposed changes would not extend the study area or introduce any new recreational receptors. As a result, there would be no changes to the baseline environment identified in the ES.	The proposed changes would not result in a change to the assessment of effects during construction, operation or removal and reinstatement from the assessment presented in the ES for Footpaths E-288/007/0 and E-387/008/0, Footpath E-288/016/0 or Footpath E-288/016/0. The proposed changes would not result in a change to the assessment of effects on noise and tranquillity, air quality or transport for users of Bridleway E-288/008/0. The proposed changes would reduce visual effects on users of the bridleway over time, during operation. However, the extent of these changes would not be sufficient to alter the overall assessment of effects on users of this route during construction, operation or removal and reinstatement.	No further assessment is required

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Historic Environment [With reference to the Environmental Statement Volume 4 Chapter 9 (Doc ref. 6.5)]			
Setting of heritage assets including Marlesford Conservation Area.	The proposed change does not affect the baseline reported in the ES.	The proposed changes would not result in a change to the assessment of historic environment during construction, operation or removal and reinstatement from the assessment presented in the ES. The additional length of bund would only be discernible from the north. Assets at Hacheston are over 800m to the north; the intervening topography, landscape and planting means that the site is not readily visible and no effects are anticipated to arise.	No further assessment is required.

5.3 Sizewell link road - Extension to and reduction of the Order Limits

a) Introduction

5.3.1. The Sizewell link road would comprise a new, permanent 6.8km single carriageway road, with a design speed of 60 miles per hour (mph), which begins at the A12 south of Yoxford, bypasses Middleton Moor and Theberton before joining the B1122 to the east. The Sizewell link road would help to reduce the amount of traffic on the B1122 through Middleton Moor and Theberton during the peak construction phase of the Sizewell C Project, and beyond.

5.3.2. Full details of the Sizewell link road can be found in the Application at the following locations:

- Land Plans, Sheets 19-22 (Doc Ref. 2.1);
- Work Plans, Sheets 19-22 (Doc Ref. 2.3);
- Sizewell link road Plans (Doc Ref. 2.7), including the location plan of the Sizewell link road; and

A detailed description of the Sizewell link road, including an environmental assessment in Volume 6 of the ES (Doc Ref. 6.7).

b) The proposed development in the Application

5.3.3. The Sizewell link road would be constructed in the early years and be used for Sizewell C construction traffic travelling to the main development site and would also be open to the public.

5.3.4. The Sizewell link road would include new junctions with the existing highway network along the length of its route. It would run from a new three-arm roundabout with the A12, approximately 180m north of The Red House Farm and south of Yoxford, to a new junction where it will tie-in with the existing B1122 to the east. There would also be tie-ins with the B1122 at Middleton Moor via a new three-arm roundabout, and a new junction to link to the B1125 west of Theberton.

5.3.5. Along the route running from west to east, the Sizewell link road would pass over the East Suffolk Line via a single span bridge, and under a new overbridge for non-motorised users at Pretty Road.

5.3.6. Several areas for new planting and drainage infrastructure (including swales and drainage basins) are proposed along the route, and various new junctions with existing roads and property accesses are proposed north and south of the link road. Portal culverts would be provided where the route of the proposed Sizewell link road crosses watercourses, and two flood relief culverts are also proposed.

5.3.7. The full length of the Sizewell link road as submitted in the Application is shown on the overview plan at Figure 2.7 (refer to Chapter 2 of this consultation document). For description purposes, we have divided the link road into six areas from the A12 south of Yoxford heading east to the new junction to link to the B1125 west of Theberton.

c) Description of the proposed changes and why these changes are proposed

5.3.8. A number of changes are now proposed to be made to the Order Limits of the Sizewell link road. Figures 5.4–5.9 show the location and extent of the proposed changes to the Order Limits, including the indicative location of previously proposed and additional drainage basins along the route. Where specific location references (e.g. "SLR1/1") are given below, this relates to locations shown on these figures.

i. Highways changes

5.3.9. Through discussions with SCC, SZC Co. has established that additional land may be necessary to provide increased visibility at junctions proposed along the Sizewell link road for highway safety in accordance with the design speed of 60mph. However, SZC Co. is currently undertaking vehicle speed surveys and depending on the results of these and further discussions with SCC, this additional land may not be necessary. The potential changes that may be necessary for highway reasons are as follows:

- Extensions of the Order Limits in eleven locations to allow the removal of vegetation. This is to ensure clear forward highway visibility and is proposed in Area 1 (SLR1/1), Area 3 (SLR3/1, SLR3/3), Area 4 (SLR4/2, SLR4/3, SLR4/4), Area 5 (SLR5/1, SLR5/2, SLR5/4) and Area 6 (SLR6/2 and SLR6/3).
- In Area 3, additional temporary land is required north of the existing farm access track at SLR3/2 to allow the design to tie in the realigned farm access track with the west arm of the Middleton Moor Link Roundabout. Additional land is also required in Area 3 to allow for the turning movement of farm vehicles from and to a realigned farm access track (SLR3/7).
- Additional land is permanently required in Area 4 (SLR4/8) to facilitate the removal of hedgerows to accommodate the potential realignment of the Hawthorn Road. This is to ensure vehicular access to Hawthorn Cottages and for the construction of culverts.

ii. Drainage changes

5.3.10. Ground investigation has been undertaken to determine local infiltration rates and validate the drainage strategy in the Application. Infiltration rates were found to be very low, such that the removal of all highway surface water runoff by infiltration alone is not possible. Following receipt of the ground investigation results and discussions with SCC, the approach to drainage has changed to hold water in attenuation basins and manage the release of the water to local watercourses, as per the hierarchy within the Drainage Strategy proposed in Volume 2, Chapter 2, Appendix A of the ES.

5.3.11. This has resulted in the need for additional areas of land within the Order Limits to accommodate additional basins. As we progress the hydraulic modelling of the whole length of the Sizewell link road, we will seek to optimise the number and size of the basins and some of the additional land may not be required. The potential changes that may be necessary for this reason are as follows:

- Extension of the Order Limits to allow additional and revised drainage features to be provided following the results of ground investigation. Compared to the Application, this includes:
  - one revised basin in Area 1 (SLR1/2) and one additional basin in Area 1 (SLR1/3) (and additional permanent land take to access SLR1/3 (SLR1/6)), two additional basins in Area 2 (SLR2/3, SLR2/4) (and additional permanent land take to access basin SLR2/3 (SLR2/6 and SLR3/8)), three additional basins in Area 3 (SLR3/4, SLR3/5 and SLR3/6), four additional basins in Area 4 (SLR4/1, SLR4/5, SLR4/7 and SLR4/9) (and additional permanent land to provide for an outfall from basin SLR4/9 (SLR4/6)), one additional basin in Area 5 (SLR5/5) and one additional basin in Area 6 (SLR6/1);
  - potential routes to discharge surface water flows to local watercourses (in Areas 1 (SLR1/4) and 2(SLR2/5)); and
  - there may be a requirement for a pumping station and rising main on the west side of the railway bridge in Area 1. This would be needed to pump surface water over the railway bridge to the eastern side to be discharged. It would not require a further extension to the Order Limits above what is shown in this consultation. The rising main would be located within the highway and cross the railway within the bridge structure. It would likely be located near to the basin at SLR1/2 and the above ground elements would likely comprise a kiosk approximately 1.2m long, 1.2m high with 0.4m depth.

iii. Changes as a result of topographical survey information

- As a result of topographical survey information and to ensure the proposals can be constructed, additional temporary land area is required to be able to remove hedgerows to deliver a proposed field access gate in Area 1 (SLR1/5) and additional temporary land take is required to the north and south of the Sizewell link road, where it crosses the East Suffolk Line in Area 2 (SLR2/1 and SLR2/2).
- The Order Limits on the southern side of B1122 link have been adjusted eastwards where shown at SLR5/3 to align with the latest topographical survey data and to permit field access.

iv. Reductions in permanent land take

5.3.12. Following detailed design work, land has been identified as not being required for either the construction or operation (or both) of the Sizewell link road which enables SZC Co. to reduce the Order Limits in these locations. The potential changes that may be necessary for this reason are as follows:

- Reduction of land within the Order Limits that is not required during construction or operation of the proposed development (this is proposed in Area 3 (SLR3/9), Area 4 (SLR4/10) and Area 5 (SLR5/6)).

5.3.13. The updated illustrative masterplan for Areas 1 to 6 of the Sizewell link road is presented in Appendix 3 of this consultation document.

d) Environmental impact of the proposed change

5.3.14. A preliminary environmental assessment of the proposed changes has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

5.3.15. Table 5.2 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects as presented in the Application to differ as a result of the potential changes. This section also sets out further work to be undertaken to confirm the environmental impact of the proposed changes, if they are confirmed to be taken forward.

Figure 5.4 Change to the Sizewell link road Order Limits (Area 1)

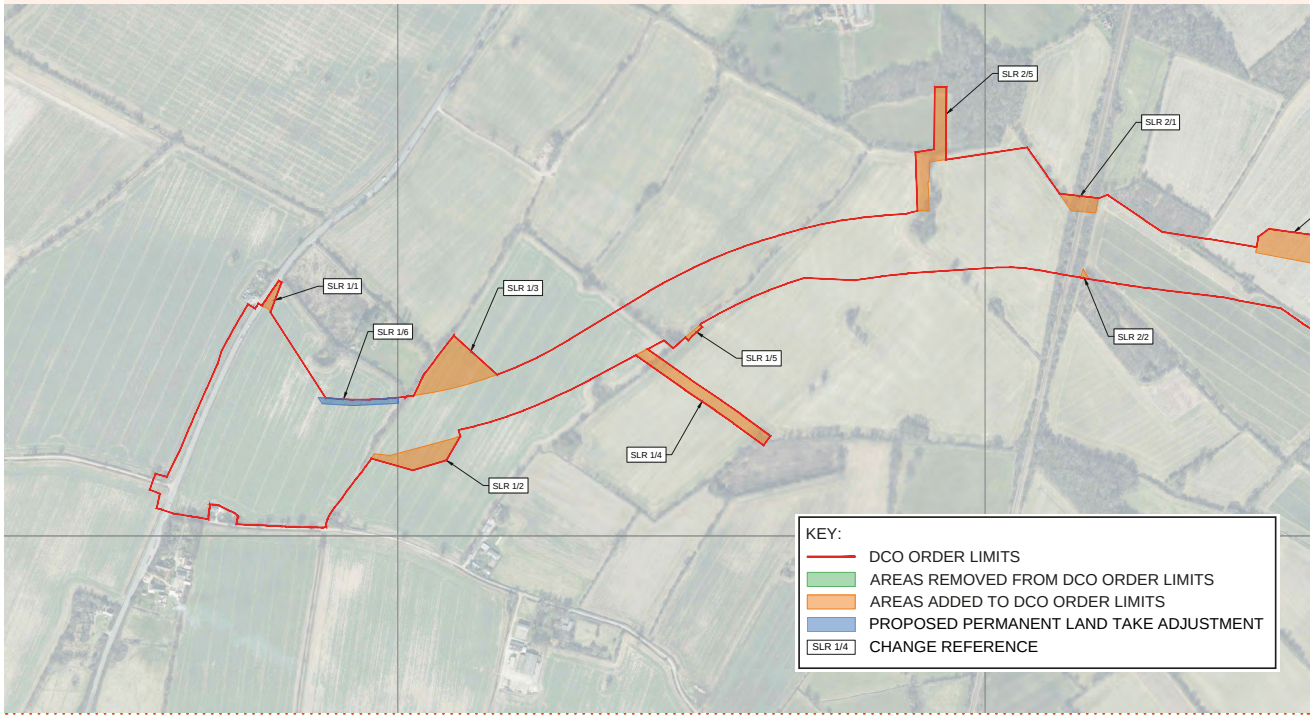


Figure 5.5 Change to the Sizewell link road Order Limits (Area 2)

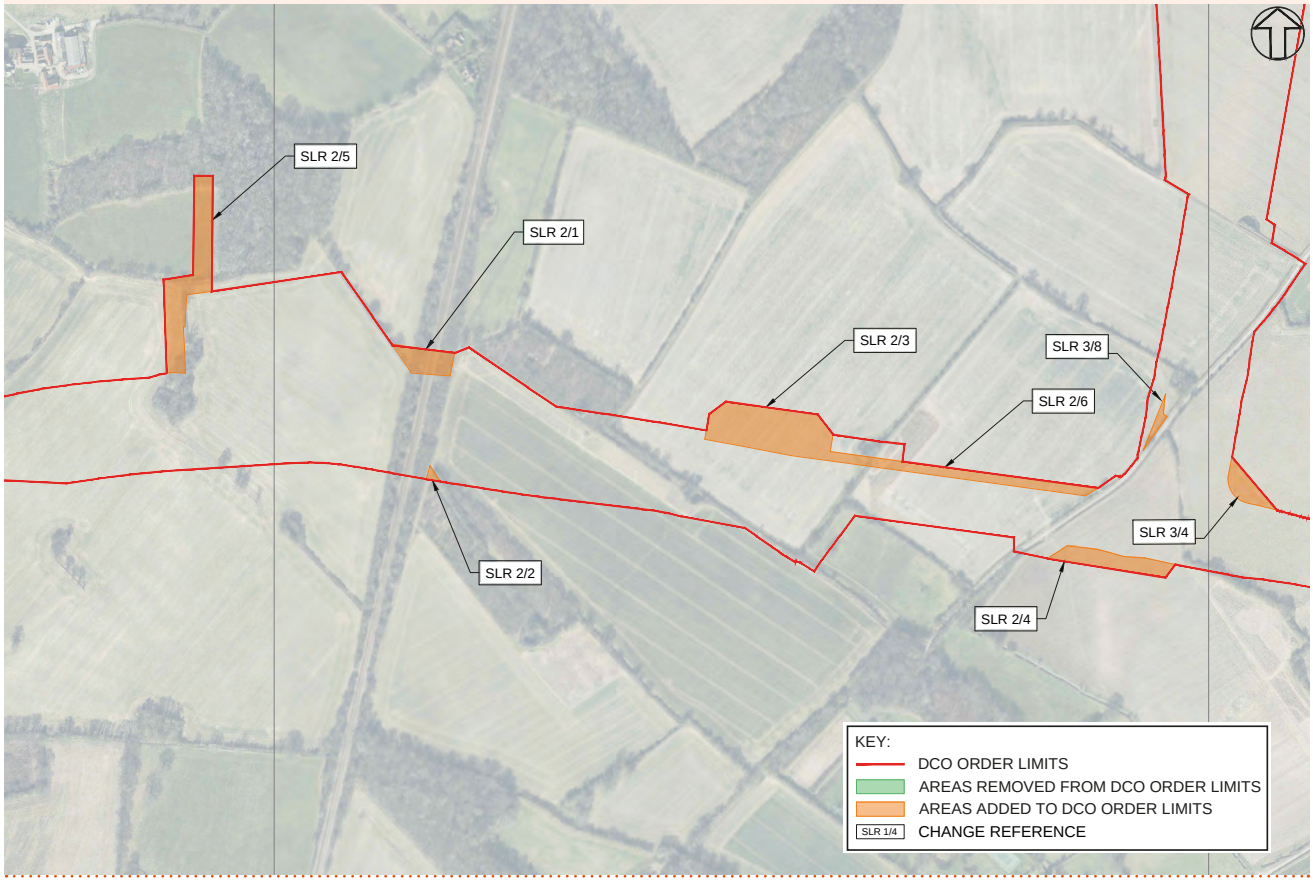


Figure 5.6 Change to the Sizewell link road Order Limits (Area 3)

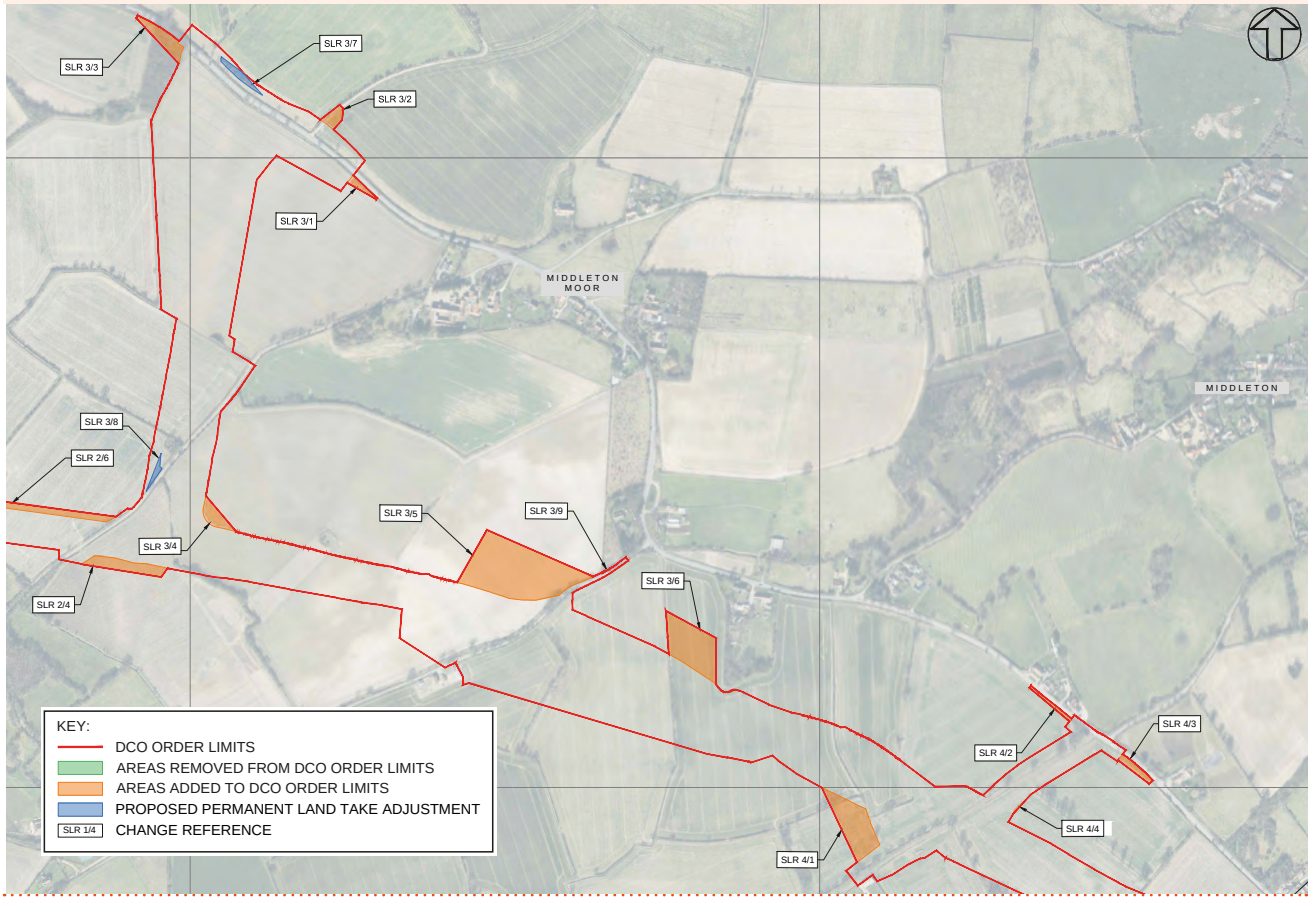


Figure 5.7 Change to the Sizewell link road Order Limits (Area 4)

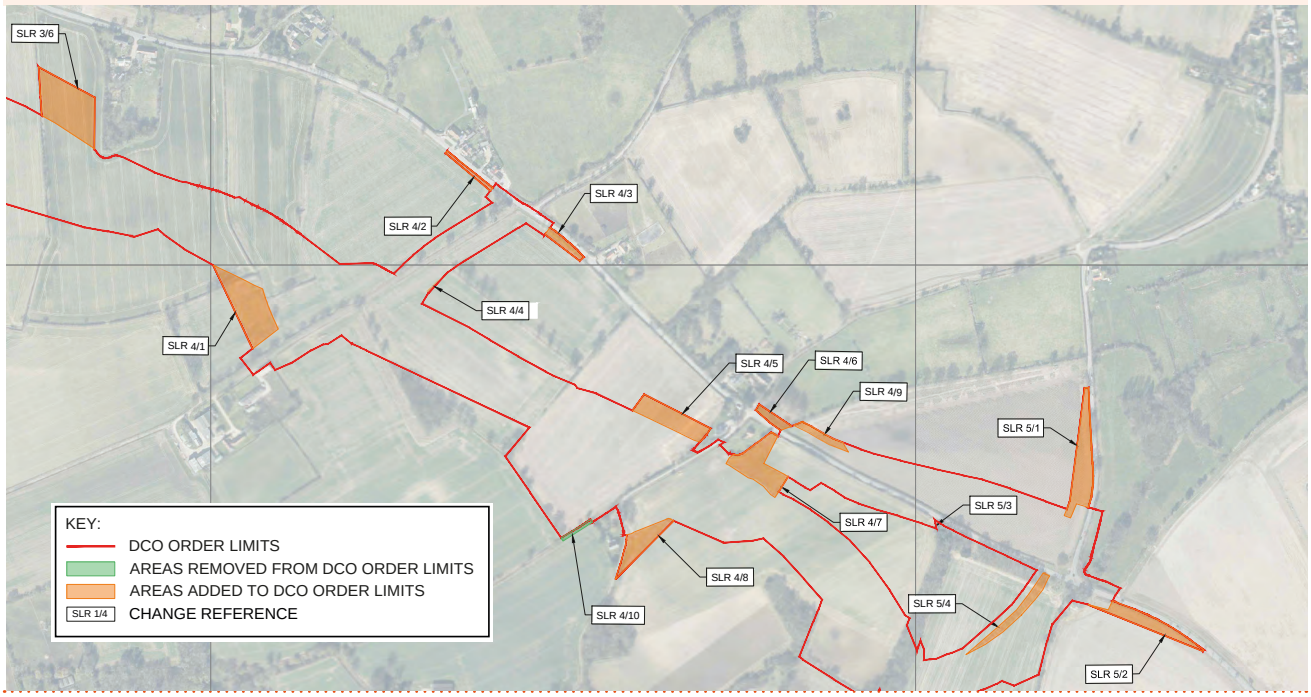


Figure 5.8 Change to the Sizewell link road Order Limits (Area 5)



Figure 5.9 Change to the Sizewell link road Order Limits (Area 6)

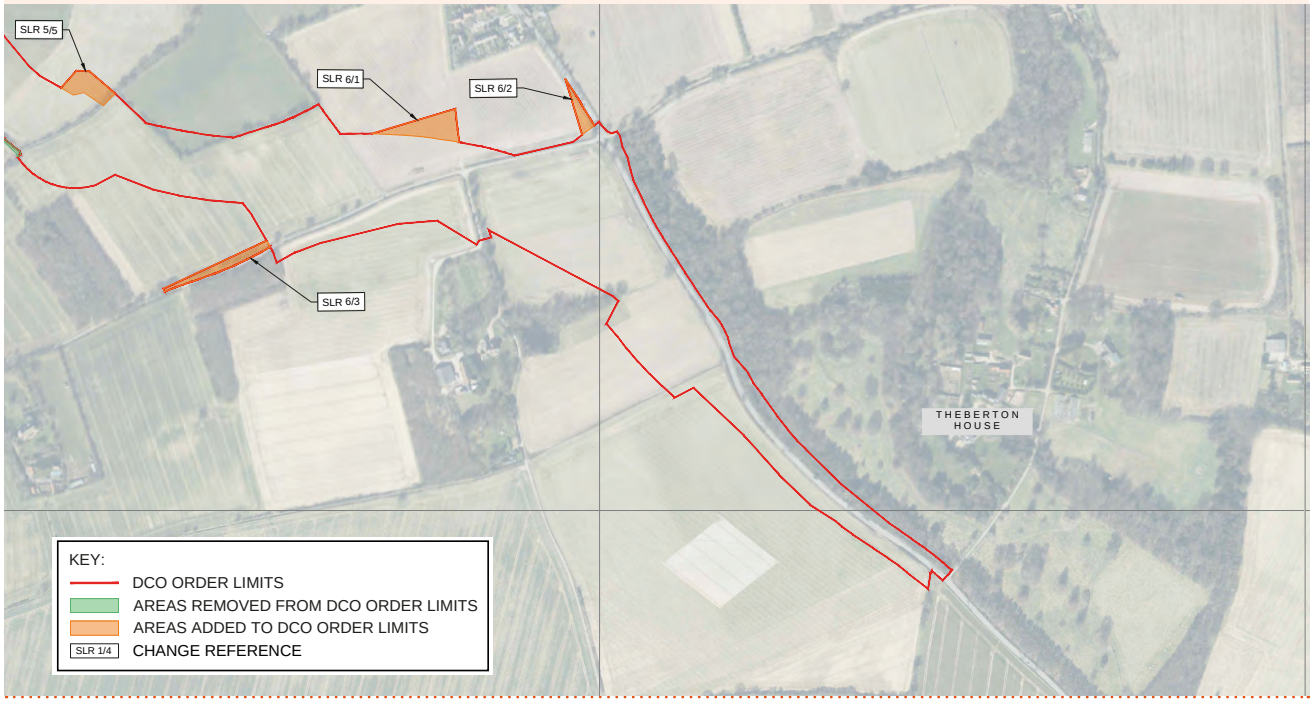


Table 5.2 Preliminary Environmental Information for the proposed changes to the Sizewell link road

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Noise and Vibration [With reference to the Environmental Statement Volume 6 Chapter 4 (Doc Ref. 6.7)]			
Receptors close to the Sizewell link road	The proposed changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	The changes are generally minor and relate to visibility splays or drainage. Changes to the width of the road and the alignment of Hawthorn Road are also proposed, but the scale of the changes would not result in any material change in construction noise. There would also be no effect on the assessment of road traffic noise as a result of the proposed changes. The proposed pumping station at SLR 1/2 will be 180 to 200m from the closest noise-sensitive properties (Buskie Farm and Fir Tree Farm) and no adverse effects are expected as a result of this separation and the quiet operation of the plant. However, these will be considered further with reference to updated noise predictions.	The noise predictions will be revised to take account of the proposed changes, including the proposed pumping station at SLR 1/2, and the assessment updated accordingly.
Landscape and Visual [With reference to the Environmental Statement Volume 6 Chapter 6 (Doc Ref. 6.7)]			
Landscape Character Types	The proposed changes to the temporary and permanent site boundaries would extend the study area by a few metres around each proposed change. However, this would not extend the study area into any landscape character types not already assessed within the ES. As a result, there would be no changes to the baseline environment identified in the ES for landscape character.	The proposed changes would not result in new or different significant effects on landscape character.	The landscape design for the site will be updated to reflect the proposed amendments.
Visual receptors, including residents of Theberton and Middleton Moor, and users of PRoW	The proposed changes to the temporary and permanent site boundaries would be unlikely to change the overall zone of theoretical visibility as the proposed lighting columns are the main contributing factor to the overall extent of theoretical visibility and the proposed changes would all be relatively low lying. However, there are likely to be localised increases in visibility as a result of vegetation removals, beyond those described in the ES.	The proposed changes would result in increased visibility of the proposed development, particularly during construction and in the short to medium term while proposed planting becomes established and performs a screening function. Proposed changes SLR3/1 and SLR3/5 would increase the visibility of the proposed development from Middleton Moor; SLR4/5, SLR4/6, SLR4/7 and SLR4/9 have the potential to increase visibility of the proposed development from properties at Annesons Corner; SLR5/5 would increase visibility of the proposed development from public footpath E-515/004/0 west of Theberton; and SLR6/1 and SLR6/2 would increase the visibility of the proposed development from Theberton during this period.	The landscape design for the site will be updated to reflect the proposed amendments. Proposed change SLR6/1 would be visible in the visualisation included at Figure 6.15 of the ES, which may need to be updated. Mitigation measures listed within the CoCP (Doc Ref. 8.11) that would be incorporated into the updated design including the extensive planting of woodland and hedgerows. Therefore, the overall magnitude of impact and significance of effects in the long term would be the same as in the ES.
Designated landscapes	The Special Landscape Areas identified and assessed in the ES are no longer identified within policy, following the adoption of the Suffolk Coastal Local Plan in September 2020. The proposed changes to the temporary and permanent site boundaries do not reduce the separation between the site and the Suffolk Coast and Heaths AONB.	The proposed changes would not result in a change to the assessment of effects on designated landscapes during construction or operation.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Terrestrial Ecology and Ornithology [With reference to the Environmental Statement Volume 6 Chapter 7 (Doc Ref. 6.7)]			
Habitat loss	The amendments to the temporary and permanent site boundaries would change the extent of the baseline environment described in the ES. The additional areas now within the site boundary include small areas of woodland, short additional lengths of hedgerow and small areas of arable fields.	The proposed changes would result in the loss of short additional lengths of hedgerow and additional areas of arable fields of relatively low ecological value. Approximately 0.17ha of additional woodland would be permanently lost as a result of the proposed changes comprising 0.025ha of woodland at Bobbett's Wood (Change SLR2/5) as well as 0.099ha at Change SLR3/3, 0.0026ha at Change SLR5/3 and 0.041ha at Change SLR5/4. The ES reported a total of 0.41ha which would be permanently lost and the changes increase this to approximately 0.58ha. Taking account of the primary mitigation identified in the ES including the extensive planting of replacement woodland (a total of 13.1ha of woodland planting) as well as hedgerow habitats to compensate for habitat loss, the overall magnitude of impact and significance of effects would be the same as reported in the ES.	No further assessment is required.
Amenity and Recreation [With reference to the Environmental Statement Volume 6 Chapter 8 (Doc Ref. 6.7)]			
Recreational receptors including users of PRoW	There would be a slight increase in the area covered by 1km study area due to additions to the Order Limits. However, this would not change baseline described in Volume 6, Chapter 8 of the ES.	The proposed changes would not alter existing or proposed routes of PRoW from that presented in the DCO. Vegetation removal would increase visibility of the proposed development from some locations.	No further assessment is required. Mitigation measures listed within the CoCP (Doc Ref. 8.11) that would be incorporated into the updated design including the extensive planting of woodland and hedgerows. Therefore, the overall magnitude of impact and significance of effects in the long term would be the same as in the ES. The changes would not change the assessment of effects presented in Volume 6, Chapter 8 of the ES.
Terrestrial Historic Environment [With reference to the Environmental Statement Volume 6 Chapter 9 (Doc Ref. 6.7)]			
Buried archaeological remains	The amendments to the temporary and permanent site boundaries would result in small areas of additional land take which may include intrusive ground works.	While there may be small additional areas of ground disturbance, these are immediately adjacent to land considered within the ES. The proposed changes are not anticipated to result in new or different significant effects compared to the original scheme. There remains the potential for disturbance and direct impact to buried archaeological remains, and the overall residual effect following the implementation of an agreed scheme of archaeological investigation would be of the same significance as presented in the ES.	The site specific Written Scheme of Investigation will take into account the additional areas to ensure any disturbance can be appropriately mitigated.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Soils and Agriculture [With reference to the Environmental Statement Volume 6 Chapter 12 10 (Doc Ref. 6.7)]			
Agricultural Land Classification (ALC) Soil resources	Some of the proposed changes will affect land which was not surveyed in detail in relation to ALC grade. Based on the available survey and desk study information it is considered likely that these changes would affect additional areas of best and most versatile (BMV) land (Grades 1, 2 or 3a).	The assessment presented in the ES concluded there would be a major adverse effect on BMV land (in relation to both construction phase and permanent land take). As such the proposed additional land take of BMV land (either temporary or permanent) would not change the assessment outcome for this receptor or change the proposed mitigation.	As the additional land areas are minor in proportion to the full scheme footprint it is proposed that no additional ALC surveys are undertaken. The assessment will be updated based on revised area measurements, including land not surveyed. However, further soil surveys would be required to ensure sufficient information is available to inform the Soil Management Plan (SMP) prior to soil stripping activities commencing. These surveys can also be used to report on ALC grade where land is required temporarily and will be returned to agricultural use by the end of the construction phase.
Agricultural businesses	There will be additional loss of agricultural land from individual landowners. This will comprise land in use as arable and pasture land.	An assessment is presented in the ES for each individual landowner. Additional land take has the potential to alter the assessment outcome, potentially resulting in additional significant effects. This is likely to be a result of additional land take increasing the proportion of the total land holding affected rather than fragmentation effects as the land is within existing land parcels. The proposed mitigation will not need to be updated. Consultation with landowners affected by additional land take will be undertaken to reduce the impacts from both construction and operation as far as practicable.	An analysis of additional land take areas by landowner will be undertaken to update Tables 10.7, 10.9 and 10.10 in the ES. The overall assessment will be updated based on these tables.
Groundwater and Surface Water [With reference to the Environmental Statement Volume 6 Chapter 12 (Doc Ref. 6.7)]			
Groundwater: Principal and Secondary Aquifers	There is no change to the baseline presented within the ES chapter.	Additional basins are consistent with the overall drainage strategy. They will minimise effects to groundwater receptors from any reduction in infiltration associated with the development.	No further assessment is required.
Surface water receptors	There is no change to the baseline presented within the ES chapter.	Additional basins are consistent with the overall drainage strategy. They will minimise effects to surface water receptors from increased runoff.	Further assessment is being undertaken and is iterative with the design process.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Flood risk **[With reference to the Sizewell Link Road Flood Risk Assessment (FRA) (Doc Ref. 5.6)]**			
Watercourses which pass under proposed Sizewell Link Road	The proposed change does not affect the baseline reported in the FRA.	Additional attenuation basins SLR 3/5 and SL 5/5 would discharge new flows into Environment Agency's main rivers, while additional attenuation basins SLR 3/6, 4/5, 4/6, 4/7 and 4/9 would discharge new flows into ordinary watercourses. These flows are not considered in current flood risk assessment. While the impacts of these new flows on the peak levels at the watercourses are likely to be limited, they would need to be assessed. Impact of any such flows are likely to be less significant if the discharge is on the downstream side of the crossings.	Further assessment is being undertaken and is iterative with the design process.

e) Other environmental topics and receptors

5.3.16. The proposed changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

f) Conclusions

5.3.17. In summary, a number of changes are proposed to be made to the Order Limits of the Sizewell link road. These include increases and decreases in land take for highways and drainage reasons and as a result of more detailed design work being undertaken.

5.3.18. The proposed changes would result in increased visibility of the proposed development particularly during construction and in the short to medium term while proposed planting becomes established and performs a screening function. However, taking account of revised mitigation measures that can be incorporated into the updated design including the extensive planting of woodland and hedgerows, the overall magnitude of impact and significance of effects in the long term would be the same as in the Environmental Statement. The proposed changes may result in the loss of additional areas of woodland, short additional lengths of hedgerow and additional areas of arable fields of relatively low ecological value. As the drainage and highways proposals are refined, they would be designed to ensure the least amount of woodland loss as practicable. Taking account of the primary mitigation identified in the Environmental Statement, including extensive planting of trees, shrub and hedgerow habitats to mitigation for habitat loss, the overall magnitude of impact and significance of effects would be the same as in the Environmental Statement.

5.3.19. Vegetation removal would increase visibility of the proposed development from some locations. However, taking account of revised mitigation measures that can be incorporated into the design including the extensive planting of woodland and hedgerows, the overall magnitude of impact and significance of effects in the long term would be the same as in the Environmental Statement.

5.3.20. Additional land take has the potential to alter the assessment outcome, potentially resulting in additional significant effects. Consultation with landowners affected by additional land take will be undertaken to reduce the impacts from both construction and operation as far as practicable.

5.3.21. Further assessment work in terms of surface water and flood risk is underway as additional basins SLR3/5 and SLR5/5 would discharge new flows into Environment Agency's main rivers, while additional basins SLR3/6, 4/5, 4/6 and 4/9 would discharge new flows into ordinary watercourses. These flows are not considered in the current flood risk assessment. While the impacts of these new flows on the peak levels at the watercourses are likely to be limited, this needs to be assessed. Impact of any such flows are likely to be less significant if the discharge is on the downstream side of the crossings.

5.4 Two village bypass – Extension of the Order Limits and other changes

a) Introduction

5.4.1. The two village bypass of Farnham and Stratford St Andrew would be a single carriageway road, approximately 2.4km in length, proposed to divert both construction traffic and local traffic around the two villages, reducing traffic flows through Farnham and Stratford St Andrew.

5.4.2. The proposed alignment of the highway runs across land to the south of the existing A12. In a west to east direction, it would begin at the A12 to the west of Stratford St. Andrew via a new four-arm roundabout, east of Parkgate Farm and Stratford Plantation, and re-join the A12 also via a new four-arm roundabout to the east of Farnham at the A12 and A1094 Friday Street junction.

5.4.3. Full details of the two village bypass can be found in the Application at the following locations:

- Land Plans, Sheets 17 and 18 (Doc Ref. 2.1);
- Work Plans, Sheets 17 and 18 (Doc Ref. 2.3);
- Two village bypass plans (Doc Ref. 2.8), including the location plan of the two village bypass; and
- A detailed description of the two village bypass, including an environmental assessment, in Volume 5 of the ES (Doc Ref. 6.6).

b) The proposed development in the Application

5.4.4. The two village bypass would be constructed in the early years and would form a new permanent section of the A12. The existing section of the A12 through the villages would be retained.

5.4.5. The two village bypass would run from a proposed four-arm roundabout on the existing A12, pass to the south of Stratford St Andrew and then rejoin the existing A12 to north-east via a new four-arm roundabout.

5.4.6. A multi-span overbridge for all traffic is proposed to cross over the River Alde. The land north and south of the proposed bridge in this location consists of floodplain grazing marsh, and land to the north of the bridge is proposed for indicative flood compensation areas on both sides of the river.

5.4.7. To the north-east of the proposed bridge, a staggered junction is proposed to maintain access to an existing access road between Nuttery Belt and Pond Wood. This junction is referred to as the 'north-west staggered junction'.

5.4.8. On either side of the two village bypass there are various PRoW which are proposed to be retained, upgraded and diverted as required to maintain connectivity on the PRoW network.

c) Description of the proposed changes

5.4.9. The proposed route for the two village bypass remains largely unchanged from the Application, though we are proposing the following amendments as shown at Figure 5.10 as a result of more detailed design work and feedback from stakeholders.

i. Changes to the Application Order Limits

Highway changes

5.4.10. It is proposed to expand the Order Limits to the west of the existing access road which will join the two village bypass at the proposed 'north-west staggered junction' shown in Figure 5.10. The additional land would be to the north of the bypass, on the eastern side of Nuttery Belt woodland, requiring the removal of approximately 245sqm of existing woodland.

5.4.11. It is also proposed to widen the verge along the two village bypass itself, to the west of the 'north-west staggered junction' on the approach to the junction. This change falls within the existing Application Order Limits and thus would not result in an expansion of the Order Limits.

5.4.12. The changes are proposed to ensure a 215m visibility distance is maintained, as required for 60 mph roads. The changes have been made at the request of SCC to ensure compliance with highway design standards.

5.4.13. We are undertaking further speed survey work on the access road that would join the two village bypass at this junction. Should the surveys confirm that the access road does not require 215m visibility splays and shorter visibility distances would be acceptable, we will agree shorter visibility distances with SCC and the highway changes detailed above would not be required.

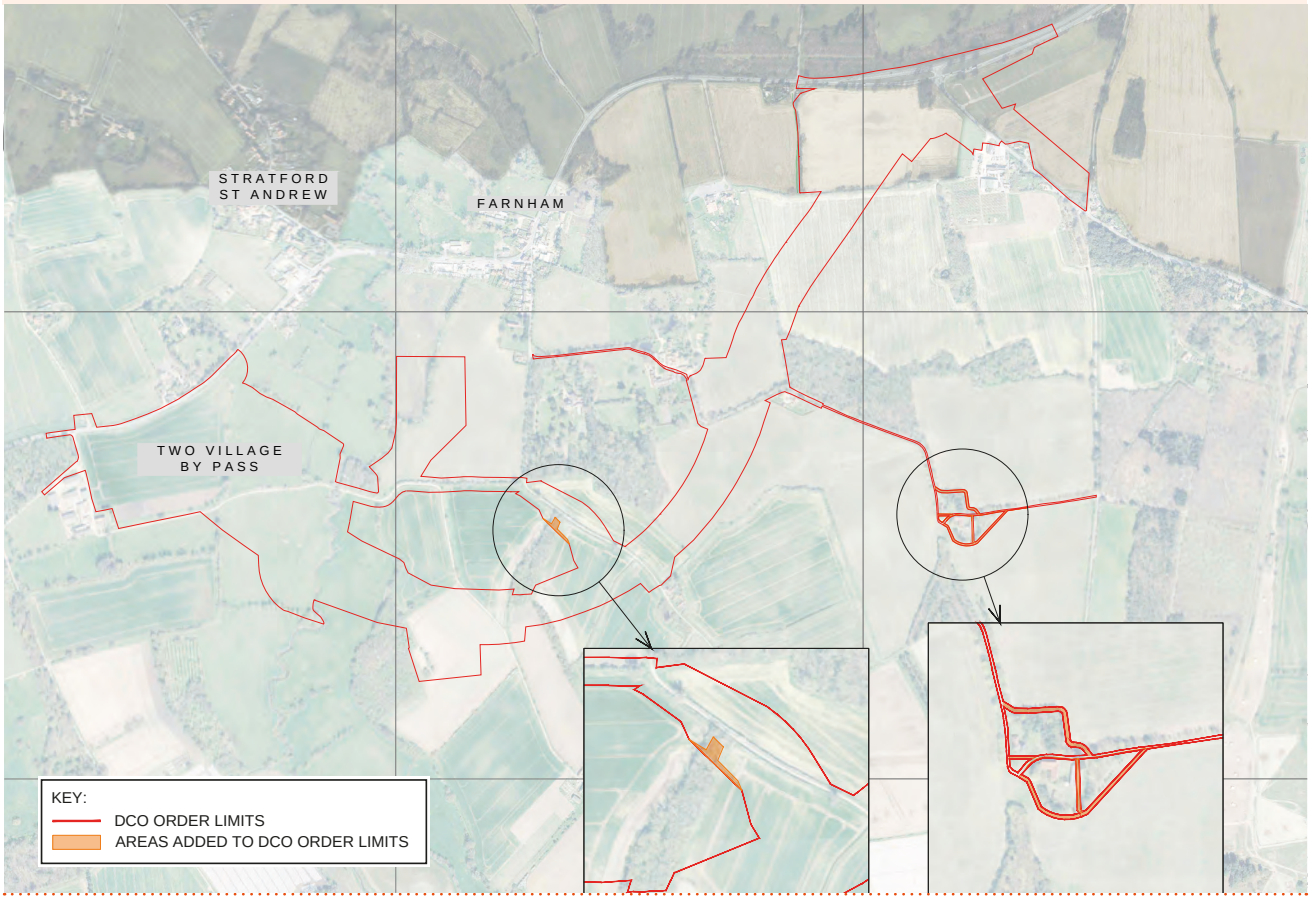
Public rights of way changes

5.4.14. Two options for a proposed change to the PRoW around Walk Barn Farm are being considered. The alignment of the existing PRoW E-243/011/0 continues west in a straight line between the two properties in this area. However, the PRoW as it is used in practice by the public curves to the south, away from the northern property's front garden, which falls within the current Application Order Limits. Therefore a change is required to formalise the PRoW route in this area.

5.4.15. Option 1 (see Figure 5.11) would be to formalise the existing PRoW as it is used in practice and stop up the formal route of the PRoW which is not currently used in practice by the public.

5.4.16. Option 2a (see Figure 5.12) would be to provide a longer diversion to the south of Walk Barn Farm before curving back north to meet the existing PRoW network. Option 2b would be to provide a longer diversion to the north of Walk Barn Farm before returning to existing PRoW network.

Figure 5.10 Change to the Two village bypass Order Limits

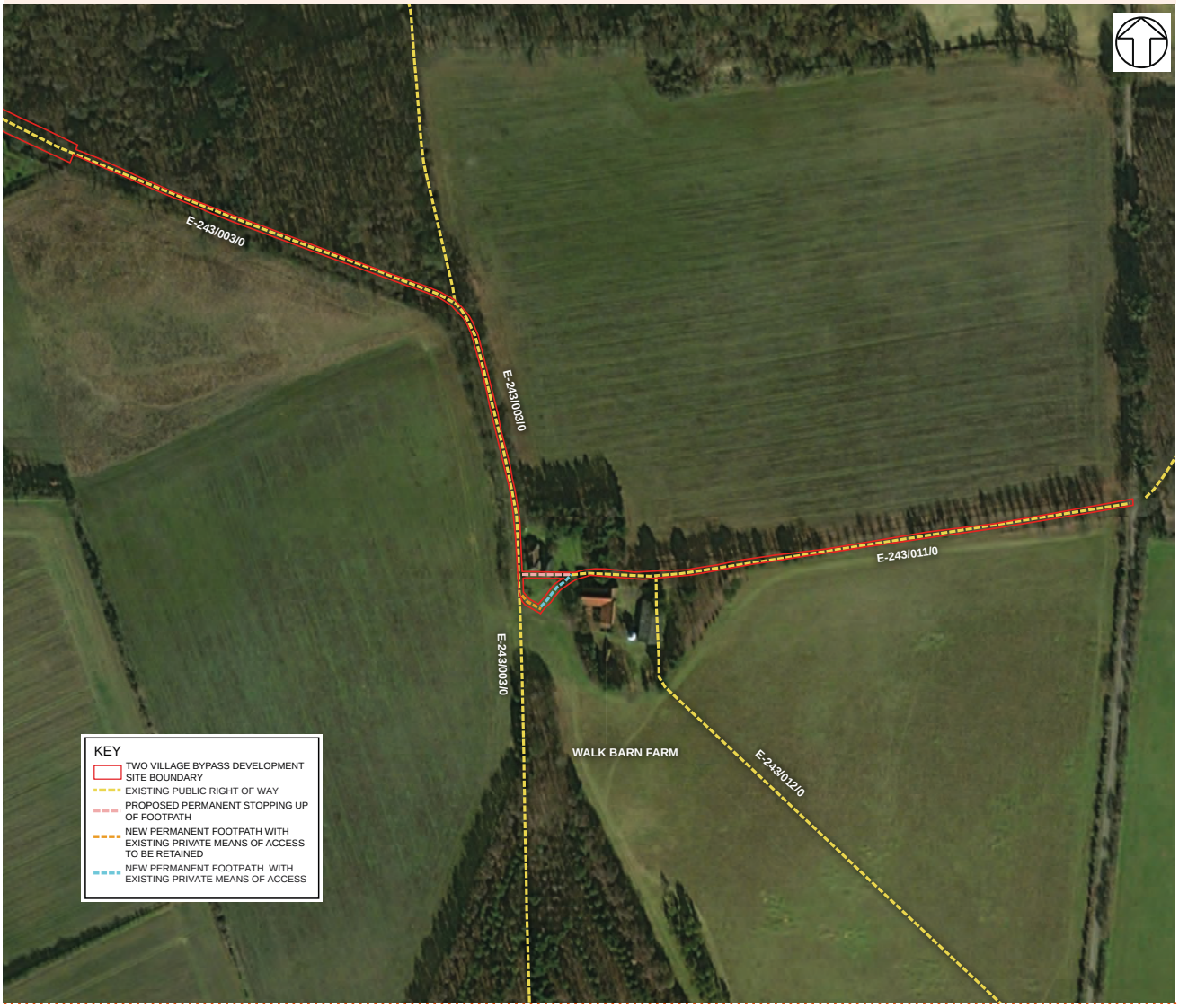


Additional floodplain habitat mitigation

5.4.17. Figure 5.13 shows the land around the River Alde crossing. Following discussions with Natural England and both East Suffolk and Suffolk County Councils, there is a concern over the loss of floodplain grassland around the River Alde associated with the embankment in the river valley.

5.4.18. The two village bypass would result in the permanent loss of 2.91ha of floodplain grassland and this would be of agriculturally improved grassland of relatively low ecological value. Whilst the Terrestrial Ecology and Ornithology assessment in the Application (Volume 5, Chapter 7 of the ES) indicated that the impact on the floodplain grasslands here was minor adverse and thus not significant, SZC Co. recognises that the site provides a linkage to the wider, higher quality floodplain grazing marsh habitats on the River Alde network. Therefore, SZC Co. proposes the creation of new and enhanced habitats to mitigate the loss of the floodplain grazing marsh habitat.

Figure 5.11 Two village bypass – PRoW Option 1



5.4.19. It is proposed that the area shown on Figure 5.13, of approximately 2.77ha, would be used to create these mitigation habitats. There would be no expansion of the Application Order Limits to accommodate the creation of this habitat. The existing floodplain glassland within this area is of low value, comprising predominantly a sown agricultural ley of perennial ryegrass and the focus would be on the creation of higher quality habitats, through improving both the diversity of the grassland sward and the habitats within ditches close to the River Alde. New wetland channels to be created in this area would mitigate the loss of approximately 143m of ditch associated with the landtake from the bypass in this location which form the most valuable element of the existing floodplain grassland.

c) Why is this change proposed

i. Changes to the Application Order Limits

Highway changes

5.4.20. As stated above, the highway changes to the two village bypass are proposed to meet highway design visibility requirements for 60 mph roads, as requested by SCC. Surveys of the speed and usage of the access road that would join the two village bypass at the north-west staggered junction will determine whether full 215m visibility distances will be required both on the two village bypass (within the existing Order Limits) and on the access road, which would require an expansion to the Order Limits, encroaching on Nuttery Belt and the adjacent land.

5.4.21. Should the additional survey results not require 215m visibility splays, then these changes may not be required.

Public right of way changes

5.4.22. For the PRoW change, SCC has requested that the existing PRoW route is formalised to match the route used by the public, following the Application Order Limits. The Application proposes to upgrade the PRoW to a bridleway at the request of SCC, and this additional request from SCC would formalise the existing use of the route as presented in Option 1.

5.4.23. Option 2a and 2b for the longer diversions of the PRoW to the south and north are being proposed due to a request from the landowner to seek alternative routes. SZC Co. therefore presents these options for consideration.

Additional floodplain habitat mitigation

5.4.24. The change to provide enhanced floodplain grassland is required to mitigate the permanent loss of this habitat in the vicinity of the River Alde. The improvement in quality of the floodplain grassland in this area will make a positive contribution to the wider network of floodplain grazing marsh habitats along the River Alde, ensuring the linkage between these habitats on the river network is maintained and enhanced.

ii. Impact of the proposed change

5.4.25. A preliminary environmental assessment of the proposed changes has been undertaken. This section presents the consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

5.4.26. Table 5.3 provides a summary of the preliminary environmental assessments with reference to the Application for environmental topics and receptors where there is the potential for the environmental effects as presented in the Application to differ as a result of the potential changes. This section also sets out further work to be undertaken to confirm the environmental impact of the potential options, if confirmed to be taken forward.

Figure 5.12 Two village bypass – PRoW Options 2a and 2b

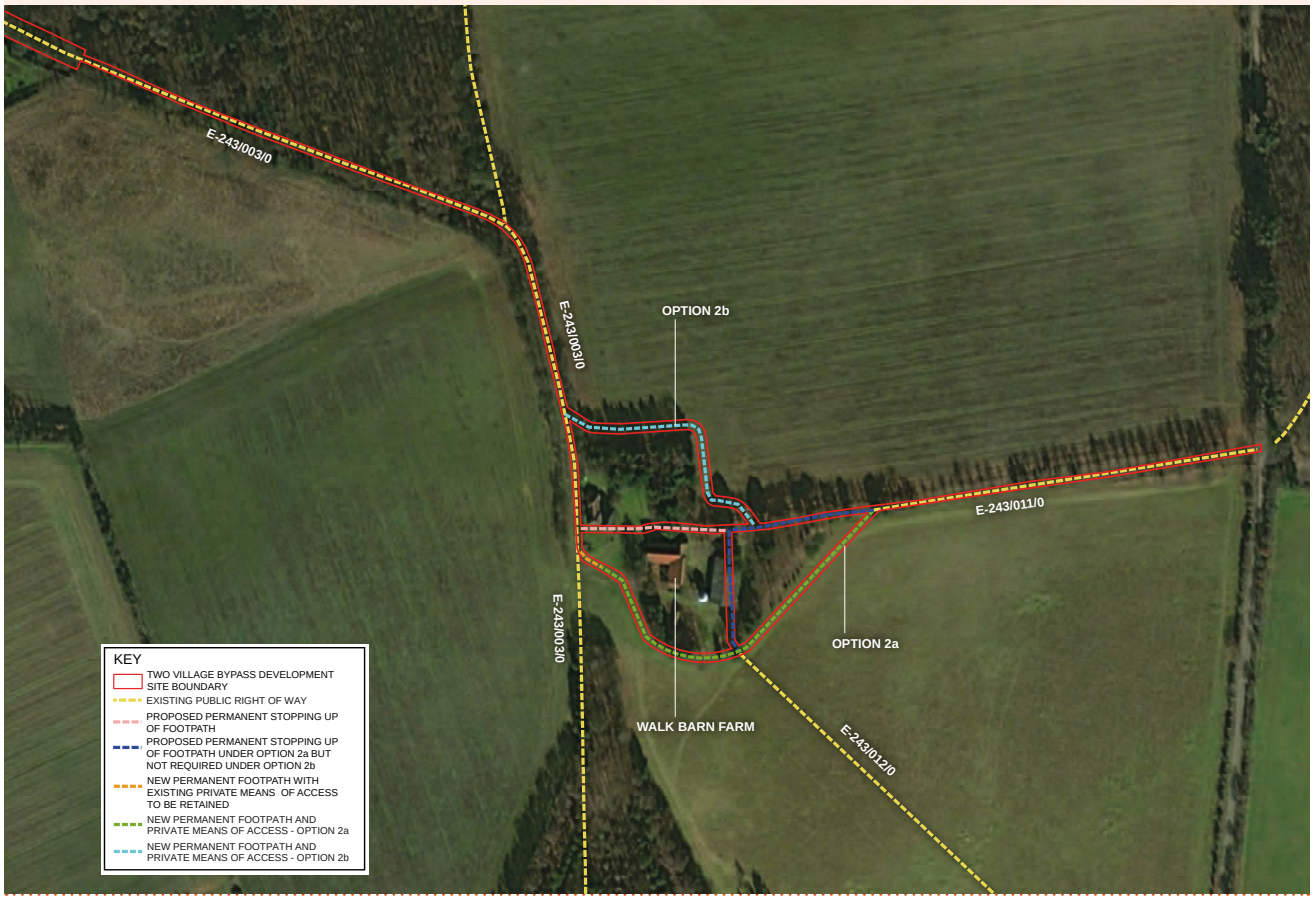


Figure 5.13 Proposed indicative floodplain grassland mitigation area



Table 5.3 Preliminary Environmental Information for the proposed changes to the two village bypass

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Noise and Vibration **[With reference to the Environmental Statement Volume 5 Chapter 4 (Doc Ref. 6.6)]**			
Receptors close to two village bypass	The proposed changes do not affect the baseline reported in the ES and no additional receptors will be impacted.	The changes are minor and relate mostly to visibility splays and not the road alignment itself. The scale of the changes would not result in any material change in construction noise. There would be no effect on the assessment of road traffic noise as a result.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Landscape and Visual [With reference to the Environmental Statement Volume 5 Chapter 6 (Doc Ref. 6.6)]			
Landscape and visual receptors	The proposed changes to the site boundary, Public Rights of Way and addition of the floodplain grassland compensation area would not extend the study area, change the landscape baseline or result in any changes to the zone of theoretical visibility. As a result, there would be no changes to the baseline environment identified in the ES. There is no change to the landscape and visual baseline assessment resulting from the proposed changes.	The proposed changes to the DCO boundary and addition of the floodplain grassland compensation area would not result in new or different significant effects compared to the original scheme. The effects of the proposed changes would remain the same as presented in the ES.	The landscape design for the site would need to be amended to reflect the proposed amendments. No further assessment is required.
Terrestrial Ecology and Ornithology [With reference to the Environmental Statement Volume 5 Chapter 7 (Doc Ref. 6.6)]			
Floodplain grassland	There is no change to the baseline presented within the ES chapter.	The new habitat creation proposals would substantially reduce the impacts of habitat loss associated with floodplain grassland and the related ditch networks. However, the significance of effects would be of the same magnitude as that presented within the ES therefore the conclusion of the assessment remains the same.	Further consideration will be given to the measures required for the creation and management of the enhanced grassland and new ditch habitats and these will be incorporated in the oLEMP (Doc Ref. 8.2) being prepared for the two village bypass
Woodland	There is no change to the baseline presented within the ES chapter.	The proposed change to the DCO boundary to provide a visibility splay is likely to lead to a small loss of woodland at the eastern end of Nuttery Belt. This small change would not lead to a change in the assessment presented in the ES. However, it may require additional mitigation.	Further design of the visibility splay will be progressed to determine if this tree loss is required. Further assessment will be undertaken to determine whether bat roosts are likely to be lost. Further assessment would be undertaken to determine if additional mitigation would be required e.g. an update to the biodiversity net gain assessment.
Amenity and Recreation [With reference to the Environmental Statement Volume 5 Chapter 8 (Doc Ref. 6.6)]			
Options for a proposed change to the PRoW around Walk Barn Farm. Recreational receptors using PRoW E-243/011/0.	There would be a slight increase in the area covered by 1km study area due to addition to the Order Limits under options 2a and 2b. However, this would not change the baseline described in Volume 5, Chapter 8 of the ES.	Option 1 follows the route currently used by walkers and there would therefore be no change to the assessment presented in Volume 5, Chapter 8 of the ES. Option 2a follows a potential new route along the edge of an existing field. It is approximately 40m longer than the existing route. Option 2b follows a potential new route along a treeline and is approximately 45m longer than the existing route. The effects of the proposed changes would remain the same as presented in Volume 5, Chapter 8 of the ES.	No further assessment is required.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Terrestrial Historic Environment [With reference to the Environmental Statement Volume 5 Chapter 8 (Doc Ref. 6.6)]			
Heritage assets	There is one minor change to the overall Order Limits, the other changes fall within the Order Limits as presented in the Application.	The proposed changes would not result in new or different significant direct effects on heritage assets compared to the original scheme. There remains the potential for disturbance to buried archaeological remains, and the overall residual effect following the implementation of an agreed scheme of archaeological investigation would be of the same magnitude as presented in the ES.	The site specific Written Scheme of Investigation will take into account any additional areas of disturbance within the Order Limits to ensure any disturbance can be appropriate mitigated.
Soils and Agriculture [With reference to the Environmental Statement Volume 5 Chapter 10 (Doc Ref. 6.6)]			
Agricultural Land Classification (ALC). Soil resources.	The proposed changes affect some land which was surveyed in detail in relation to ALC grade. The additional land required along the access track from the 'northwest staggered junction' to the north of the bypass and at the eastern end of Nuttery Belt would affect Grade 3a land (i.e. best and most versatile (BMV) land). The additional permanent land take to the north of the bypass, between the River Alde crossing to the west and the staggered junctions to the east, is Grade 3b land (i.e. not BMV land). The land affected by the proposed footpath diversion is likely to comprise Grade 2 land (from the available Provisional ALC mapping).	The assessment presented in the ES concluded there would be a major adverse effect on BMV land (in relation to both construction phase and permanent land take). As such the proposed additional land take of BMV land (either temporary or permanent) would not change the assessment outcome for this receptor or change the proposed mitigation.	As detailed ALC surveys have previously been undertaken across some of the additional land areas to confirm existing provisional ALC mapping, no additional ALC surveys are required. Option 1 for the footpath diversion is assumed not to comprise any change to the ground surface and as such the land remains available for agricultural use. Options 2a and 2b would remove a small area of land from agricultural use where the footpath would be created. The assessment will be updated based on revised area measurements from existing data.
Agricultural businesses.	There will be additional impact on agricultural land associated with two landowners (Parkgate Farm and Farnham Hall). Parkgate Farm includes both arable and pasture land; the changes only affect arable land. Farnham Hall comprises arable land.	An assessment is presented in the ES for both landowners, concluding a minor adverse impact would occur which would be not significant. The scale of additional land take (construction phase and permanent) is minor and only affects arable land (receptor of low sensitivity) and will not alter the assessment outcome. As the additional land required is within existing land parcels it is considered unlikely to affect the existing assessment of fragmentation. The proposed mitigation will not need to be updated. Consultation with landowner affected by additional land take will be undertaken to reduce the impacts from both construction and operation as far as practicable.	An analysis of additional land take areas by landowner will be undertaken to update Tables 10.5, 10.7 and 10.8 of Volume 5, Chapter 10 of the ES.

Topic / Receptor	Change to the Baseline Environment	Updated Environmental Assessment	Next Steps and Further Assessment
Groundwater and Surface Water [With reference to the Environmental Statement Volume 5 Chapter 12 (Doc Ref. 6.7)]			
Surface water drainage network	There is no change to the baseline presented within the ES chapter.	The changes associated with the habitat creation proposals will increase the complexity of the surface water drainage network. No significant effects are predicted.	No further assessment required
Flood risk [With reference to the two village bypass Flood Risk Assessment (FRA) (Doc Ref. 5.5)]			
River Alde flood levels	There is no change to the baseline presented within the ES chapter.	The changes associated with the habitat creation proposals will increase the complexity and capacity of the surface water drainage network. Although there would be a minor increase in capacity and flood water storage, with associated minimal beneficial effect, the relative volume is small and overall no significant effects are predicted.	No further assessment required

d) Other environmental topics and receptors

5.4.27. The proposed changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

e) Conclusions

5.4.28. The proposed change to the Order Limits to provide a 215m visibility splay north of the north-west staggered junction is likely to lead to a small loss of woodland at the eastern end of Nuttery Belt. However, further survey work and design of the visibility splay is being progressed to determine if this tree loss is required. This small change would not lead to a change in the assessment presented in the ES but further assessment will be undertaken to determine whether bat roosts are likely to be lost and whether any additional mitigation is required.

5.4.29. The proposed floodplain grassland habitat to be provided would substantially reduce the impacts of habitat loss associated with floodplain grassland and the related ditch networks but there would be no change to the baseline presented in the Application. However, further consideration will be given to the creation and management of the new grassland and ditch habitats

5.4.30. The proposed changes affect some land which was surveyed in detail in relation to their ALC grade. However, no additional ALC surveys are required as the footpath diversion (Option 2a and 2b) is already subject to provisional ALC mapping.

5.4.31. There will be additional impact on agricultural land associated with two landowners (Parkgate Farm and Farnham Hall). However, the scale of additional land take (construction phase and permanent) is minor and only affects arable land (a receptor of low sensitivity). It will therefore not alter the assessment outcome.

5.4.32. The landscape design for the site will be updated to reflect the proposed changes but no further landscape and visual assessment is required.

5.5 Other Associated Development Sites – Reduction of the Order Limits

a) Introduction

5.5.1. There are a number of minor reductions proposed to the Order Limits for a number of the other associated development sites. It has been determined following engagement with landowners and review of the development proposals that a number of small parcels of land are not necessary. The affected sites are:

- Yoxford roundabout;
- A12/B1119 junction at Saxmundham;
- A1094/B1069 junction south of Knodishall; and
- Northern park and ride at Darsham.

5.5.2. Table 5.4 sets out the location of the changes proposed and why they are proposed. Figures 5.14 to 5.17 identify in green the areas of land to be removed from the Order Limits.

5.5.3. A preliminary environmental assessment of the proposed changes has been undertaken. The proposed changes do not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

Table 5.4 Reductions to the Application Order Limits

Figure	Location of the Change	Reduction or Addition	Why is the Change Proposed
5.14	Yoxford roundabout, land west of the northbound A12	Reduction	Minor reduction to the Order Limits due to a mapping/ boundary discrepancy.
5.15	A12/B1119 Junction at Saxmundham, land to the north-east of Rendham Road (B1119)	Reduction	Minor reduction to the Order Limits due to a mapping/ boundary discrepancy
5.16	A1094/B1069 South of Knodishall, land south-east of the junction	Reduction	Minor reduction to the Order Limits due to a mapping/ boundary discrepancy
5.17	Northern park and ride, two land parcels to the east of London Road (A12), opposite Willow Marsh Lane.	Reduction	Minor reduction to the Order Limits due to a mapping/ boundary discrepancy and design refinement

Figure 5.14 Change to the Yoxford roundabout red line boundary



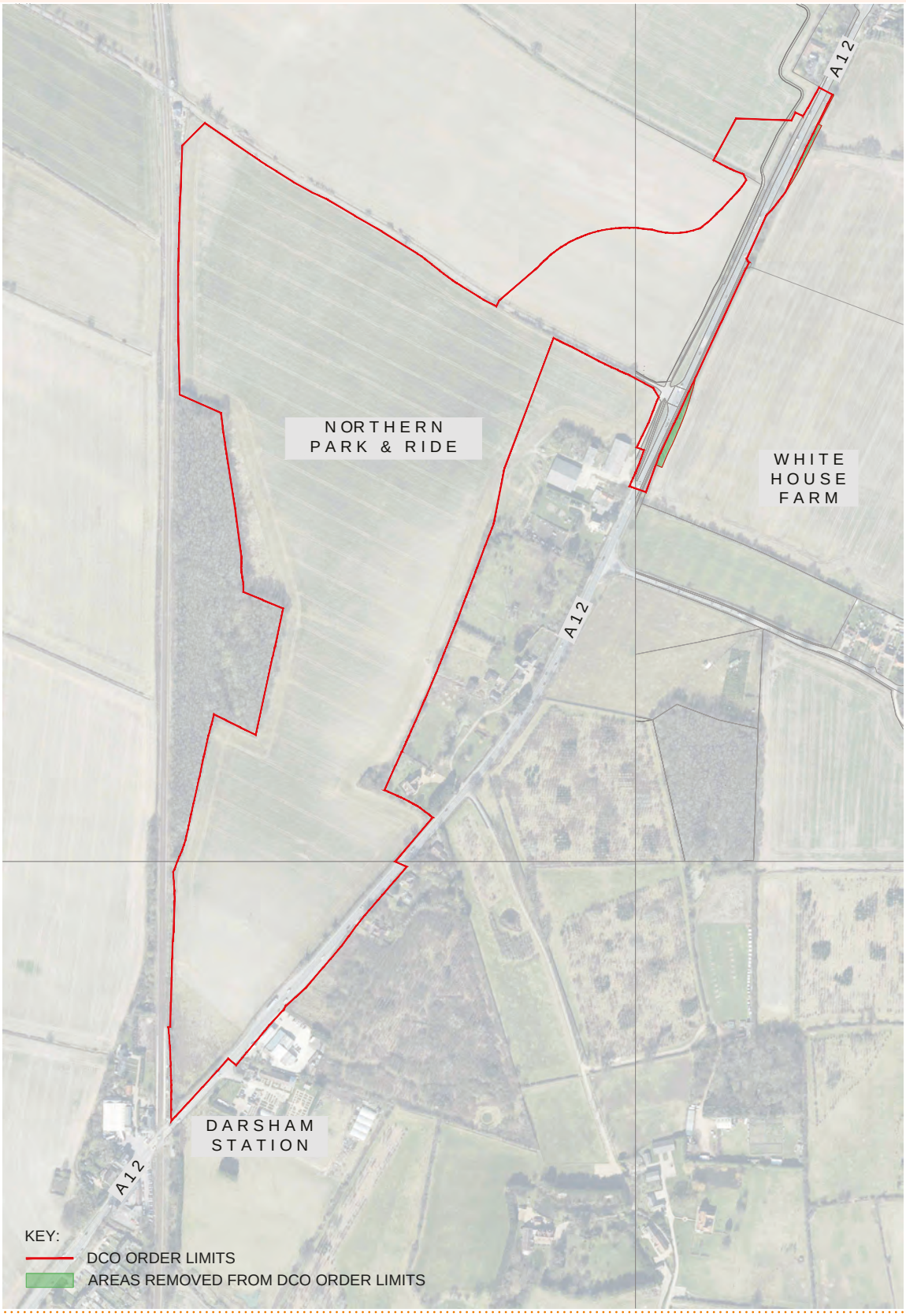
Figure 5.15 Change to the red line boundary for the A12/B1119 junction at Saxmundham



Figure 5.16 Change to the red line boundary for the A1094/B1069 South of Knodishall



Figure 5.17 Change to the northern park and ride red line boundary



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6. RESPONDING TO CONSULTATION

6.1 Finding out more

6.1.1. This consultation document is available to download from the homepage of www.sizewellc.co.uk. The full Application is available on the Planning Inspectorate's website at: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs.

6.1.2. If you require this information in a different format for accessibility reasons or wish to have a USB stick with an electronic version of this consultation document or a hard copy of the consultation document or response form sent to you, please call freephone 0800 197 6102 between 09:00 and 17:00 Monday to Friday or email info@sizewellc.co.uk

6.1.3. The UK Government has put in place lockdown measures in response to the COVID-19 pandemic. At the time of writing it is intended that restrictions will be lifted from 3 December 2020. However, this consultation can be accessed remotely and the Sizewell C Project Team will be available to answer questions and engage directly with consultees by phone and through digital platforms.

6.1.4. The consultation has been publicised through:

- newsletters – SZC Co. has publicised this consultation and details of how people can respond in its Sizewell C Newsletter which is available on the homepage of www.sizewellc.co.uk;
- local and national media – SZC Co. has publicised this consultation in the local and national media; and
- social media – SZC Co. has a Twitter account and followers will be updated on the latest events and news during the public consultation (@edfesizewellc).

6.1.5. In addition to the consultation document, the other methods available to support engagement with this consultation include:

- Contact the Project Team: Call freephone 0800 197 6102 between 09:00 and 17:00 Monday to Friday. Members of the team can discuss the consultation over the phone. Questions or requests for documents can also be emailed to info@sizewellc.co.uk
- Documents can be sent direct to homes and offices and feedback received via email at info@sizewellc.co.uk or FREEPOST SZC CONSULTATION.
- Should any respondent be shielding and unable to email or post their feedback, they can call freephone 0800 197 6102 and arrange for their response to be collected.
- Presentations – town and parish councils, community groups and stakeholders can request online meetings and presentations during the consultation period, which SZC Co. will seek to accommodate where possible.
- Sizewell C website – www.sizewellc.co.uk has additional information about the Sizewell C Project and includes links to the Application, this consultation document, the Sizewell C Newsletter and the online response form.

6.2 Responding to this consultation

6.2.1. We encourage you to respond to this consultation as feedback will help us to decide which changes to our Application to bring forward.

6.2.2. Any responses to this consultation must be submitted to the Applicant by the latest of **18 December 2020** via one of the methods below:

- complete a response form online (www.sizewellc.co.uk);
- email comments to info@sizewellc.co.uk;
- post comments to FREEPOST SZC CONSULTATION (no stamp or further address required); and
- if you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected.

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APPENDIX 1 ADDITIONAL PRELIMINARY ENVIRONMENTAL INFORMATION ON THE FREIGHT MANAGEMENT STRATEGY – ADDITIONAL RAIL MOVEMENTS

1.1. Introduction

1.1.1. The information in this appendix expands further on the summary of impacts provided in Table 3.5 of Chapter 3 of this consultation document in relation to noise and vibration as these issues are known to be of particular interest.

a) Updated Noise and Vibration environmental assessment

1.1.2. Based on up to three trains per 24-hour period, equating to six individual train movements, five of which were expected to occur at night, the Environmental Statement (ES) in the Application concluded:

- three locations close to the Leiston branch line would be subject to airborne noise levels above the significant observed adverse effect level (SOAEL), with significant adverse effects at one further property;
- five to ten receptors along the East Suffolk Line would be subject to airborne noise levels above the SOAEL, with significant adverse effects at a further 100 to 110 properties;
- no properties would be subject to significant adverse effects along the Leiston branch line as a result of ground-borne noise or vibration;
- residential receptors within 5m or 10m of the East Suffolk Line for Sizewell C trains travelling at 10mph and 20mph respectively would be subject to ground-borne noise levels above the SOAEL, which has now been confirmed to be seven properties; and
- residential receptors within 14m or 20m of the East Suffolk Line for Sizewell C trains travelling at 10mph and 20mph respectively would be subject to significant adverse effects from ground-borne noise, which has now been confirmed to be 32 properties.

1.1.3. These conclusions assumed that the current track and signalling at the Saxmundham junction were upgraded to allow trains to enter or leave the Leiston branch line without stopping, and that the trackform of the upgraded Leiston branch line was designed to control ground-borne vibration and noise.

1.1.4. A Noise Mitigation Scheme is contained in Volume 2, Chapter 11, Appendix 11H of the ES (Doc Ref. 6.3), setting out a process to deliver improved sound insulation to properties expected to be subject to noise levels above the SOAEL. The sound insulation improvements are to be specified on a property-by-property basis, and are expected to result in glazing that is better able to keep out sound, and potentially alterations to the ventilation provided to properties so that the occupants can keep windows closed while retaining access to fresh air.

1.1.5. The Noise Mitigation Scheme is also currently being discussed with East Suffolk Council (ESC) and Suffolk County Council (SCC); notwithstanding any amendments that result from those discussions, the principles of the Noise Mitigation Scheme are not expected to change significantly, and it will remain a mechanism to deliver enhanced sound insulation to the worst-affected receptors.

1.1.6. A Rail Noise Mitigation Strategy is also proposed in Volume 9 Chapter 4 of the ES (Doc Ref. 6.10) and it will contain all of the measures to control railway noise and vibration so that their implementation could be guaranteed, via a Requirement in the DCO. Further work has been undertaken since the submission of the Application to provide more detail as to which measures are likely to be the most effective at controlling railway noise and vibration. At the current time, examples include the use of long-welded track, the locations of welded rail joints so that they fall away from sensitive receptors, the use of under-ballast mats (or equivalent), speed restrictions on train movements, and preferences for particular locomotive types.

1.1.7. A new, more stringent way of assessing ground-borne noise is also proposed as a result of the work undertaken since the Application was submitted, where ground-borne noise and low frequency airborne noise within a receptor are combined and assessed against the same criteria adopted in the Application.

i. Further assessment of rail noise and vibration

1.1.8. As part of the work undertaken since the Application was submitted, it has been established through

detailed surveys that the airborne noise levels assumed in the ES for trains were higher than are likely. Similarly, when measured and assessed at locations along the East Suffolk Line and Leiston branch line, effects were found to be lower than had been set out in the Application.

1.1.9. Overall, the Application is now considered to over-estimate the likely effects of railway noise and vibration and it can be considered robust in terms of its findings.

1.1.10. Average and maximum noise and vibration levels over daytime and night-time periods were assessed against criteria derived from national and international noise guidance, equating to policy thresholds. For railway operations, maximum sound levels were found to be the key indicators of potential impact; increasing the number of trains will increase the number of these maximum events per night, but the findings set out in the Application will not materially change. Where adverse effects were identified in the Application, these will remain. Where no adverse effects were identified in the Application, these will also not change.

1.1.11. The average indicators of effect, which are daytime and night-time LAeq values for airborne noise and Vibration Dose Values (VDVs) for ground-borne vibration are expected to change as a result of the additional trains, but only by a small amount. A change from five train movements per night to seven train movements per night is expected to increase the night-time LAeq noise level by 1.5dB and an increase of less than 10% in the night-time VDV.

1.1.12. On this basis, the average indicators of impact are not expected to materially change, although some shifting of impact categories is possible where particular receptors previously lay just below a threshold value. However, no new significant adverse effects will be identified, since any receptors that are close enough to the railway line for the average indicators to suggest a new significant adverse effect will be affected to a greater degree by maximum noise levels, both airborne and ground-borne, and a significant adverse effect will already be identified in the Application.

1.1.13. The noise generated by the unloading of the trains at their destination, both in terms of unloading activities and the need for shunting movements, will require reassessment to take account of the activities associated with the additional trains.

1.1.14. Notwithstanding any potential changes to the level of activity at the site associated with additional trains, the Code of Construction Practice (CoCP) (Doc Ref. 8.11) will remain the primary monitoring and control mechanism once the works are underway. The thresholds set out in that document remain the same, irrespective of the number of trains and consequential processing activities. The provisions of the Noise Mitigation Scheme (Doc Ref. 6.3) will also apply where eligible properties are identified.

1.1.15. Further consideration has been given to the potential impact on Pro Corda, the only high sensitivity receptor within the study area. Additional trains could adversely affect this receptor in a way not reflected in the noise levels themselves as Pro Corda clientele are sensitive to noise character as much as level. Additional trains are not expected to alter the assessed effects at Pro Corda, however, further work will be undertaken in conjunction with them to identify the potential impact on their operations.

ii. Assessment of the reduction in Heavy Goods Vehicle (HGV) movements

1.1.16. The benefit in terms of fewer HGVs on the road network from the additional train movements is expected to lead to a reduction in road traffic noise of up to 1 to 1.5dB relative to the values set out in the Application along the routes anticipated to take the majority of Sizewell C Project traffic – namely the Sizewell link road and the A12, including the two village bypass. This reduction could reduce the impact categories identified in the Application at some locations. If the additional trains were to be combined with the marine options, greater reductions of up to approximately 4.5dB could occur, relative to the outcomes in the Application.

b) Next steps and further assessment

1.1.17. The changes to the potential noise and vibration levels as a result of the additional trains will be assessed using the same approach set out in the Application, taking into account the findings of the work undertaken since the Application was submitted. The assessment methods that will be updated are the assessment of ground-borne noise, which will now include low frequency airborne sound, and a better understanding of airborne noise source terms.

1.1.18. The modelling will be updated to account for the additional trains, taking account of 16 hour daytime and 8 hour night-time airborne noise levels and VDVs as well as short-duration maximum sound levels. The noise contour plots contained in Appendix 4B of Volume 9 Chapter 4 of the ES will be updated.

1.1.19. The potential benefit of reducing the number of HGVs on the road network will be fully considered, as a result of the additional train movements in isolation and in conjunction with the potential to increase marine transport through an additional marine facility to demonstrate the combined improvement in noise levels, where appropriate.

1.1.20. Discussions with Pro Corda will continue so that the potential impact on their operations is fully considered, and mitigated as appropriate.

1.1.21. Although not necessarily associated with the assessment of these changes, work will continue on the Rail Noise Mitigation Strategy and the Noise Mitigation Scheme in consultation with ESC and SCC, to further develop the mitigation proposals for the project.

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APPENDIX 2 ADDITIONAL PRELIMINARY ENVIRONMENTAL INFORMATION ON THE FREIGHT MANAGEMENT STRATEGY – BEACH LANDING FACILITY OPTIONS

1.1 Introduction

1.1.1 The information in this appendix expands upon the information presented in Table 3.7 in Chapter 3 of this consultation document in relation to the impact of the proposed Beach Landing Facility (BLF) options on coastal geomorphology and hydrodynamics, and on marine ecology and fisheries.

1.2 Coastal Geomorphology and Hydrodynamics

[With reference to Volume 2 Chapter 20 of the ES (Doc Ref. 6.3)]

a) Baseline

1.2.1 The baseline presented in the ES enveloped the extent of the area that has the potential to be impacted by the enhanced permanent BLF and temporary BLF Options 1 to 4, and there is therefore no change to the baseline environment.

1.2.2 The two receptors of concern which have the potential to be impacted by the proposed options include a mixed shingle and sand beach/shoreline and the inner and outer shore-parallel, sandy, longshore bars.

1.2.3 Tidal currents are weak and reversing on this part of the coast. Bed shear stresses under waves will be high during storms, for example when waves are breaking on the longshore bars and the beach. During such times, sandy sediments will move along the longshore bars primarily as suspended load, whilst sediments on the subaerial beach will be transported in the swash zone. Net transport rates at Sizewell are very low and directed to the south as a result of a slight dominance in the sediment transport potential of storms from the north compared to the south.

b) Updated environmental assessment of the options

1.2.4 The ES submitted with the Application concluded that no significant effects would arise from the construction, presence and use of the permanent BLF. The greatest effect would arise from navigational dredging, which was classified as minor and not significant. The most important impacts were from elevated bed shear stress from waves as they propagate across the topography which would be re-profiled for safe vessel access and barge grounding, rather than the dredging activity itself. Although the impacts would be short-lived due to infilling of the dredged areas, this would mean regular, albeit small-scale, dredging would be required to maintain access.

1.2.5 The impact from heavy plant of the beach, the BLF installation, piling, the presence of piles, barge grounding and increased vessel traffic are not predicted to have significant effects.

i. Structure and presence of the enhanced permanent BLF and temporary BLF options

1.2.6 The enhanced permanent BLF and design for Option 1 would include open piled structures. These would be transmissive and would result in similar patterns of altered bed shear stress (small increases and decreases) to that reported in the ES and are not expected to change the significance of the effect. As the new temporary BLF is likely to be around 200m to the south of the existing or enhanced permanent BLF (dependent on exact placing with the construction parameter zone), this would be of sufficient distance that a cumulative effect would be unlikely to occur (when the BLF and temporary BLF are not in use).

1.2.7 The grillage that would be used for the enhance design and Option 1 would cover an area of approximately 100 m x 30 m. The grillage is likely to stand proud of the bed by up to a metre, and therefore would initially slow sand transport until sufficient sediment had accumulated along its sides. This would not amount to a blockage to transport because sand generally travels in suspension (especially during storms) and so would easily move over it. However, the grillage

could locally affect the elevation of both longshore bars and combine with, or counter, dredging effects. Minor changes are expected close to both BLFs due to the grillage and the grounding pocket.

1.2.8 Option 2 would be similar to Option 1, but the T-head option for Option 2 may require more dense piling which could affect the stability of the outer longshore bar, with potential knock-on effects for the shoreline. Further modelling and assessment work would be required to understand the level of impact. There is no grillage associated with Option 2 and therefore no associated effect.

1.2.9 Option 3 is similar to Options 1 and 2, but in addition there would be two rectangular Self-elevating Platforms (SEPs). The open piled BLF deck would have a pile spacing of 12.5m, whilst the SEPs are likely to have a larger spacing (> 30 m), meaning that they would be similarly, or indeed more, transmissive. There is no grillage associated with Option 3 and therefore no associated effect.

1.2.10 The design for Option 4 is again similar except for the use of additional SEPs compared with Option 3 to extend the deck 300 m further seaward into deeper water beyond the longshore bars, so would similarly be transmissive. The SEP piles further offshore are unlikely to exhibit any detectable impacts at the shoreline.

ii. Dredging

1.2.11 The most significant effect of the permanent BLF design in the Application was expected to be caused when it is in use (due to its effect on bed shear stress from the reprofiled bed for the barge grounding pocket and navigation access). As the enhanced permanent BLF would be longer, a further 15m of the outer longshore bar would need to be dredged to accommodate the grounding. Around half of the grounding pocket would require shallow (10 – 20 cm) or no dredging, whilst the deepest point would be expected to be around 2 m deep at its seaward extent. The barge turning-circle would also require dredging of any areas of the outer longshore bar (over a 300m distance) that are shallower than -3 m ODN, compared to the assessment in the ES which had dredging along a 61 m wide strip.

1.2.12 Options 1 and 2 would have a similar effect but over a wider area. The total dredging area with the permanent BLF and temporary BLF in operation would be up to approximately 600 m long when both BLFs are in use.

1.2.13 The extension of the dredging pocket further, and deeper, into the outer longshore bar could result in higher bed shear stresses (the pressure the moving water exerts on the sediment, leading to sediment movement) toward the seaward end of the grounding pocket. This may lead to localised changes in the shape of the bar. When combined with wider outer bar dredging (300 m), the alongshore extent of the change in bed shear stress is expected to increase from 410 m in the original design up to 1100 m. For Options 1 and 2 when combined with the dredge (clip) over a 600 m length of the bar, the alongshore extent of the change in bed shear stress is expected to be approximately 2 km. However, despite the large extent for both of these options, the magnitude of change is likely to be very small (no more than 4% increase) compared to the typical baseline values on the inner bar, as described in the ES.

1.2.14 For Option 3, barge grounding and dredging of the grounding pocket are not required, due to the longer BLF terminating in deeper water. However, dredging would be required for two overlapping barge turning circles and navigational access, estimated to be 350 m – 400 m along the outer longshore bar wherever the bar elevation exceeds -3 m ODN.

1.2.15 As previous modelling of impacts due to bed reprofiling explored the combined grounding pocket and longshore bar dredging (because the two were required simultaneously), there is presently no modelling to consider bar dredging only. Therefore, a conservative case is used here by applying the effect of both to the longer temporary BLF. As the dredge areas are further from shore, the extents are likely to be larger, but the area of frontage experiencing increased bed shear stress may be less due to the greater distance from shore.

1.2.16 Using these conservative assumptions, the alongshore extent of the change in bed shear stress would be expected to extend up to 2 km. Modelling of this design may show a lesser extent in terms of area affected. Similar to the other options, the magnitude of change is likely to be very small (no more than 4%) compared to the typical baseline values on the inner bar, as described in the ES.

1.2.17 A cumulative effect is expected if the original or enhanced permanent BLF and a temporary BLF option are in use simultaneously, as the navigational dredging areas would intersect. Cumulative effects will be assessed through numerical modelling. As a result, a minor impact on the inshore waves and subsequent small changes on the beach may occur.

1.2.18 Option 4 does not require barge grounding, dredging a grounding pocket or dredging for access due to the longer temporary BLF terminating in much deeper water, seaward of the outer longshore bar. However, the dredging and grounding requirements would still remain for the original or enhanced permanent BLF.

1.2.19 With no dredging requirement, the spatial footprint of increased bed shear stress from Option 4 would be almost the same in-use and not in-use, and with a smaller footprint, the potential for a cumulative effect between the original or enhanced permanent BLF and Option 4 is reduced, however, this will be confirmed by scour assessment and numerical modelling in which both structures are present, and so will be accounted for.

iii. Dredging method

1.2.20 For the enhanced permanent BLF and Options 1 to 3 where dredging is required, dredging may use a plough or backhoe method. The effects of plough dredging are considered in the ES. Backhoe dredging was not specified or assessed. As backhoe dredging (a pontoon barge with long reach excavator) would involve physical lifting and removal of sediment through the water column and onto a barge, it would:

- result in increased levels of sediment in suspension;
- need assessment for dumping in the designated spoil ground; and
- result in a net loss of sand from the longshore transport system (unless deposited on the bars nearby).

1.2.21 If sediment is likely to be removed from the system, modelling would be undertaken to assess the likely effects of extraction. This could result in a moderate significant effect.

iv. Operation of the enhanced permanent BLF and temporary BLF options during the construction phase

1.2.22 The number of barges would increase from around 50 per year to around 100 per year for the enhanced permanent BLF. The assessment in the ES for docked barges was negligible (not significant) based partly on the number of barges per season and the ability of the longshore bars to rapidly recover to any small-scale scour on intervening tides. Increasing the frequency of barge presence over a longer period could lead to more persistent depressions in the bars during the April – October season (for around 300 m of frontage based on existing bed shear stress maps) in the absence of waves (which would lead to recovery). Although a more persistent impact to one, or both, longshore bar receptors could arise, it is unlikely to affect the adjacent coast as it would only be briefly affected during the onset of storms as they would lead to rapidly infill of scour depressions. Consequently, a similar but more persistent impact to that reported in the ES is likely but would not be considered significant.

1.2.23 The number of barges associated with Option 1 is expected to be around 70 per year and would give rise to a combined total of up to 170 groundings at the permanent BLF and temporary BLF. The increase in the number and duration of groundings would lead to more persistent and potentially larger scour pits as there would be less time to recover. Three impact types are likely from persistent, larger and deeper scour pits that were not assessed in the ES:

- direct impacts to the longshore bar receptors by way of eight scour pits and four deposition zones (for both the permanent BLF and temporary facility, affecting around 600 m of frontage; based on bed shear stress predictions);
- short-lived indirect effects on the beach during all or part of the first storm (short-lived because pits would rapidly infill); and
- potential sediment draw-down from the subaerial beach into the landward scour pits if they reached an equilibrium (unlikely for options with lesser barges of barges further from shore) deep enough (or close enough) to exceed the angle of repose.

1.2.24 As a result, moderate effects could occur under Option 1, including the effects on the integrity of the longshore bars, subject to modelling and further assessment.

1.2.25 So long as bars recover during storms, any indirect effect on the shoreline would be short lived, as such effects would only occur during storms, which themselves would lead to infilling and bar restoration. Consequently, a similar but more persistent, larger extent impact to that reported in the ES is likely if bar integrity is retained, giving a likely minor effect.

1.2.26 For Options 2 and 3, although the barges would individually have a lesser impact because they do not ground and fully block the tide, this would be countered by the larger number of barges docking per year being up to 100 and 400, respectively. Therefore, impacts are likely to be similar to Option 1, but potentially less significant.

1.2.27 Although the number of barge dockings is large for Option 4 (460 in the campaign period), the barge alignment into the tidal current combined with the greater water depth (-6.5 m to -7 m ODN at mid-tide) will minimise the disruption to the flow and any potential for bed scour. Assessment using the proposed vessels would be conducted as part of the final assessment – this would need to include the fact that vessels would be docked at the pier more-or-less continuously during summer months. However, the effect of the operations of Option 4 is not likely to be significant.

1.3 Marine Ecology and Fisheries

[With reference to Volume 2 Chapter 22 of the ES (Doc Ref. 6.3)]

a) Updated environmental assessment of the options

i. Enhanced permanent BLF

Marine ecology

1.3.1 The enhanced permanent BLF would require an increased dredge area and depth due to the grounding pocket being located on the longshore bar. A higher volume of sediment will be redistributed, possibly elevating instantaneous suspended sediment concentration (SSC) above the background level over a larger area. The frequency of maintenance dredging is assumed to be the same as for the original BLF (as proposed in the Application) and, therefore, SSC would likely return to background levels several days after dredging activity ceases.

1.3.2 An additional 10 piles would be installed for the enhanced permanent BLF, as well as additional piles as part of a grillage to land barges on, so there would be additional noise and vibration. Assuming the same approach for the installation (soft start, 5 piles per day and no concurrent piling) there would be an increase in the duration of the piling activity (a few additional days), which remains a short-term activity. Effects are anticipated to be of similar magnitude as previously assessed but the extra piles are in deeper water where sound propagation is greater.

1.3.3 Sediment disturbance and habitat change due to navigational dredging would occur over a greater extent compared to the original BLF - a potential increase from 1 ha to up to 7 ha. The activity therefore shows a substantial increase in extent compared to the original BLF as assessed in the ES, but this remains small at the scale of the Greater Sizewell Bay (GSB). Plough dredging would redistribute the sediment locally to a depth of >0.5 m. Repeat dredging would potentially coarsen the sediment but only from one sand sub-class to another. Backhoe dredging would extract the sediment and could lead to greater habitat changes if sediment is removed and deposited elsewhere.

1.3.4 The loss of benthos would increase in proportion with the dredge footprint. However, as the footprint remains small and the same broad benthic invertebrate community is distributed throughout the GSB, there would be no change to the assessment if plough dredging is used.

1.3.5 The additional piles would increase the surface area available for the colonisation of Non-indigenous Species (NIS) by <0.1 ha. The grillage could potentially have a similar effect, though this would be limited by sediment deposition onto the grillage and physical disturbance caused by contact with barges. However, the total surface area provided by the revised total number of BLF piles would remain less than the Marine Evidence-Based Sensitivity Assessment (MEBSA) pressure benchmark for NIS colonisation (which is 1 ha).

1.3.6 Increased dredging (and associated changes to bathymetry), additional piles and an increase in the number of barge visits per year (from 50 to 100) could lead to greater changes in wave exposure compared to the original BLF as assessed in the Application. The additional dredging and number of piles would also lead to increased scouring of the seabed. However, the piled structure is still considered to be transmissive and would result in similar patterns of altered bed shear stress to the original BLF (small increases and decreases). Lowering of the bar would likely have a subtle effect on shear stress. As with the original BLF, only one barge would be moored at a time, implying a similar impact on water flow.

1.3.7 The benthic invertebrate communities that would be exposed to changes in wave exposure and scour are widely distributed within the GSB, have high natural variability and are, therefore, not sensitive to this pressure.

1.3.8 All predicted impacts from the enhanced permanent BLF are expected to be within the bounds of the original BLF assessment presented in the ES.

Commercial and recreational fisheries

1.3.9 Construction works and safety buffer zones around offshore infrastructure such as the BLF have the potential to restrict access to fishing grounds. The installation of offshore infrastructure hierarchical safety buffer zones of 250m to 500m (depending on the activity and stage of construction) would likely be applied surrounding construction vessels. Access to sections of the beach may be restricted for safety reasons. Safety buffer zones would result in localised, restricted access for beach-launched commercial vessels and beach anglers.

1.3.10 The extension to enhance the permanent BLF marginally reduces the fishing area and access, but these remain as minor adverse effects on some of the fisheries activities occurring in the GSB (Netters, Potters, Long-liners, Otter trawlers). These are not significant and are the same as the original ES assessment.

ii. Temporary BLF options

Marine ecology

1.3.11 The design of the temporary BLFs vary slightly but have similar constituent parts. All options have either 22 or 24 piles (plus fenders and dolphins) and the environmental effects can be considered the same for all options. Impacts from the legs of the elevated platform are considered a negligible addition to the piled BLF. The amount of dredging required varies but is greatest for Option 1 and only Option 1 requires grillage. Vessel movements increase from Option 1 through to Option 4. The worst case of each impact is considered hereafter.

1.3.12 The addition of the southern pier would require additional dredging as the inner and outer longshore bar would need to be dredged for a grounding pocket, and the outer longshore bar would be clipped to -3 m ODN for a 300 m length, adjoining to the 300 m for the enhanced permanent BLF. That is, the amount of dredging and associated sediment suspension could approximately double in comparison to the enhanced permanent BLF alone and could more than double in comparison to the original BLF as proposed in the Application. The level of sediment deposition is expected to be similar to, but in excess of, that assessed for the permanent BLF as part of the Application. Effects of dredging and sedimentation on marine fauna are anticipated to remain the same.

1.3.13 The design of the temporary BLF is the similar to that of the enhanced permanent BLF, meaning up to an additional 24 piles (plus fenders and dolphins where required) and grillage (Option 1) would be installed within the southern location. Assuming the same approach for the installation (soft start, 5 piles per day and no concurrent piling) there would be an increase in the duration of the piling activity from approximately five to ten days, which remains a short-term activity.

1.3.14 The duration of the additional dredging activity is expected to be extended by up to a few days during each navigational dredging campaign, which remains a short-lived activity, although multiple dredging events per campaign are predicted during construction.

1.3.15 For deliveries where grounding is required (Option 1), the number of barges on the temporary BLF is expected to be around 70 per year, double that of the enhanced permanent BLF and four times that assessed in the ES. This gives a total of around 300 groundings at the permanent BLF and temporary BLF, compared to 50 in the ES (largest for Option 1).

1.3.16 The additional piles of the southern pier and the grillage (Option 1 only) would result in a change in seabed type but only cover a relatively small area of the seabed at the scale of the GSB. The additional piles and grillage (Option 1) would also increase the surface area available for the colonisation of NIS but by <0.1ha. The total surface area provided by both sets of BLF piles and grillages would remain less than the MEBSA pressure benchmark for colonisation (1ha).

1.3.17 Increased dredging (and associated changes to bathymetry), additional piles and an increase in the number of barge visits per year (from 50 to 460 (greatest for Option 4)) could lead to greater changes in wave exposure compared to the original BLF. The number and diameter of piles for the temporary BLF would be the same as, but in addition to, the enhanced permanent BLF. These changes would, in turn, lead to scouring of the seabed and increased wave exposure.

1.3.18 All predicted impacts from the enhanced permanent BLF are expected to be within the bounds of the original BLF assessment presented in the ES, with the possible exception of impacts from scour/wave exposure and increase in NIS which could increase from negligible to minor adverse (not significant).

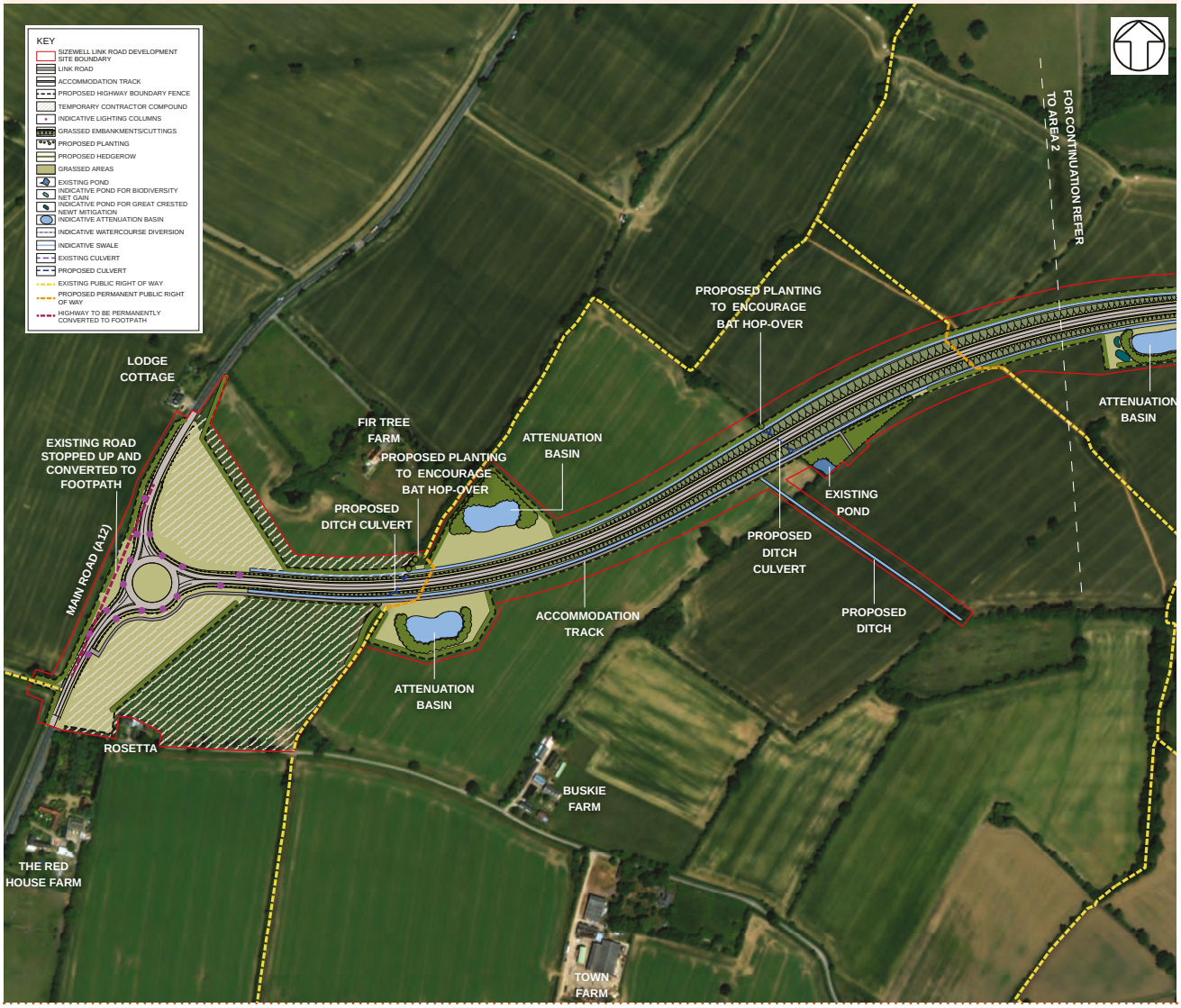
Commercial and recreational fisheries

1.3.19 The construction and use of a new temporary BLF marginally reduces the fishing area and access, but these remain as minor adverse effects on some of the fisheries activities occurring in the GSB (Netters, Potters, Long-liners, Otter trawlers). These are not significant and are the same as the original ES assessment.

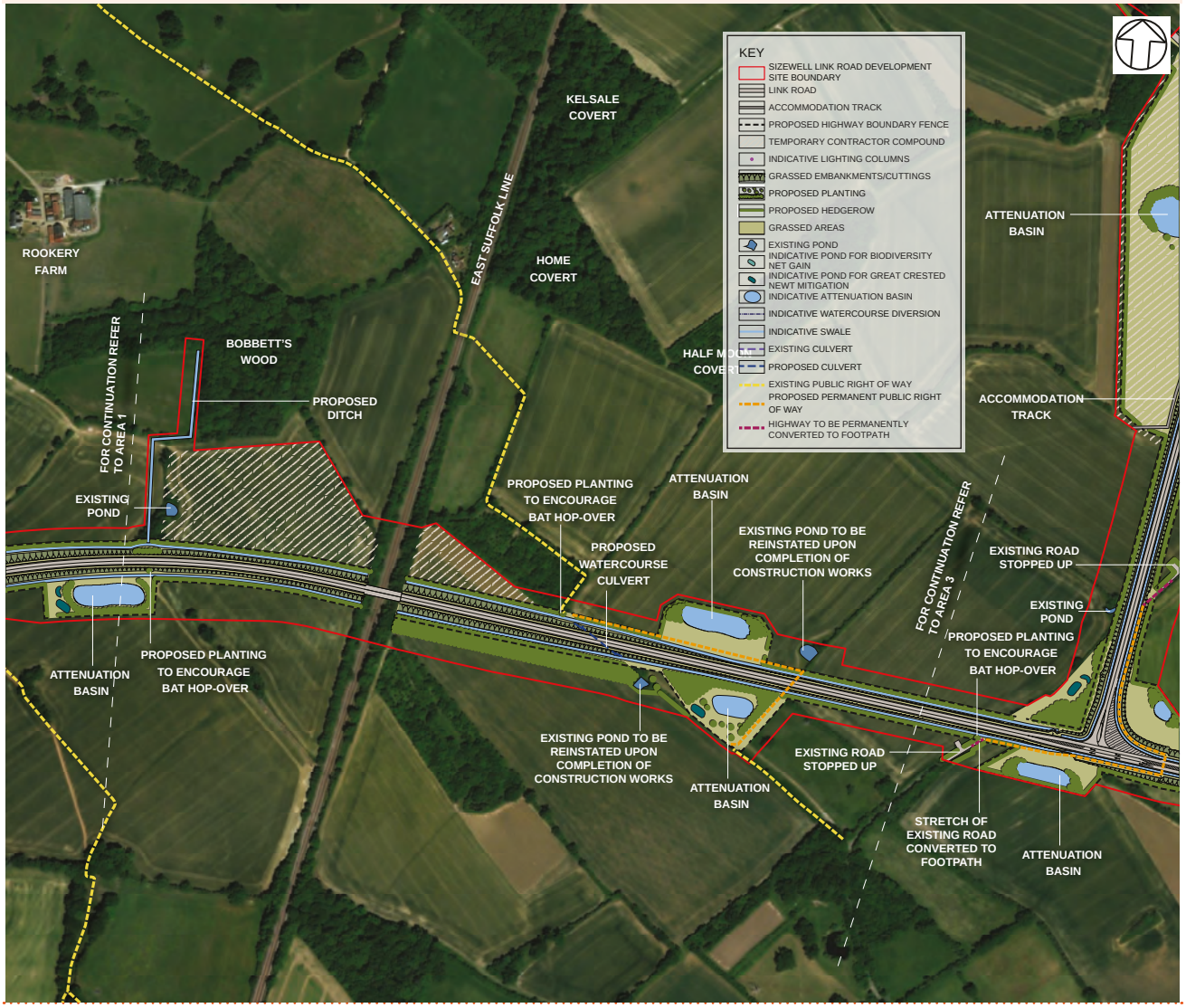
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APPENDIX 3

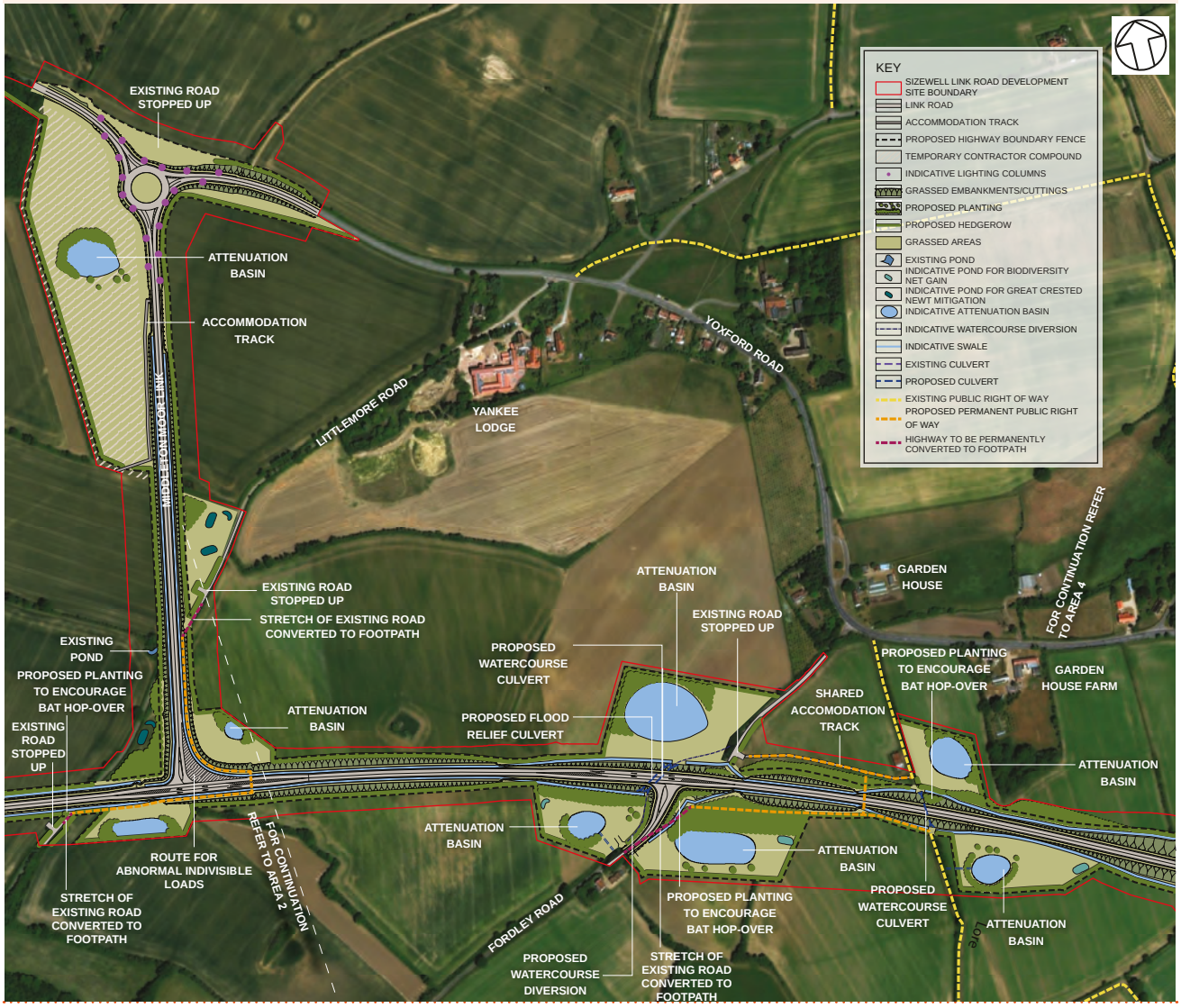
Updated Sizewell link road masterplan - Area 1



Updated Sizewell link road masterplan - Area 2



Updated Sizewell link road masterplan - Area 3



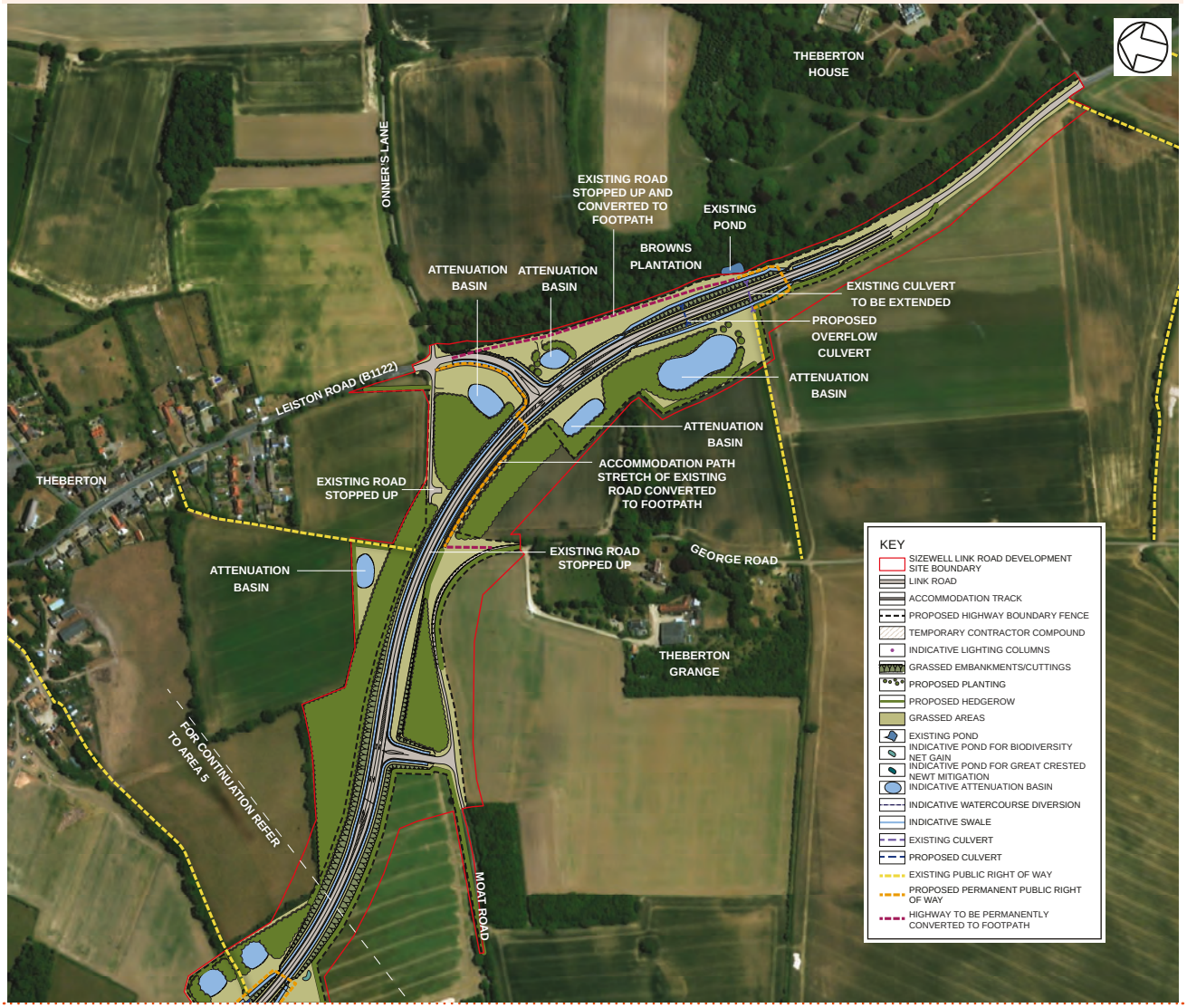
Updated Sizewell link road masterplan - Area 4



Updated Sizewell link road masterplan - Area 5



Updated Sizewell link road masterplan - Area 6



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ABBREVIATIONS

Abbreviation	Term
AIL	Abnormal Invisible Loads
ALC	Agricultural Land Classification
AONB	Area of Outstanding Natural Beauty
BMV	Best and Most Versatile
DCO	Development Consent Order
DMS	Delivery Management System
ES	Environmental Statement
ESC	East Suffolk Council
FCA	Floodplain Compensation Area
FMF	Freight Management Facility
FRA	Flood Risk Assessment
GSB	Greater Sizewell Bay
HCDF	Hard Coastal Defence Feature
HGV	Heavy Goods Vehicle
ICCI	In-combination Climate Impacts
IDB	Integrated Drainage Board
km	Kilometre
kW	Kilowatt
LCT	Landscape Character Type
LEEIE	Land to the East of Eastlands Industrial Estate
LGV	Light Goods Vehicle
LOAEL	Lowest Observed Adverse Effect Level
LVIA	Landscape and Visual Impact Assessment
m	Metre
m2	Metre squared
MEBSA	Marine Evidence-Based Sensitivity Assessment
MW	Megawatt
NIS	Non-indigenous Species
NPS	National Policy Statement
NPS EN-1	Overarching National Policy Statement for Energy (EN-1)
NPS EN-6	National Policy Statement for Nuclear Power Generation (EN-6)
NSIP	Nationally Significant Infrastructure Project
PEI	Preliminary Environmental Information
PRoW	Public Right of Way
SAC	Special Area of Conservation
SCC	Suffolk County Council
SCDC	Suffolk Coastal District Council
SCT	Seascape Character Type

Abbreviation	Term
SEP	Self-elevating Platform
SMP	Soil Management Plan
SOAEL	Significant Observed Adverse Effect Level
SoCC	Statement of Community Consultation
SPA	Suspended Particulate Matter/Special Protection Area (as appropriate in context)
SSSI	Site of Special Scientific Interest
TCA	Temporary Construction Area
TIMA	Traffic Incident Management Area
UK	United Kingdom
UK EPR™	United Kingdom European Pressurised Reactor
ZTV	Zone of Theoretical Visibility

DEFINED TERMS

Term	Definition
Abnormal Indivisible Loads	An AIL is defined as a load that cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of being carried on a road and that owing to its dimensions and/or weight, cannot be carried on a vehicle complying with the Road Vehicles (Construction and Use) Regulations 1986 (C&U)
Aldhurst Farm habitat creation	Land on which a habitat creation scheme has been created to help compensate for any future land-take from the Sizewell Marshes SSSI should Sizewell C be constructed. This land extends from the B1122 Abbey Road in Leiston to Lover's Lane. Permission was granted for the scheme in March 2015 and it has now been created.
Area of Outstanding Natural Beauty	AONBs were formally designated under the National Parks and Access to the Countryside Act 1949 to protect areas of the countryside of high scenic quality that cannot be selected for National Park status due to their lack of opportunities for outdoor recreation (an essential objective of National Parks). Further information on AONBs can be found at www.aonb.org.uk
Associated Development	Development which is associated with a Nationally Significant Infrastructure Project (NSIP), as defined in the Planning Act 2008. It should be subordinate to and necessary for the construction and/or the effective operation of the NSIP that is subject of the application.
Baseline	The environmental conditions, resources and receptors that currently exist on the site and in the surrounding area.
Beach Landing Facility	The permanent facility to allow AILs to be brought to Sizewell C by sea during operation or construction.
Construction phase	The period during which the contractor must complete construction, subject to the conditions of the contract.
Decommissioning	At the end of its operational life, the power station buildings, other than the Interim Spent Fuel Store (ISFS) and the Intermediate Level Waste (ILW) building, would be removed. The process that is required to do this is known as decommissioning.
Delivery Management System	Measures put in place to control the flow of HGV movements to and from the main development site.
Development Consent Order	A DCO is the form in which the Secretary of State grants consent for development applied for under the Planning Act 2008. A DCO removes the need to obtain a range of other separate consents, such as planning permission and listed building consent.
East Suffolk Council	Local planning authority for the district including Sizewell and the associated development site options
East Suffolk line	The railway line which runs hourly (Monday to Saturday and every other hour on Sundays) from Ipswich to Lowestoft passing through Wickham Market, Saxmundham, and Darsham. Under the rail-led strategies this line will accommodate up to five freight trains per day when the green rail route is operational. Upgrade works on this line include a passing loop, signalling upgrades, track crossover at Saxmundham, level crossing works, and bridge strengthening works. Under the road-led and integrated strategies this line would accommodate up to two/three freight trains per day. EDF Energy is working with Network Rail to identify upgrades needed under the road-led and integrated strategies.
EDF Energy	The UK subsidiary of EDF Group, which is one of the world's largest energy companies and safely operates the world's largest fleet of nuclear power plants
Environment Agency	A Government Agency responsible for matters relating to contaminated land, waste management, surface water drainage and discharges, flood risk management, and water quality and has responsibility for ensuring that new nuclear power station designs meet high environmental standards and use the Best Available Techniques (BAT) to achieve this.
Environmental Impact Assessment	A process for predicting the effects of a proposed development on the environment that informs decision-makers in relation to planning permissions, consents, licences and other statutory approvals, as required by European Union Directive 2011/92/EU (which codified Directive 85/337/EEC) (the EIA Directive).
Environmental Statement	The document reporting the process and outcomes of the EIA.
Groundwater	Water occurring below ground in natural formations (typically rocks, gravels and sands).
Highways England	The Government agency responsible for Strategic Road Network (SRN).
Historic England	A Government Agency which promotes conservation and understanding of the historic environment and advises Government on the selection of listed buildings and scheduled monuments for protection and provides grant aid for the maintenance of historic buildings and monuments.

Term	Definition
Interested Parties	A term taken from legislation, this refers to a person (or a group or company) who has registered to participate in the examination.
Land east of Eastlands Industrial Estate	Land to the east of the Eastlands Industrial Estate, which is directly north of Sizewell Halt, would be used to support construction on the power station platform and temporary construction area.
Landscape Character	A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.
Landscaping	A general term used for the means by which, where appropriate, development is made to fit visually into its surroundings by control of siting and layout and use of trees, shrubs or grass (soft landscaping) and/or fences, walls or paving (hard landscaping).
Listed Buildings	Buildings and structures which have been identified as being of special architectural or historic interest and whose protection and maintenance are the subject of special legislation. Their curtilage and setting is also protected. Listed building consent is required before any works can be carried out on a listed building.
Lowest Observed Adverse Effect Level	Level above which adverse effects on health and quality of life can be detected due to increase in noise as defined in Noise Policy Statement for England (2010).
Main Power Station Platform	The area containing the principal power station buildings including the two UK EPRTM and key ancillary buildings and plant. At Sizewell C, this comprises the area adjacent to Sizewell B power station.
Mitigation	Measures recommended through the EIA process and applied through the regulatory approvals process to avoid, reduce or offset significant adverse effects on the environment.
National Grid	The organisation that runs and operates the high voltage electric power transmission network in Great Britain, connecting power stations and major sub-stations and ensuring that electricity generated anywhere in Great Britain can be used to satisfy demand elsewhere.
National Policy Statement	Policy statements that set out the Government's objectives for the development of nationally significant infrastructure. They undergo a democratic process of public consultation and parliamentary scrutiny before being designated (i.e. published). They provide the framework within which the Planning Inspectorate makes its recommendation to the Secretary of State. The Government is currently undergoing a re-nomination process to understand whether the sites named under EN-6 remain suitable for deployment between 2025-2035.
NNB Generation Company (SZC) Limited	NNB Generation Company (SZC) Limited, part of EDF Energy, is the Company that will be the licensee for the development at Sizewell C. NNB stands for Nuclear New Build.
Operational Phase	The period during which Sizewell C nuclear power station is operational.
Park and ride	Associated development aiming to alleviate traffic going to and from the main development site.
Piling	The installation of bored and driven piles and the effecting of ground treatments by vibratory dynamic and other methods of ground stabilisation.
Proposals	The works that EDF Energy is proposing to undertake as part of the Sizewell C Project. This includes all the components of the nuclear power station itself, as well as 'associated developed', which are the works required to facilitate development of the power station.
Public Access	Permitted use of land by members of the public. Access can be allowed by a variety of means including: public rights of way (i.e. footpath, bridleway, byway); Acts of Parliament; the granting of conditional access by landowners (i.e. National Trust); custom or tradition.
Public Rights of Way	These are designated 'highways' under the Countryside and Rights of Way Act 2000, which the public can use at any time.
Ramsar Site	The Ramsar Convention on Wetlands of International Importance, especially as Waterfowl Habitat (1971) imposes a requirement on the UK Government to promote the wise use of wetlands and to protect wetlands of international importance. This includes the designation of certain areas as Ramsar Sites, where their importance for nature conservation (especially with respect to waterfowl) and environmental sustainability meet certain criteria. Further information can be found on the RAMSAR convention on wetlands website: www.ramsar.org

Term	Definition
Receptor	Used to refer to human beings that may be affected by changes arising due to the development and the socioeconomic systems on which they depend. These can be reflected individually or collectively. For example, resident, employees, communities.
Resources	Bio-physical features or items of 'environmental capital'. For example, species and their habitats, aquifers, access routes and community facilities.
Sea protection and flood defence (sea defences)	The integrated coastal protection and flood defences are a set of hard and soft engineering features designed to safeguard the station during periods of elevated water levels on the coast (e.g. storm surges and high waves).
Significant Observed Adverse Effect Level	Level above which significant adverse effects on health and quality of life occur due to increase in noise, as defined in Noise Policy Statement for England (2010).
Site of Special Scientific Interest	An area designated as being of special interest by reason of any of its flora, fauna or geological or physiographical features. SSSIs are designated by Natural England under the Wildlife and Countryside Act 1981 (as amended) and the Countryside and Rights of Way Act 2000.
Sizewell A / Sizewell A power station	The existing Sizewell A power station and associated infrastructure, located to the south of the existing Sizewell B power station and the location of the proposed Sizewell C power station platform.
Sizewell B / Sizewell B power station	The existing Sizewell B power station and associated infrastructure, located to the south of the location of the proposed Sizewell C power station platform.
Sizewell C Main Development Site	The site of the proposed nuclear power station development (the main development) and construction areas.
Sizewell C / Sizewell C power station	The proposed power station to be located to the north of the existing Sizewell A and Sizewell B power stations.
Sizewell Halt	The nearest railhead to Sizewell nuclear power station, about one mile inland.
Special Protection Area	Designated under Article 4 of the European Directive on the Conservation of Wild Birds (2009/147/EC) (i.e. the Birds Directive) to protect the habitats of threatened and migratory birds.
Suffolk County Council	County planning authority for the land area including Sizewell and the associated development site options.
Suffolk Heritage Coast	Areas of coast that are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.
Surface Water	Terrestrial water bodies that are found above ground level, such as lakes, rivers and ditches, and including fresh and inland brackish water.
UK EPR™	The third generation Pressurised Water Reactor design. It has been designed and developed mainly in France and Germany. In Europe this reactor design was called the European Pressurised Reactor and the international name of this reactor is Evolutionary Power Reactor, but is now referred to as EPR™.
VISSIM	Vissim is a multi-modal traffic flow simulation software package.
VISIM	Visum is a traffic analysis and forecasting software package
Water Management Zone	Zone in which surface water run-off would be attenuated, treated if required and monitored before being infiltrated back into the groundwater system or discharged to local watercourses under a relevant water discharge permit.
Water Framework Directive	European Community Directive (2000/60/EC) on integrated river basin management. The WFD sets out environmental objectives for water status based on: ecological and chemical parameters; common monitoring and assessment strategies; arrangements for river basin administration and planning; and a programme of measures in order to meet the objectives. For further detail consult the European Commission website: http://europa.eu.int

Consultation on proposed changes

Questionnaire

Since the submission of our development consent order (DCO) application in May, we have continued to engage with stakeholders and received a wide range of helpful feedback. Feedback included a desire to further reduce the number of HGVs needed for construction and provide greater reassurance on safeguarding the local environment.

We have listened to feedback and also continued to work on design detail in preparation for building Sizewell C. This process has revealed potential opportunities for changing our application to improve our plans and in many cases, further reduce impacts on the local area and environment. We are now consulting on these potential changes to our application.

This questionnaire has been designed to be answered having read about our proposed changes in summary in our virtual exhibition or in detail in the Consultation Document, both available at www.sizewellc.co.uk.

You are welcome to answer as many or as few of the questions as you like. Please note you can also provide your feedback by writing to us. You do not need to submit a completed questionnaire as your official response.

You can fill out this questionnaire online at www.sizewellc.co.uk. To return a hard copy, or any other written response, please send it to FREEPOST SZC CONSULTATION (no stamp or further address required).

The deadline for responses to this consultation is Friday 18 December 2020.

Your Details

Name

Email

Address

Are you responding on behalf of an organisation?

Yes ☐ No ☐

If so, which?

Job title

Privacy notice

Our privacy notice provides information on what personal data we will collect as part of this process, how we will collect it and what we will use it for. You can access our privacy notice at: **https://www.edfenergy.com/privacy/NNB** or you can request a paper copy by emailing: **dpo@edfenergy.com**

1. Freight management

Building Sizewell C will require moving substantial volumes of construction material. In our DCO application, we anticipated around 60% of construction materials would be delivered by HGVs and the remaining 40% by rail and sea. We are now considering options for increasing rail and sea transport which could reduce the amount of material being moved by HGV, however there is a balance to be struck between the benefits and environmental effects of the potential options.

In relation to moving construction material for Sizewell C, do you:

a) Support the DCO application approach. Yes ☐ No ☐

b) Support moving more material by rail. Yes ☐ No ☐

c) Support more material by sea. Yes ☐ No ☐

Please explain your views, specifying the potential change to which your comments refer.

2. Increased frequency of train movements

Work with suppliers, local councils and Network Rail on detailed site planning and logistics has so far identified three potential ways of bringing more freight to site by train during construction. Trains would mostly run at night.

We are seeking views on the following potential options while continuing to assess their feasibility (which is not guaranteed) and working with Network Rail to understand mainline capacity:

a) Running four trains per day rather than three.

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

b) Running trains six days a week (Monday to Saturday).

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

c) The possibility of operating a fifth train for a short period at the peak of construction. This would require changes to the current passenger timetable on the East Suffolk Line.

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

Please explain your views.

Sea freight

Further site planning and logistics work has identified potential for increasing the amount of material brought to the site by sea by:

- enhancing the design of the permanent beach landing facility (BLF) (see question 3); and
- providing a new, temporary additional BLF (see question 4).

3. Enhancing the permanent beach landing facility

We are proposing design changes to double the capacity of the permanent beach landing facility (BLF) to receive very large or oversized loads and make deliveries safer. Enhancements would include adding submerged beams on piled foundations to create a temporary landing platform on the seabed, and extending the BLF by around 30m.

Do you think enhancing the permanent BLF is:

Appropriate Inappropriate Don't know

Please explain your views.

4. A new, temporary beach landing facility

We have continued seeking ways to bring bulk materials - such as aggregate and backfill soils – to site by sea. A second, temporary BLF located to the south of the permanent facility could be used to do this.

Do you think providing a new, temporary additional BLF is:

Appropriate Inappropriate Don't know

Please explain your views.

5. New, temporary beach landing facility options

We are consulting on four potential designs for the temporary, additional BLF.

Option 1: lowest capacity

Around 120m long and similar to the permanent BLF, this single berth facility has the capacity to receive up to 200 deliveries per year.

Do you think this option is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

Option 2: short pier, low capacity

A 150m BLF with similar design to Option 1 and with a T-shape pier, this facility could allow faster unloading and has the capacity to receive up to 260 deliveries per year.

Do you think this option is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

Option 3: medium pier, high capacity

A 270m BLF combining Option 2 with one or two self-elevating platforms, this facility would allow two barges at a time to be unloaded in deeper water and has the capacity to receive up to 520 deliveries per year.

Do you think this option is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

Option 4: long pier, highest capacity

A 400m BLF similar to Option 3, but with more self-elevating platforms, this single berth facility has the capacity to receive up to 590 deliveries per year.

Do you think this option is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

Please provide comments on any or all of the potential design options. Please specify the option to which your comments refer.

6. SSSI crossing

We are proposing a new design for the crossing of the Sizewell Site of Special Scientific Interest (SSSI) where two embankments – one at either end of the SSSI crossing – would be connected by a 30m long single-span bridge. This design would use less SSSI land than the previous proposal and provide additional flood relief, reducing water levels near to the SSSI crossing and further afield at RSPB Minsmere and parts of Eastbridge. Changes to the embankment slopes would allow taller, more substantial trees to be planted, better integrating the crossing into the landscape from coastal viewpoints.

Do you think this potential change is:

Appropriate Inappropriate Don't know

Please explain your views.

7. Fen meadow replacement

A small amount of fen meadow habitat on the SSSI will be lost due to Sizewell C. Our DCO application included two sites – at Benhall and Halesworth – to compensate for this. As fen meadow habitats are challenging to create, we are now also proposing an additional site near Pakenham, West Suffolk to ensure we can create replacement habitat of the same quality and distinctiveness.

Do you think this potential change is:

Appropriate Inappropriate Don't know

Please explain your views.

8. Water Resource Storage Area

We are proposing to change the location of the temporary area for water that will be used during construction, with the existing location used as a permanent flood mitigation area. This offers opportunities to create additional wetland habitats during construction and the potential for permanent wet woodland habitats once construction is complete.

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

Please provide your views on the long-term use of this area, particularly whether wetland habitats should be retained or a transition to wet woodland supported.

9. Surface water

Under normal conditions, surface water would collect in ponds and filter into the ground. During very heavy rainfall, excess water would need to be discharged from the site. We are proposing to use a temporary drainage pipe that would pass over the temporary sea defences to release water onto the beach. The pipe would be up to half a metre in diameter and would not disrupt users of the diverted coast path.

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

Please explain your views.

Question 10: Other main site changes

a) Sea defence

We are proposing an increase in the minimum and maximum crest height of the permanent sea defence to provide further protection and allow for landscaping. We are also proposing a change to the temporary sea defence to simplify its construction.

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

b) Construction activities and height limits

Changes to some height limits and activities during construction are proposed to allow for the potential increase in materials being delivered by sea. These include space in the temporary construction area for an additional stockpile, working heights at the BLF and to allow cranes to operate in the relocated marine tunnelling works area.

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

c) Tree retention

We are proposing changes to tree retention on the main development site to support construction activity in three locations. Two of the changes will not result in any additional net loss of trees and the other proposes removal of three or four trees.

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

d) Boundary changes

Minor boundary changes (reductions and additions) to the main development site and the off-site habitat creation sites are proposed, including at the temporary construction area, the marsh harrier habitat improvement area west of Westleton, and the Benhall and Halesworth fen meadow compensation sites.

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

e) Bridleway

A new bridleway link between Aldhurst Farm and Kenton Hills is proposed to improve recreational connectivity and enhance the north-south recreational routes within the Suffolk Coast and Heaths AONB.

Do you think this potential change is:

Appropriate ☐ Inappropriate ☐ Don't know ☐

Please provide comments on any or all of the potential changes. Please specify the change to which your comments refer.

Question 11: Sizewell B relocated facilities

Some existing Sizewell B facilities need to be relocated to build Sizewell C.

We are proposing to change to the location of the administration building, reduce the height of the training centre to two storeys, and change the layout of the Coronation Wood development area. There are two options for the location of the Sizewell B outage car park, depending on whether land is available at Sizewell A.

Option 1: changes with use of additional Sizewell A land

Should we reach an agreement for its use, land at Sizewell A would be used for the Sizewell B outage car park. Pillbox Field would be used for the planting of trees only and Rosery Cottages garage would not be demolished.

Do you think this potential change is:

Appropriate Inappropriate Don't know

Option 2: changes without use of additional Sizewell A land

In this scenario, the layout changes would be made, but the Sizewell B outage car park and pedestrian connection to the Coronation Wood development area would remain in Pillbox Field as previously proposed.

Do you think this potential change is:

Appropriate Inappropriate Don't know

Please explain your views. Please specify the option to which your comments refer.

Question 12: Associated development changes

a) Reduction in land required

We are proposing potential reductions in land required, including a parcel of land at the A12/B1119 junction near Saxmundham no longer needed for highway improvements, minor reductions at the northern park and ride, and other small areas of land.

Do you think this potential change is:

Appropriate Inappropriate Don't know

b) Boundary changes

We are proposing minor boundary changes (extension of the Order Limits) and/or additional land for the proposed Sizewell Link Road, Yoxford Roundabout, the Two Village Bypass (including two options for a proposed change to the public rights of way around Walk Barn Farm), and to support the accommodation works.

Do you think this potential change is:

Appropriate Inappropriate Don't know

c) Southern park and ride

An extension of the landscaping is proposed at the Southern Park and Ride to provide additional screening for views from the B1116 and a nearby footpath, along with other potential minor design changes.

Do you think this potential change is:

Appropriate Inappropriate Don't know

Please provide comments on any or all of these proposed changes. Please specify the change to which your comments refer.

APPENDIX F: CONSULTATION NEWSLETTER (NOVEMBER 2020)

November 2020

Sizewell C
Doing the power of good for Britain
EDF CGN

Community Newsletter

East Coast College students say yes to jobs, yes to Sizewell C!



LATEST NEWS

We are listening: Consultation on proposed changes to Sizewell C plans

Fewer lorries – more sea and rail deliveries

New Environmental Trust to manage Sizewell's estate

Improving Sizewell C for East Suffolk



Julia Pyke
Nuclear Development Director

Thank you for reading our latest newsletter on plans for a new nuclear power station at Sizewell.

In June, the UK's Planning Inspectorate (PINS) accepted our application for a Development Consent Order (DCO) to build Sizewell C. Since then hundreds of residents, community organisations and stakeholders like Natural England and the Environment Agency have sent their views on the application to PINS.

One of the issues people and organisations like East Suffolk and Suffolk County Councils are most concerned about is the number of HGVs on roads near Sizewell C. We were also asked to provide more reassurance about safeguarding the local environment.

We listened to those views with a responsibility to act on them. And that is what we are doing now. With the benefit of more experience from Hinkley Point C and proposals from our own growing team of engineers, we are now able to consult on some new opportunities to further reduce the impact of construction on local communities and the environment.

The changes mean there will be a significant reduction in the number of HGV deliveries required at the peak of construction, with more of the freight transported by sea and rail.

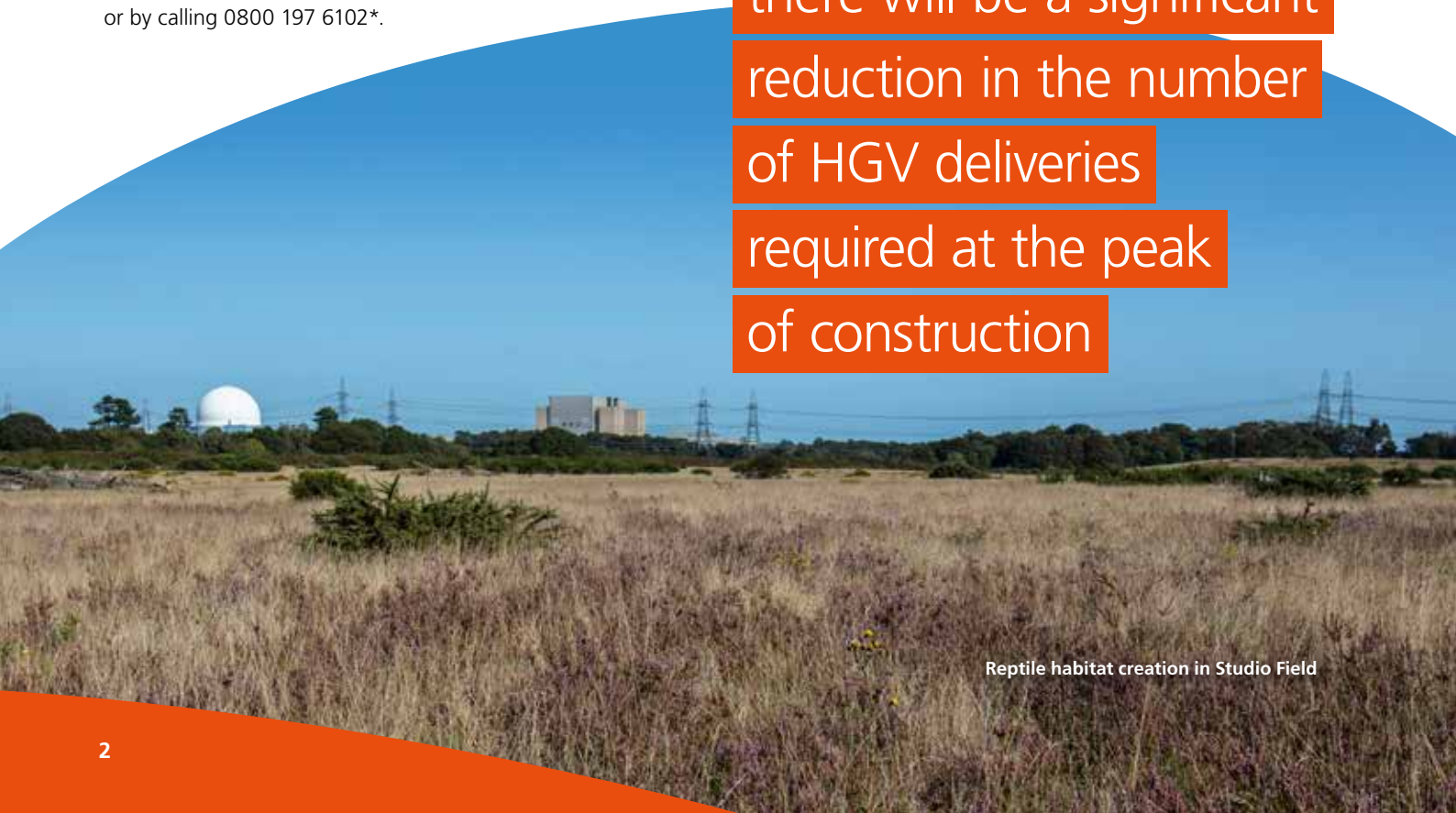
This newsletter offers a summary of the key proposed changes. More detail is included in the full consultation document which you can find at www.sizewellc.co.uk or by calling 0800 197 6102*.

Separately from the consultation, we intend to establish an independent Environmental Trust to manage biodiversity on the growing Sizewell estate. By completion of Sizewell C, our overall land ownership will have grown to the equivalent of nearly 1,000 football pitches, with the majority in the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. We want to bring the land under the stewardship of this new Trust to ensure that it will develop and thrive.

As well as doing everything we can to minimise the impact of construction, we are continuing to focus on the benefits the project will bring to the region. Due to the impact of the COVID-19 pandemic, the number of Jobseeker's Allowance claimants has more than doubled across Suffolk since January. As well as helping to tackle the climate emergency, Sizewell C will help Suffolk to bounce back and recover from this difficult period by creating jobs, skills and business opportunities.

I invite you to respond to the consultation, which closes on Friday 18 December 2020. I look forward to hearing your views.

The changes mean there will be a significant reduction in the number of HGV deliveries required at the peak of construction



Reptile habitat creation in Studio Field



Managing Director of Nuclear Development, Humphrey Cadoux-Hudson and CEO of Inspire Suffolk Terry Baxter discussing skills and employment opportunities in Leiston

Changes to the Sizewell C Plans

From 18 November to 18 December 2020 we are consulting on some proposed changes to the Sizewell C application. The changes relate to transport, the local environment and land use.

We are particularly interested in your views on:

- Proposals that would help deliver more bulk materials by rail and sea and reduce HGV movements on local roads. These include increasing the frequency of freight train movements, enhancing the existing beach landing facility, and proposals for a new temporary beach landing facility.
- The choice of siting the relocated Sizewell B facilities within the Sizewell A complex, avoiding the need for car parking on Pillbox Field.
- Proposals to further mitigate ecological impacts, including a bridge on to the Sizewell C platform, which would take up less land in the Sizewell Marshes Site of Special Scientific Interest (SSSI).

The main changes are summarised in this newsletter. More details are outlined in the consultation document.

Where to find the proposals and how to respond

You can view the consultation document and response form by:

- Downloading it from the homepage of the Sizewell C website: www.sizewellc.co.uk
- Calling freephone 0800 197 6102* or emailing info@sizewellc.co.uk to request a hard copy or USB stick.

The UK Government has put in place lockdown measures in response to the COVID-19 pandemic. At the time of writing restrictions will be lifted from 3 December. However, this consultation can be accessed remotely and our team is on hand to answer questions and engage directly with you.

- The Sizewell C team can provide presentations to remote meetings and webinars.
- Members of the team can discuss the proposals over the phone.
- Documents can be sent to your home and feedback received via Freepost, email or collection arranged.
- If you have any questions or would like to speak to a member of the team, please do not hesitate to get in touch.

A specialist team from Planning Aid England is once again on hand to provide support to Town and Parish Councils throughout the consultation.



The Sizewell C Information Office team are here to help

Transport Improvements



Richard Bull
Head of Transport Planning

Building Sizewell C will require moving substantial volumes of construction material. To do this in as sustainable a way as possible, we will follow these principles:

- Reduce the volume of material that needs to be moved away from the Sizewell C site by using it as fill or for landscaping.
- Where material must be delivered to the Sizewell C site, we will try to move it by sea or rail where practicable.
- Where deliveries of material by road remains necessary, we will manage this in a way which reduces local impacts via the use of defined routes for HGVs and systems which can monitor, manage and control the number and timing of HGV movements.

When we submitted our application six months ago it included proposals for a Transport Strategy where around 60% of construction materials would be delivered by HGVs and the remaining 40% by rail and sea.

Following feedback from East Suffolk and Suffolk County Councils, and from responses to our DCO proposals, we have continued to investigate ways to increase rail and sea deliveries. We have been able to identify more of our required material from areas with good rail and sea connections. There is now potential to reduce the total amount of material being moved by road to around 40%.

If this can be achieved it will be possible to reduce HGV numbers on an average typical day at the peak of construction to 250 (500 two-way movements) and 350 HGVs (700 two-way movements) on the busiest day. This represents a reduction of 150 HGVs on the very busiest day (300 two-way movements) compared to the numbers in the DCO submission.

This consultation is seeking feedback on potential options - rather than being a fixed proposal - for increasing the use of rail and sea transport.

The majority of freight could be transported by rail and sea

Offshore geophysical surveying underway close to Sizewell

We are exploring ways to increase sea and rail deliveries.

This work has reached a point at which options are sufficiently clear to consult on, underpinned by preliminary environmental information. Feedback to this consultation will be important in helping us to decide what changes to formally propose for the transport strategy in January.

It is also important to be clear about road deliveries: some materials do not lend themselves to bulk rail or sea transport – including locally sourced materials. We will require HGVs to deliver these construction materials.

Our proposals for mitigating the impacts of this additional traffic on local communities during construction, such as a Two Village Bypass and the Sizewell Link Road, remain part of our plans.

Sea

The Sizewell C application includes proposals for a beach landing facility for the delivery of particularly heavy and large loads by sea.

Following feedback and further analysis, we are now proposing to increase the capacity of the beach landing facility for more deliveries.

We have also looked for ways to bring other bulk materials to site by sea. We are consulting on the potential for a second, temporary beach landing facility to allow this. There are several types of beach landing facility that could be used for importing bulk materials, each with a different capacity. Operating from the start of April to the end of October, a second beach landing facility could deliver a volume of materials which would significantly reduce HGV movements at the peak of construction.

Rail

Ongoing work with suppliers, local councils and Network Rail on detailed site planning and logistics shows there is potential to increase the amount of freight coming by train to the main site during the peak of construction.

While we are testing potential changes to our rail proposals you can provide your views on options which include:

- Running four trains (seven overnight movements) rather than three trains (five overnight movements).
- Using five trains a day during the busiest period of construction.
- Running trains six days a week (Monday to Saturday).

We fully understand the concerns about noise on the East Suffolk Line – particularly for overnight freight deliveries. We are investigating continuous welded rail lines, the use of slower speeds and the types of trains that could be used to keep noise to a minimum.

While the rail options and increased sea deliveries could mean hundreds of fewer HGV movements throughout the peak of construction, it is important to note that this relies on sufficient capacity within the mainline timetable. We are seeking views on these potential opportunities while continuing to work with Network Rail to understand mainline capacity.

More information about rail and sea changes, their potential environmental effects and how you can provide feedback is available at www.sizewellc.co.uk



The East Suffolk line at Benhall



Katy McGuinness
Environment Planning Manager

Environment

Sizewell B has a long and proud track record as the owner of approximately 600 hectares of land in the Suffolk Coast and Heaths AONB. As the stewards of this land we have made it accessible to the public and won awards for our biodiversity management.

We have created new areas of wildlife habitat in and around the Sizewell estate.

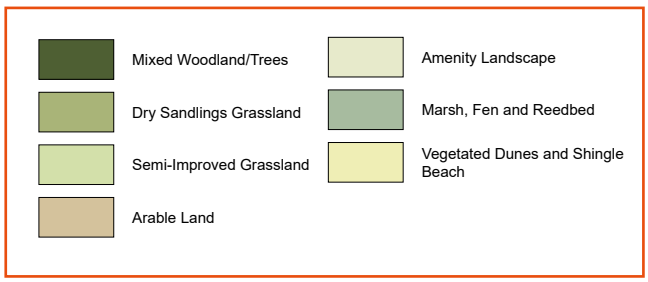
Projects like Aldhurst Farm and the Studio Field complex at Sizewell Gap have been developed with the aim of mitigating the impact building Sizewell C could have on wildlife in and around the temporary construction area.

The plans shown on this page show the past, present and future land use for the Sizewell estate. In short, since 2015, we have converted over 150 hectares of arable land into grassland, equivalent to an area six times the size of Thorpeness Meare.

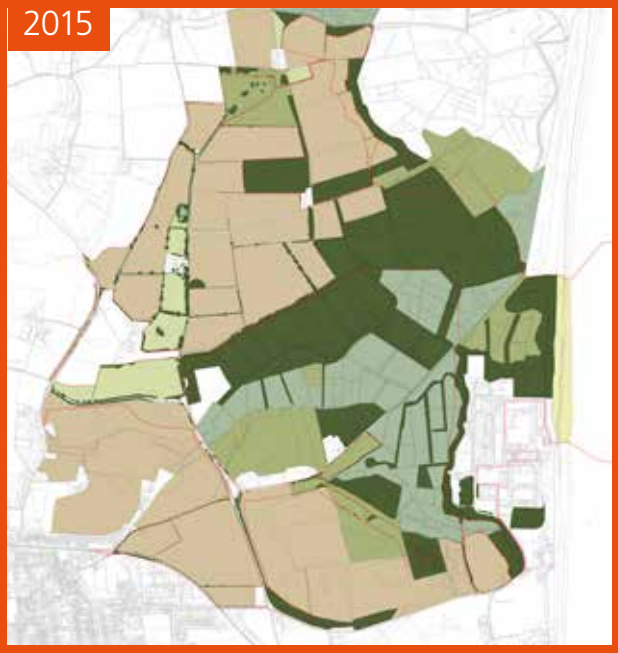
Our proposals for habitat protection and mitigating the impacts on local ecology are all detailed in the Environmental Statement we submitted with our application six months ago.

At the end of construction, our land ownership will have increased substantially with the inclusion of these areas for mitigation.

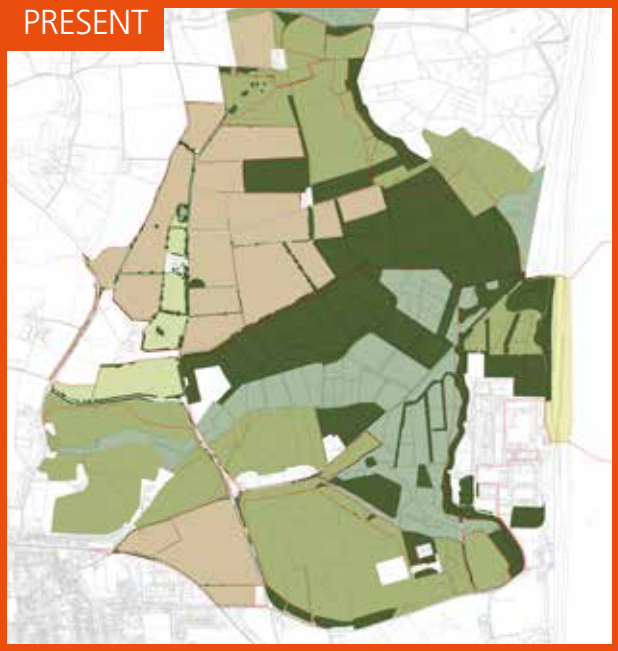
Taking inspiration from a similar project in Dorset, we intend to establish an independent Environmental Trust to manage the ongoing re-wilding and biodiversity of the growing Sizewell estate. We will commit to contributing to the Trust every year during the operation of Sizewell C, with a view to expanding and connecting further parcels of land identified for re-wilding and habitat creation. We will update the community regularly on our progress on this concept.



2015



PRESENT



FUTURE



Local environment surrounding Sizewell C



SSSI Crossing

Access to the Sizewell C platform will need to pass over the Leiston drain within the Sizewell Marshes Site of Special Scientific Interest (SSSI).

In the DCO application we proposed a crossing over a single culvert through which the Leiston drain would flow.

We now propose to change the design of the SSSI crossing to a 30m long single-span bridge with embankments.

The bridge design would retain significantly more space around the Leiston Drain and would reduce the amount of SSSI land take.

The change provides additional flood relief and would provide greater connectivity for species including water voles, otters and bats, thereby reducing the fragmentation of wildlife populations.

Surface Water

Additional work has shown that while construction of permanent drainage takes place, including the Combined Drainage Outfall (CDO), a temporary outfall will be needed to help manage water.

During the very early stages of building Sizewell C the construction areas will start being created and both the CDO and Water Management Zones will not yet be complete. A separate approach to managing water is therefore required for approximately two years in accordance with a separate environmental permit. This would ensure water is managed appropriately during the very early stages of construction to help protect both the site and Sizewell Marshes SSSI (via the Leiston Drain).

We are proposing a temporary drainage pipe of up to 0.5m in diameter that would pass over the temporary sea defences and onto the foreshore. Users of the coast path would be able to cross the pipe without hindrance.

More information about these changes, the potential environmental effects and a feedback form is available at www.sizewellc.co.uk



Dr Stephen Roast
Marine Planning Manager

Water Resource Storage Area

We have continued design development for a temporary storage area for water that will be used during construction.

We are proposing a change of location within the main construction site so that the area we originally proposed in the application can be used as a permanent flood mitigation area. This will also offer opportunities to create additional wetland habitats, including open water channels and wet reedbeds providing high-quality foraging habitats for marsh harriers during construction.

Once construction is completed and the marsh harrier habitat is no longer needed, the reedbeds could become wet woodland habitats.

Coastal Defence

We have continued developing the design of the Sizewell C sea defence in line with the Met Office UK sea level rise predictions (UKCP18).

We are considering an increase in the height of the sea defence crest (remaining within the maximum height limit set out in the DCO application) to provide further resilience and allow for landscaping. We have also developed the foundation design for greater stability.



Wetland habitat at Aldhurst Farm

Other Changes



Carly Vince
Chief Planning Officer

We are also consulting on other potential changes to the DCO application:

An additional site as further mitigation for a small loss of fen meadow habitat on the SSSI. Along with the existing sites at Benhall and Halesworth, we have identified a site near Pakenham in West Suffolk, where we propose to enhance the biodiversity of the land.

Potential reduction in land required, including a parcel of land at the A12/B1119 junction near Saxmundham which is no longer needed for highway improvements, and other small areas of land.

Minor boundary changes (extension or reduction of the Order Limits) and/or additional land required for the proposed Sizewell Link Road, Yoxford Roundabout and the Two Village Bypass.

Amendments to height limits and activities during construction, including more space in the Temporary Construction Area for an additional stockpile.

Changes to the tree retention plan on the main development site to support activity in three locations. Two of the changes will not result in any additional net loss of trees and the other proposes removal of four trees. As part of the proposals to relocate Sizewell B facilities we are proposing to plant 2,500 trees.

Extension of landscaping bund at the Southern Park and Ride to provide additional screening for views from the B1116 and a nearby footpath.

A new bridleway link between Aldhurst Farm and Kenton Hills.

Relocating Sizewell B Facilities

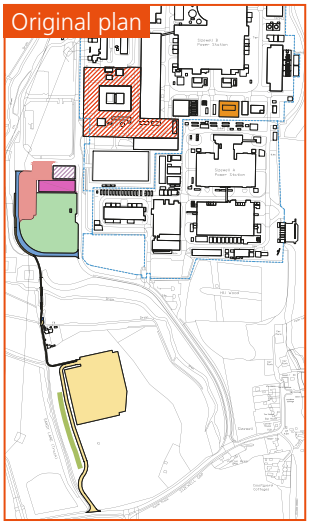
Some existing Sizewell B facilities need to be relocated from the Sizewell C platform.

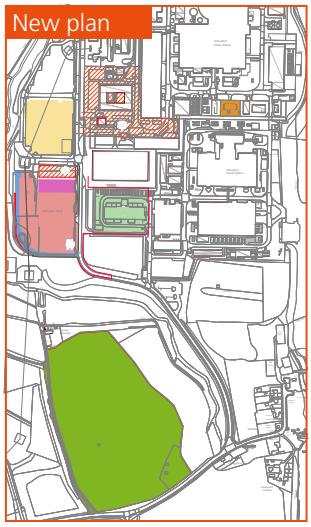
We can now potentially avoid the need for car parking on Pillbox Field, which would instead be landscaped.

Other proposed changes include reducing the height of the Training Centre, and moving the Administration Building and Visitor Centre closer to the Training Centre.

We have also submitted a new planning application for these changes to East Suffolk Council.

More information about these changes, their potential environmental effects, and a response form is available at www.sizewellc.co.uk.





Key

- Outage store
- Training centre
- Laydown area
- Outage car park
- Replacement car park
- Western access road
- Pillbox field landscape scheme
- Outline development zone for offices and welfare facilities



The Sizewell B and C Skills and Education Team Leads in Suffolk: Marjorie Barnes (Sizewell B and Sizewell C), Niki Rousseau (Sizewell B) and Sarah Osborne (Sizewell B Visitor Centre)

Creating 1,500 apprenticeships

We are supporting local young people keen to work on the project through Young Sizewell C (YSZC). YSZC, along with the Sizewell C Jobs Service, will provide guidance and sign-posting to careers opportunities across the region as well as Sizewell C, and the various skills courses that can help potential candidates.

Sizewell C aims to provide 1,500 apprenticeships and we hope as many local people as possible will join us. There are opportunities that already exist with Sizewell B and we will launch our search for the next apprentices for our operating power station in Suffolk at the end of November.

Through our work with local colleges and education providers Sizewell C will provide a real opportunity to upskill and train people across Suffolk. Our welding partners at Hinkley Point C, Weldability Sif, have announced that they will open a new centre of excellence for welding in East Anglia if Sizewell C gets the go ahead.

They will upskill and train a new generation of British welders and provide new career opportunities for young people in the area to work on Sizewell C and other projects in the region.

"As a partner of both EDF and Weldability, East Coast College is very encouraged by this exciting news. Great Yarmouth and Waveney have a very strong history in high level welding and technical skills and this will support the new generation into careers."

Stuart Rimmer, Principal, East Coast College

"Businesses are looking around the world for trained and qualified workers to undertake welding projects. Highly-skilled welders are in short supply and through the Sizewell C project we want to make sure there is a centre of excellence in place to train local people to take up these jobs and to learn a new sought-after trade."

Gareth Hawkins, Managing Director, Weldability Sif



Sizewell C Key Facts

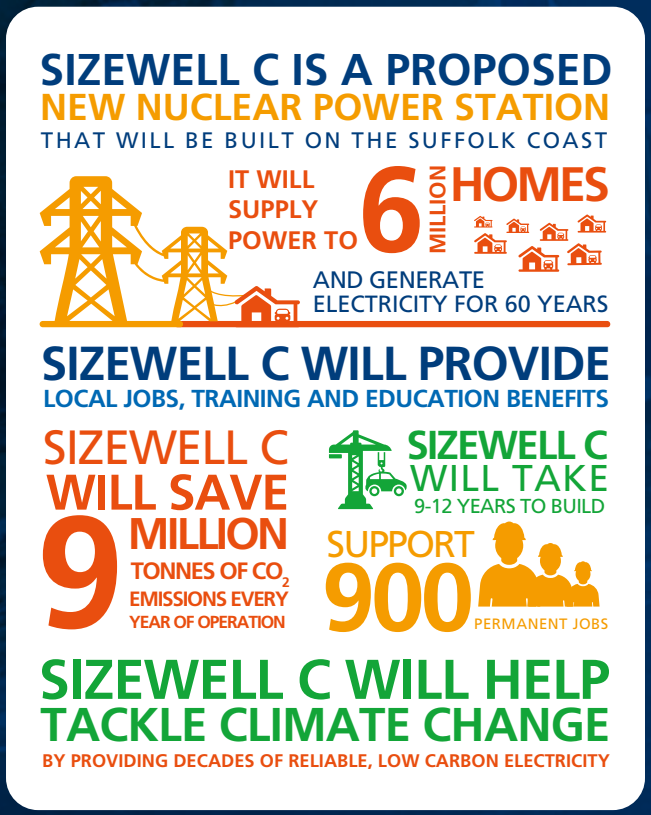
Sizewell C will be a two-reactor nuclear power station located right next to Sizewell B on the Suffolk coast.

Nuclear power has been generated safely on this part of the Suffolk coast for over half a century. Sizewell A was commissioned in 1966. It is a stable and secure section of the Suffolk coastline.

The design of the station will be a replica of one we are already building at Hinkley Point C in Somerset. The design has been approved by the UK's nuclear regulator, the Office for Nuclear Regulation (ONR). This means it satisfies Britain's high and robust standards for nuclear safety.

The design of the station is proven to work. The construction of Hinkley Point C, our sister station in Somerset, has met all critical milestones.

Together the reactors will generate 3.34GW of electricity. This is enough to power six million homes.



Britain needs Sizewell C to help replace coal, gas and nuclear power stations that are closing down so we do not have to rely on foreign imports or, like Germany, burn more fossil fuels and make the climate emergency worse.

It will take 9-12 years to build Sizewell C. A construction project will always have some impact on the surrounding area, but we are working hard to minimise this.

At least 25,000 job opportunities will be created at the site over the course of construction. At least a third of the workforce will be local and jobs for local people will be the full range of management, skilled and entry level. We have a great track record of developing people and delivering careers.

In our DCO application we committed to 40% of construction materials being delivered to site by rail or sea. We are now consulting on opportunities to increase that to potentially 60%, further reducing the number of Sizewell C HGVs on local roads.

A net increase in land for wildlife will be created to mitigate for the land used during construction. We are not building on land owned by RSPB Minsmere. We are committed to being a good neighbour, as Sizewell A and B have been since 1966.

The Government will decide how Sizewell C is funded: we expect it to be funded mainly by British investors.

Once built, Sizewell C will generate low carbon electricity for at least 60 years and will employ 900 people, in addition to the thousands more jobs needed for maintenance outages. The carbon emissions during construction will be offset within 6-8 months of Sizewell's operation (assuming it replaces a gas plant, which with nuclear is the main technology for electricity supply that is not weather dependent).

OUR PLEDGES
TO THE LOCAL COMMUNITY

When we submitted the planning application in May this year, we announced 11 pledges to limit disruption during the construction period and enhance the opportunities for Suffolk from Sizewell C. These pledges have now been updated.

PLEDGE 1

Minimise disruption to local communities during the construction of Sizewell C.

PLEDGE 2

Invest in local employment, education and skills. This includes an aim to create 1,500 apprenticeships.

PLEDGE 3

Support the growth of the local economy. This includes measures to support local firms in gaining work on the project.

PLEDGE 4

Subject to consultation, transport the majority of construction materials by rail and sea, reducing the number of Sizewell C HGVs on local roads.

PLEDGE 5

Respect the Suffolk heritage coast and minimise impact on RSPB Minsmere, National Trust Dunwich Heath and Leiston Abbey.

PLEDGE 6

Return the temporary construction area to a standard befitting the AONB following construction.

PLEDGE 7

Remove the accommodation campus and caravan site, the park and ride sites, the rail extension off the Saxmundham to Leiston branch line and the freight management facility following construction and restore the land.

PLEDGE 8

Support the Suffolk coast tourism sector through the provision of a Tourism Fund.

PLEDGE 9

Provide a comprehensive 24/7 onsite occupational health service for workers, a healthcare contribution and a Public Services Contingency Fund.

PLEDGE 10

Require all workers to sign a Worker Code of Conduct and enforce it – as we have done successfully at Hinkley Point C.

PLEDGE 11

Enhance the economic, social and environmental wellbeing of local communities through the provision of a Community Fund.

Responses need to be received by Friday 18 December 2020

To request a large print version of this newsletter, a hard copy of the consultation document, response form or USB stick, contact:

FREEPHONE 0800 197 6102*
info@sizewellc.co.uk
www.sizewellc.co.uk
FREEPOST SZC CONSULTATION
@sizewellc

You can email, use the Freepost address or call the freephone number to arrange collection of your response form if you are shielding.

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EDF CGN

* 9am-5pm Monday-Friday. Calls from to 0800 numbers are free from UK landlines. Call costs from mobile and international numbers may vary.

APPENDIX H: CONSULTATION ON PROPOSED CHANGES – ISSUES TABLES

APPENDIX H: CONSULTATION ON PROPOSED CHANGES – ISSUES TABLES

Theme	Number of responses code has been applied to	SZC Co. response
Roads		
Concerns about the project on the grounds that HGV journeys during the construction phase may create pollution and reduce air quality.	45	SZC Co. recognises the concern about the impact on air quality from the Sizewell C Project, including from vehicle pollution, and dust and emissions impacts during the construction phase. This is one of the drivers for the change request through which SZC Co. is intending to reduce the use of road Heavy Goods Vehicles (HGVs) to bring construction materials to site, by increasing the number of rail and marine deliveries. Through the proposed changes, the emissions of air pollutants such as nitrogen oxides, particulates and carbon dioxide from HGVs will correspondingly be reduced, although it should be noted that no significant effects on air quality from Sizewell C Project traffic were identified in the original assessment. Ozone is called a secondary pollutant as it is not directly emitted from engines or combustion sources. Nitrogen oxide emissions actually reduce the local ozone concentrations (which is why ozone concentrations are lower in urban areas).

		Chapter 12 (Air Quality) of **Volume 2** of **ES** (Doc Ref. 6.3) [APP-212] sets out the assessment of air quality impacts arising from the construction and operation of the main development site, including the associated traffic movements on the wider traffic network. This has been updated with additional information as presented in Chapter 2 of the **ES Addendum** (Doc Ref 6.14)**.** The air quality impact assessment considers the impact on residential receptors as well as ecological receptors, including surrounding habitats (**Chapter 14** of **Volume 2** of the ES (Terrestrial Ecology and Ornithology)) (Doc Ref 6.3(A)) [AS-033], and users of public rights of way (**Chapter 15** of **Volume 2** of the **ES** (Amenity and Recreation)) (Doc Ref 6.3) [APP-267]. In addition, the air quality impact assessment considers potential effects on any Air Quality Management Areas (AQMAs) in the area. Air quality effects from vehicles, construction activities and operational point sources have been assessed. For the road traffic emissions, a number of conservative assessment scenarios have been modelled and the modelling results have been calibrated against current baseline conditions taken from ongoing air quality monitoring data gathered in the area. SZC Co. has engaged with the local planning authorities and their

		advisers to agree the assessment scenarios to be considered and the data to be used. Mitigation measures have been identified and are detailed in **Chapter 10** (Transport) of **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-198]. In the **ES**, no significant effects were predicted to arise from vehicle emissions as a result of SZC Co. traffic, following application of the planned mitigation measures, and air quality effects remain not significant as a result of the proposed change in freight management strategy. The proposed mitigation measures include the **Code of Construction Practice (CoCP)** (Doc Ref. 8.11(A)) measures which is secured by Requirement 2 in the **draft DCO** (Doc Ref. 3.1(A)), the **Construction Traffic Management Plan** (CTMP) (Doc Ref. 8.7) [APP-608] and the **Traffic Incident Management Plan (TIMP)** (Doc Ref. 8.6) [APP-607], both of which will be secured through the Section 106 Agreement. The **CTMP** (Doc Ref. 8.7) [APP-608] will specify the construction traffic routes to be used by HGVs, as well as delivery hours and emergency procedures in the event that the designated routes are temporarily unavailable. In addition, SZC Co. is working with the local planning authorities to agree set commitments to the use of cleaner vehicle engines (that meet the Euro-VI standards) within

		the construction HGV fleet. These commitments are included within the **Construction Traffic Management Plan** (CTMP) (Doc Ref. 8.7) [APP-608] and will further reduce air quality impacts from the conservative assessment presented in the ES and **ES Addendum** (Doc Ref. 6.14).
Concerns about the project on the grounds that HGV journeys during the construction phase may negatively impact the environment, as well as concerns that the proposed changes to the road infrastructure may negatively impact wildlife and the rural landscape.	18	The environmental transport effects of the Sizewell C total traffic and increase in HGVs on the highway network have been assessed within **Chapter 10** (Transport) of **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-198] and **ES Addendum** (Doc Ref. 6.14). The assessment shows that any significant effects would be mitigated through the implementation of the highway works, improvements to be funded through the Section 106 Agreement and the management of traffic through the implementation of the **Construction Traffic Management Plan** (CTMP) (Doc Ref. 8.7) [APP-608] and the **Construction Worker Travel Plan** (CWTP) (Doc Ref. 8.8) [APP-609].
Concerns about the movement of construction materials by road, without providing further details.	12	The impact of Sizewell C traffic is considered in the **Transport Assessment** (Doc Ref. 8.5(A)) AS-017 and **ES** (Book 6). The management of HGVs will be detailed in the Construction Traffic Management Plan (CTMP) (Doc Ref. 8.7). Any vehicle in excess of 3.5 tonnes is defined as a HGV and will be required to adhere to designated haulage routes to the main site.

		In the event of an incident vehicles will comply with the processes set out in the **Traffic Incident Management Plan (TIMP)** (Doc Ref. 8.6) [APP-607].
Concerns about the project on the grounds that HGV journeys during the construction phase may negatively impact communities and local businesses.	55	HGVs will be required to adhere to the proposed HGV routes via the A12 and B1122 and then the Sizewell Link Road once operational. Two new roads (Two Village bypass and Sizewell Link Road) are proposed, which will enable HGVs and other Sizewell C traffic to bypass local communities. Since the Application was submitted, a VISSIM micro-simulation model has been built of the A12 corridor between Seven Hills and A1152 at Melton as set out in **Chapter 9** of the **Transport Assessment Addendum** (Doc Ref. 8.5Ad). The VISSIM modelling study forecasts that the impact of Sizewell C traffic on A12 average journey times would be no more than 18 seconds in the Early Years during the AM and PM network peak periods. Journey times are forecast to increase by up to 37 seconds on a typical day during peak construction, and up to 62 seconds on the busiest day during peak construction. The A12 VISSIM modelling study also tested the benefits of the reduction in HGVs that would result from operating four trains per day (**Change 1**), enhancing the BLF and building a new temporary BLF for bulk materials (**Change 2**). The modelling results forecast that journey times on the A12 would increase by up to 32 seconds on a typical

		day during peak construction and up to 42 seconds on the busiest day during peak construction. These increases in journey time over a 14km route are not significant and would not materially impact communities and local businesses.
Concerns about the project on the grounds that HGV journeys during the construction phase may negatively impact the road network, or that the road network may be inadequate for the proposed number of HGVs.	131	The proposals put forward for running additional trains and importing bulk materials will reduce the number of HGVs on the roads. HGVs will need to adhere to designated haulage routes and avoid minor roads (**Construction Traffic Management Plan** (CTMP) (Doc Ref. 8.7) [APP-608]. The proposed Two Village Bypass and Sizewell Link Road will provide new routes to the construction site and reduce overall traffic on the A12 at Farnham, Stratford St Andrew and on the B1122 through Yoxford, Middleton Moor and Theberton.
Concerns that the cumulative impact of potential increases in traffic resulting from other proposed or approved developments and increases in traffic resulting from the project have not been properly considered.	30	Within the 2023, 2028 and 2034 'Reference Case' models (i.e. future year traffic models without Sizewell C), background traffic growth that takes account of committed development has been included. All future year scenarios have also been modelled including traffic flows generated by an outage at Sizewell B. This is highly robust, given that a planned outage only occurs for 8% of the time. In addition, a cumulative assessment of Sizewell C with East Anglia 1 North' (EA1N) and 'East Anglia 2' (EA2) has been undertaken (**Transport Assessment Addendum** (Doc Ref. 8.5Ad)).

Concerns about the project on the grounds that HGV journeys during the construction phase may cause excessive noise and vibration.	23	The effects of noise and vibration from HGVs, and other traffic, serving the project were set out in the Application. The noise and vibration effects of construction traffic on existing roads can be found in **Volume 2, Chapter 11** of the **ES** (Doc Ref 6.3) [APP-202]. The noise and vibration effects of traffic, including construction traffic, on new or altered roads can be found in the following locations: • For the Two Village Bypass: **Volume 5, Chapter 4** of the **ES** (Doc Ref 6.6) [APP-415]. • For the Sizewell Link Road: **Volume 6, Chapter 4** of the **ES** (Doc Ref 6.7) [APP-451]. • For the Yoxford roundabout and other highways improvements: **Volume 7, Chapter 4** of the **ES** (Doc Ref 6.8) [APP-484]. The assessments have been updated in light of Additional Information and the proposed changes to the Application. The updated assessments can be found in **Sections 2.6, 5.3, 6.3 and 7.3** of the **ES Addendum** (Doc Ref 6.14). The assessments follow the appropriate guidance in LA111 'Noise and vibration', which is the relevant part of the UK assessment method for considering the effects of

		highways noise and vibration. It forms part of the 'Design Manual for Roads and Bridges'. Measures are proposed to address identified impacts in a proportionate way in the 'Noise Mitigation Scheme' (**Volume 2, Appendix 11H** of the **ES** (Doc Ref 6.3) [APP-210]), which provides a mechanism through which affected properties can obtain improvements to their glazing to better keep out sound, subject to certain qualifying noise criteria.
Concerns about the use of roads for HGV parking for the project.	3	HGV deliveries to site will be managed with a Delivery Management System (DMS) to ensure that vehicles have specific arrival windows for deliveries **Construction Traffic Management Plan** (CTMP) (Doc Ref. 8.7) [APP-608].The main development site will have sufficient capacity to accept vehicles and avoid vehicles having to park up prior to arrival. In the event of an incident on the road network vehicles will be either held at the main construction site or diverted to the Traffic Incident Management Area at the Southern Park and Ride, or to the Freight Management Facility (**Traffic Incident Management Plan (TIMP))** (Doc Ref. 8.6) [APP-607].
Concerns about the project on the grounds that HGV journeys during the construction phase may increase the risk of road accidents.	16	Further analysis has been undertaken to forecast the impact on road traffic collisions as a result of the increase in traffic. The assessment is summarised in **Chapter 10** of the **Transport Assessment Addendum** (Doc Ref.

		8.5(A)Ad). A similar analysis was not undertaken in the Transport Assessment (Doc Ref. 8.5(A)) [AS-017]. The analysis is summarised in **Chapter 10** of the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad) and shows that Sizewell C traffic is forecast to increase collisions by 14 per year across the entire network based on the Early Years traffic flows, with less increase in collisions during the start of the Early Years when traffic levels are lower (12 slight collisions and 2 serious collisions). The additional Sizewell C traffic is forecast to add 18 collisions to the local highway network based on the peak construction flows and there would be less collisions per year during the other years within the peak construction phase when traffic flows are lower (15 slight collisions, 2-3 serious collisions and 0.25 fatal collisions). The increase in collisions is an aggregated value across the whole network within the study area with the increase on any individual link being considerably lower. During the operational phase, the analysis shows less than one additional collision per annum due to Sizewell C traffic increases. The assessment is numerical based on the COBALT (Cost Benefit Analysis Light Touch) methodology. As such it is not possible to take account of the proposed management measures, which include HGV driver rules, induction for HGV drivers at the freight management

		facility, monitoring of HGVs along the HGV routes and the worker code. These measures will act to reduce the number of collisions on the highway network.
Request for clarification regarding whether the proposed "campaign" periods for the permanent beach land facility may result in seasonal variations in HGV movements.	1	The volume of imported fill via the marine option and temporary BLF is likely to be constrained to a summer seasonal campaign between April and October. However, this imported material is used to re-stock the site buffer stockpile to allow a balancing between the peaks of the backfill material demands and to supply the backfill operations during the winter when no marine import is available. In parallel fill can be imported by rail so the seasonal marine imports should not impact the HGV profile and increase movements during the winter.
Concerns about the project on the grounds that increased traffic may negatively impact tourism in the area.	17	SZC Co. recognises the importance of the tourist economy within and around the Suffolk Coast, and has undertaken an assessment of the effects of the Sizewell C Project on tourism, in-line with the requirements of National Policy Statement EN-1, as part of **Chapter 9**, **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-195]. No change to this assessment is predicted as a result of the additional information or proposed changes, although the further work undertaken on the limited journey time impacts of Sizewell C traffic provides additional assurance (**Chapter 9** of the **Transport Assessment Addendum**) (Doc. Ref. 8.5Ad).

		Using feedback from a Tourism Survey, SZC Co. is proposing a Tourism Fund, details of which are set out in Chapter 9, Volume 2 of the ES (Doc Ref. 6.3) [APP-195] and the Economic Statement (Doc Ref. 8.9) [APP-610]. This will include funding for measures deemed appropriate to avoid or reduce effects such as marketing, promotion, research and supporting local projects. In addition, the Sizewell C Project offers benefits to tourist accommodation providers in off-peak seasons, generating demand for year-round use of properties at the peak of construction. The Tourism Survey recognises that transport disruption is a sensitivity that might lead potential and returning visitors to state that they could change visiting behaviour. However, as set out above, journey time delays would not be significant. More widely, the Sizewell C Project's effects on the local economy will be overwhelmingly positive – supporting long-term, sustainable careers through employment, skills and training initiatives secured in partnership with Suffolk County Council and New Anglia Local Enterprise Partnership's strategic plans for the regional economy.
Concerns about the traffic data used to predict the traffic impacts of the	20	Extensive traffic data has been collected to develop the various traffic models to assess the impacts of the Sizewell C traffic on the highway network. The strategic

project, including traffic surveys and modelling.		VISUM model has been further refined since the Application and details are provided in **Chapter 8** of the **Transport Assessment Addendum** (Doc Ref. 8.5Ad), as well as an addendum to the Local Model Validation Report (LMVR), included as **Appendix 8A** of the addendum. In addition, since the Application submission, a micro-simulation model of the A12 corridor between Seven Hills and A1152 at Melton has been developed in consultation with the local authorities and Highways England. The model has been used to assess the traffic impacts of the Sizewell C traffic on this corridor. The results are summarised in **Chapter 9** of the **Transport Assessment Addendum** (Doc Ref. 8.5Ad). The VISSIM modelling study forecasts that the impact of Sizewell C traffic on A12 average journey times would be no more than 18 seconds in the Early Years during the AM and PM network peak periods. Journey times are forecast to increase by up to 37 seconds on a typical day during peak construction, and up to 62 seconds on the busiest day during peak construction. The A12 VISSIM modelling study also tested the benefits of the reduction in HGVs that would result from operating four trains per day (**Change 1**), enhancing the BLF and building a new temporary BLF for bulk materials (**Change 2**). The modelling results forecast that journey times on the A12 would increase by up to 32 seconds on a typical day

		during peak construction and up to 42 seconds on the busiest day during peak construction. These increases in journey time over a 14km route are not significant and would not materially affect drivers.
Questions and requests for further information regarding the road transport proposals.	12	The minimum proportion of materials that can be transported by HGV in SZC Co's view is 40% (by weight) of the construction material. In general, bulk materials are well suited to rail or marine transport whereas smaller items or specialist materials are better suited to road. This is due to the nature of the non-bulk materials. It is not economic to load smaller or specialist materials onto rail or sea. These types of materials include consumables, PPE fuels, oil, greases, timber, skips, lifting and construction equipment, small plant, general stores, and catering/food supplies. Additionally, SZC Co. has been working with the Suffolk Chamber of Commerce to develop the local supply chain. Where materials can be sourced locally, it is unlikely that it would be sustainable to use rail or marine transport. It is anticipated that HGVs between 3.5 and 7.5 tonnes (i.e. the smallest category of HGV) would generally be delivering smaller consumables and would represent a considerable proportion of the overall total HGV movements. SZC Co. has sought to provide an indication of the overall number of HGVs at peak construction alongside different

		train numbers/BLF options (**Table 4.1** of the updated **Freight Management Strategy**) (Doc. Ref. 8.18). **Figure 3.1** of **Appendix E** of the **Consultation Document** (Doc Ref. 5.1) [APP-074] shows existing and proposed rail infrastructure for the Sizewell C Project. All rail lines coloured either blue or grey represent existing rail infrastructure.
Suggestions to investigate the use of vehicles powered by clean energy during the construction phase.	4	SZC Co. is continuing to work with its supply chain to identify and promote opportunities to design and construct for a low carbon future, including the low carbon transport of people, material and equipment. In this submission, the updated **Code of Construction Practice** (Doc Ref. 6.11(A)) improves SZC Co.'s commitment in the Application to use Euro VI as a minimum vehicle emissions standard (compared with Euro V).
Suggestions that the project should use an alternative road connection rather than the proposed B1222 / link road.	3	**Chapter 3 (**Alternatives and Design Evolution) of **Volume 6** of the **ES** (Doc Ref. 6.7) [APP-450] presents a description of the main alternatives considered in relation to the proposed Sizewell Link Road, which includes alternative routes considered for the road.
Suggestions for mitigation against specific traffic impacts of the project and / or mitigation against traffic	26	HGVs will be monitored for adherence to the HGV routes along the A12 and B1122 / Sizewell Link Road via the **Construction Traffic Management Plan** (CTMP) (Doc

impacts of the project on specific roads.		Ref. 8.7) [APP-608]. There will be no Sizewell C HGVs on the A1152 through Melton. A micro-simulation model of the A12 corridor between Seven Hills and A1152 Melton has been developed since the submission of the Application. Based on the A12 VISSIM assessment of both the integrated freight strategy detailed in the DCO and the reduction in HGVs resulting from **Changes 1** and **2** of the Application, no material impact is predicted in journey times on the A12 corridor and therefore no mitigation in the form of highway improvements is considered to be required for the A12 corridor between Seven Hills and Melton. This assessment is set out in **Chapter 9** of the **Transport Assessment Addendum** (Doc. Ref. 8.5d) which reaches similar conclusions for the remainder of the road network. Instead the traffic will be managed through the implementation of the **Construction Traffic Management Plan** (CTMP) (Doc Ref. 8.7) [APP-608] and the **Construction Worker Travel Plan** (CWTP) (Doc Ref. 8.8) [APP-609].
Support for proposals that result in fewer HGV journeys during the construction phase.	28	The support is noted.
Freight Management		

General concerns about the environmental impacts of freight movements and the development in principle	24	The environmental transport effects of the total traffic and increase in HGVs on the highway network as a result of the Sizewell C Project have been assessed within **Chapter 10** (Transport) of **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-198] and **ES Addendum** (Doc Ref. 6.14). The assessment shows that any effects would be mitigated through the implementation of the highway works, improvements to be funded through the Section 106 Agreement and the management of traffic through the implementation of the **Construction Traffic Management Plan** (CTMP) (Doc Ref. 8.7) [APP-608] and the **Construction Worker Travel Plan** (CWTP) (Doc Ref. 8.8) [APP-609].
Concerns about the proposals on the grounds that they do not appear to sufficiently reduce the number of HGV journeys during the construction phase, or comments expressing doubt that the proposed reduction in HGV journeys will be achieved.	77	SZC Co. aims to reduce the number of HGVs to 250 (500 2-way movements) on the Typical Day and 350 (700 2-way movements) on the Busiest Day. This would represent a reduction of 75 HGVs (150 2-way movements) on the Typical Day and 150 HGVs (300 2-way movements) on the Busiest Day. The updated **Freight Management Strategy** (Doc. Ref. 8.18) explains why this is the maximum reduction that can be achieved.
Comments that are neutral regarding proposed freight changes.	2	The comments are noted.
Questions and requests for further information regarding the freight transport proposals.	15	HGV numbers in the Early Years (300 HGVs or 600 2-way movements) are not proposed to change. This represents the maximum number of HGV deliveries on a given day during this period.

		SZC Co. has sought to provide an indication of the overall number of HGVs at peak construction alongside different train numbers/BLF options (**Table 4.1** of the updated **Freight Management Strategy**) (Doc. Ref. 8.18). That document provides substantial further information on the origin of construction materials and the potential to vary HGV movements.
Suggestions that the proportion of materials transported by HGV could be lower and / or comments disputing the figures relating to predicted number of HGV movements.	4	The minimum proportion of materials that can be transported by HGV, based on engagement with the supply chain, is 40% (by weight) of the construction material. This and related matters are explained in the updated **Freight Management Strategy** (Doc. Ref. 8.18). In general, bulk materials are well suited to rail or marine transport whereas smaller items or specialist materials are better suited to road. This is due to the nature of the non-bulk materials. It is not economic to load smaller or specialist materials onto rail or sea. These types of materials include consumables, PPE fuels, oil, greases, timber, skips, lifting and construction equipment, small plant, general stores, and catering/food supplies. Additionally, SZC Co. has been working with the Suffolk Chamber of Commerce to develop the local supply chain. Where materials can be sourced locally, it is unlikely that it would be sustainable to use rail or marine transport. It is anticipated that HGVs between 3.5 and 7.5 tonnes (i.e. the smallest category of HGV) would generally be

		delivering smaller consumables and would represent a considerable proportion of the overall total HGV movements. SZC Co. has sought to provide an indication of the overall number of HGVs at peak construction alongside different train numbers/BLF options (**Table 4.1** of the updated **Freight Management Strategy**) (Doc. Ref. 8.18).
Suggestion that daily maxima should be set on the number of freight movements during the construction phase.	1	SZC Co. has assessed an average Typical Day maximum for HGV numbers along with a daily Busiest Day maximum (**Chapter 8 – Strategic Modelling of Transport Assessment Addendum**) (Doc Ref. 8.5) [APP-606].
Suggestions that sea transport should be the first choice of transportation method during the construction phase, followed by rail as the second choice and HGV as the last choice.	4	The updated **Freight Management Strategy** (Doc. Ref. 8.18) explains how SZC Co. is proposing to utilise road, rail and sea deliveries to transport materials to site. Some materials and sources are more suited to individual transport modes. Having all three options available provides the most effective, robust and sustainable freight management strategy for the Project.
Suggestion to consider implementing a web-based delivery management system.	1	SZC Co. will implement a web-based delivery management system for deliveries **Construction Traffic Management Plan** (CTMP) (Doc Ref. 8.7) [APP-608] along with support from the Freight Management Facility proposed.
Suggestions to utilise Lowestoft and / or Ipswich ports for transport of	3	The logistics strategy will depend on final procurement decisions but it is starting to be developed working with

materials, on the grounds that this may further decrease negative environmental impacts of construction and also create jobs.		the SZC Co. supply chain. The potential to utilise local ports such as Ipswich and Lowestoft is being fully considered as part of this process.
Support for the proposed freight transport proposals on the grounds that potential negative health impacts have been reduced.	2	We welcome the support for the proposed change from the Clinical Commissioning Groups and look forward to ongoing engagement to address any residual concerns.
Support for the proposed freight transport changes, without providing further details.	8	The support is noted.
Support for the use of sustainable modes of freight transport.	4	The support is noted.
Increased frequency of train movements		
Concerns that the proposed level of rail movements feasibility has not been demonstrated, and that any shortfall in capacity may negatively impact the road network	5	SZC Co. explains in the updated **Freight Management Strategy** (Doc. Ref. 8.18) that it is working closely with Network Rail to design and develop the required infrastructure to ensure that freight trains can operate along the East Suffolk line and Leiston branch line. That work is continuing but SZC Co. is optimistic that the necessary agreements will be reached and documented with Network Rail. Promoting changes that would enhance both rail and marine capacity adds robustness to the strategy to reduce HGV movements.
Concerns about the proposals to use additional rail journeys to move	20	The physical rail infrastructure in connection with proposed **Change 1** is unchanged from that included in

freight during the construction phase on the grounds that they may negatively impact wildlife and the rural landscape, or that the proposals may negatively impact the environment, without providing further details.		the Application; the proposed change solely relates to the operational assumptions to allow for an increase in the frequency of freight train movements during the construction of Sizewell C. This includes no physical changes to the crossing identified in the Application. The revised assumptions relating to increased train movements do not require a change to the Application in the sense that the proposals for development remain unchanged. However, they do assume the rail infrastructure applied for may be used more intensively than was assumed and assessed in the Application. Therefore, it is appropriate that the implications of that revised assumption are assessed in the **ES Addendum** (Doc Ref. 6.14), specifically in relation to: noise and vibration, air quality, health and wellbeing and climate change. Change 1 is considered in the **Shadow HRA Addendum** (Doc Ref. 5.10Ad) by considering update noise modelling and the impacts on a number of bird species and no further potential for adverse effects on integrity on European sites has been identified compared to the **Shadow HRA** (Doc Ref. 5.10) [APP-145 - APP-152]. In relation to those species and habitats considered in **Volume 2, Chapter 14** of the **ES** (Doc Ref. 6.3), **Change 1** (Doc Ref. 6.14) is not anticipated to affect these features

		and is not considered further within the **ES Addendum** (Doc Ref 6.14). This is due to speed limits imposed and the limited increase in train movements. Specifically in relation to noise and vibration, matters are detailed within the assessment in Section 2.5 of the **ES Addendum** (Doc Ref. 6.14). The assessment set out there provides SZC Co. with confidence that rail noise effects can be limited and mitigated to comply with the policy requirements of the National Policy Statement for Energy. In particular, SZC Co. has already proposed a Noise Mitigation Scheme with the Application (**Appendix 11H** to **Volume 2, Chapter 11** of the **Environmental Statement** (Doc Ref. 6.3)) and a specific Rail Noise Mitigation Strategy is included as **Appendix 9.3.E** within the **ES Addendum** (Doc Ref.6.14) and a specific Rail Noise Mitigation Strategy is included within the **ES Addendum** (Doc Ref. 6.14), which details a number of construction and operational measures to limit rail noise to acceptable levels. To implement the measures, agreement will be necessary with Network Rail but SZC Co. is working closely with Network Rail to develop proposals to enable the full potential of rail transport to be made available. Appropriate mitigations and control measures are proposed to ensure that increased rail capacity is both deliverable and environmentally acceptable.

		In relation to air quality, the reduction in HGV movements as a result of the increased rail (**Change 1**) would not alter the effects on air quality reported within **Volume 2, Chapter 12** of the **ES** (Doc Ref. 6.3) [APP-212] , with all effects remaining not significant.
Concerns about the proposals to use additional rail journeys to move freight during the construction phase on the grounds that the existing rail infrastructure may be unsuitable for these additional journeys.	24	SZC Co. is proposing to operate freight trains at or below the current permitted speed limits along the East Suffolk line and Leiston branch line. This will limit the required upgrades to level crossings on the East Suffolk line, subject to final confirmation from Network Rail. SZC Co is working closely with Network Rail to ensure that the required upgrades to the Leiston branch line track are appropriately designed and completed prior to operating trains along the line. Once the upgrades have been completed, in the early years of construction up to two trains will run overnight and be held at hold points on the Branch line west of Bratts Black House level crossing and west of Snowdens level crossing.
Concerns about the proposals to use additional rail journeys to move freight during the construction phase on the grounds that they may impact existing freight rail services.	6	SZC Co. is working closely with both Network Rail and the Freight Operating Companies with regard to the logistics strategy required to move materials from the point of origin to the construction site. This work focuses on the rail pathing requirements across the rail network including existing paths utilised by the Port of Felixstowe. SZC Co. is confident that the necessary rail paths can be provided for SZC trains without impacting existing users of the East

		Suffolk line and expects this to be documented in a Statement of Common Ground with Network Rail.
Concerns about the use of additional rail journeys to move freight during the construction phase on the grounds that the road-rail interface may cause additional congestion and road danger.	8	SZC Co. has selected the location of the Freight Management Facility at Seven Hills to provide the most effective way of managing HGVs through the A14/A12 corridor. This will allow the flow of HGVs to be managed at peak times to minimise any congestion on these roads. The location allows SZC Co. to receive HGVs travelling from the east, west or south to the Facility with access from the Seven Hills junction. Additionally, should the Orwell Bridge be closed the site can accommodate any HGVs already in Suffolk east of the bridge without impacting the roads in East Suffolk. In such circumstances, HGVs west of the Orwell Bridge would be held at appropriate points on route or instructed to return to the point of origin **(Traffic Incident Management Plan (TIMP))** (Doc Ref. 8.6) [APP-607].
Concerns about the proposals to use additional rail journeys to move freight during the construction phase, without providing further details.	19	SZC Co. is working closely with Network Rail to design and develop the required infrastructure to ensure that freight trains can operate along the East Suffolk line and Leiston branch line. Further information is provided in the updated **Freight Management Strategy** (Doc. Ref. 8.18) and in the draft Rail Noise Mitigation Strategy (**Appendix 9.3.E** of the **ES Addendum** (Doc. Ref 6.14).
Concerns about the proposals to use additional rail journeys to move freight during the construction	34	Concern about the impact on communities is noted and a response on specific disturbance issues, such as noise

phase on the grounds that they may cause disruption to local communities.		and impacts on existing services, is provided elsewhere in this Consultation Report Addendum. **Chapter 2**.23 (Health and wellbeing) of the **ES Addendum** (Doc Ref. 6.14) notes that although the increase in the frequency of freight train movements would increase instances of significant rail noise effects at receptor groups, significantly affected receptors would fall under the provisions of the Noise Mitigation Scheme and further assessments would be undertaken to identify where additional mitigation is required to avoid and manage this. On this basis, the health and wellbeing effects would remain the same as reported in Chapter 2 (Health and Wellbeing), **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-346].
Concerns about the proposals to use additional rail journeys to move freight on the grounds that they may impact existing passenger rail services.	67	SZC Co. will continue to work with Network Rail to confirm the potential for running four trains to and from site which would utilise rail paths that would have no impact on the rail passenger timetable. With regard to the potential adjustment of the rail passenger timetable to allow SZC Co. to operate a fifth freight train to the construction site, a number of respondents expressed concerns about any reduction in the current level of service, noting that there are already two existing freight paths that impact the existing timetable. If a fifth train could be utilised at the very peak

		of construction SZC Co. would engage further with the rail operator, local authorities' and key local stakeholders to establish whether this was a viable option that could be supported. The updated **Freight Management Strategy** (Doc. Ref 8.18) explains that no reliance is being placed on a potential fifth daily train.
Concerns about the proposals to use additional rail journeys to move freight during the construction phase on the grounds that they may generate additional noise.	1034	The potential effect of the additional rail movements now proposed as a change to the DCO (**Change 1**) is set out in **Section 9.3** of the **ES Addendum** (Doc Ref 6.14). The assessment outcomes are predominantly linked to the maximum sound levels generated by each passing train, and additional trains do not alter the assessment outcomes; the outcomes that were expected at the time of the Application remain correct, even allowing for additional train movements. Further surveys and assessments undertaken after the Application was submitted have enabled SZC Co. to be more specific about the mitigation that will be implemented to reduce noise and vibration from train movements. There is now more certainty as to how this mitigation will be implemented, and the effect that is likely to result. The detail can be found in **Section 9.3** of the **ES Addendum** (Doc Ref 6.14) and in particular, the draft 'Rail Noise Mitigation Strategy' contained in **Volume 3, Appendix 9.3.E** of the **ES Addendum** (Doc Ref 6.14).

		Locations where railway noise is expected to lead to major adverse effects are likely to be eligible for improvements in their sound insulation or glazing under the provisions of the 'Noise Mitigation Scheme', which is contained in **Volume 2, Appendix 11H** of the **ES** (Doc Ref 6.3) [APP-210].
Concern about the proposals to use additional rail journeys to move freight during the construction phase on the grounds that potential passenger train timetable changes have not been specified.	1	SZC Co. will continue to work closely with Network Rail to confirm the number of trains that can be operated on a daily basis to the construction site. SZC Co. is seeking to maximise the use of rail and the number of trains utilising this infrastructure. SZC Co. is confident that four daily freight trains can operate with no impact on the passenger timetable.
Concerns about the proposals to use additional rail journeys to move freight during the construction phase on the grounds that they may generate additional air pollution.	7	In relation to air quality, the reduction in HGV movements and an increase in train movements (**Change 1**) would not alter the effects on air quality reported within **Volume 2, Chapter 12** of the **ES** (Doc Ref. 6.3) [APP-212], with all effects remaining not significant. This is demonstrated in the **ES Addendum** (Doc. Ref. 6.14) in **Chapters 2** and **9**.
Concerns about the proposals to use additional rail journeys to move freight during the construction phase on the grounds that they may negatively impact tourism.	2	SZC Co. recognises that tourism is a key strength within Suffolk's economy, and in particular within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) which stretches north and south of Sizewell C.

		Following Stage 2 Consultation, SZC Co. continued working with partners including local authorities, Suffolk Coast Destination Management Organisation (DMO), Visit Suffolk, Visit East Anglia (now Visit East of England), and New Anglia Local Enterprise Partnership (LEP) to understand and define the tourist sector and to define the key reasons tourists come to the area, the extent to which Sizewell C could have an impact on the attractiveness of the area for tourists, and the opportunities the Sizewell C Project could bring. A Tourism Fund to promote the area and support the longevity of the very important and diverse tourist economy of the Suffolk Coast is proposed. Alongside this, SZC Co. recognises the importance of the ecology/landscape to the local population and visitors and has implemented or proposed mitigation to address the impacts, including the 67ha habitat creation area at Aldhurst Farm (which will also provide new recreational opportunities) and new fen meadow site at Pakenham (see **ES Addendum** (Doc Ref. 6.14)), respectively. A package of measures is proposed to address the identified impacts in a proportionate way, including the draft 'Rail Noise Mitigation Strategy' (**Appendix 9.3.E** of the **ES Addendum)** (Doc Ref 6.14), which contains the physical and operational measures that are to be implemented to reduce railway noise and vibration, and

		the 'Noise Mitigation Scheme' (**Volume 2, Appendix 11H** of the **ES** (Doc Ref 6.3) [APP-202]), which provides a mechanism through which affected properties can obtain improvements to their glazing to better keep out sound, subject to certain qualifying noise criteria. **Change 1** proposes an increase from up to three to up to four freight train movements a day, with the possibility of a fifth train movement for a limited period during the peak of construction. The trains would predominantly run at night and would use existing train paths and rail infrastructure. There should be no impact on the tourist economy. The additional train movements would achieve a corresponding reduction in HGV movements which many local stakeholders consider to be more impactful than train movements.
Questions and requests for further information regarding the proposals to use additional rail journeys to move freight during the construction phase.	29	Additional information is provided in the updated **Freight Management Strategy** (Doc. Ref. 8.18) and in the additional assessments provided – particularly in **Chapter 9** of the **ES Addendum** (Doc. Ref. 6.14).
Suggestions to consult passengers on any changes to rail services proposed to accommodate additional freight during the construction phase.	3	If there was potential to run a 5th train, which would require an adjustment to the passenger timetable, SZC Co. would engage further with the rail operator, local authorities' and key local stakeholders to establish whether this was a viable option that could be supported.

Requests for further environmental assessment of the proposed rail transport changes.	7	The physical rail infrastructure in connection with proposed **Change 1** is unchanged from that included in the Application; the proposed change solely relates to the operational assumptions to allow for an increase in the frequency of freight train movements during the construction of Sizewell C. This includes no physical changes to the infrastructure or crossings identified in the Application. The revised assumptions relating to increased train movements do not require a change to the Application in the sense that the proposals for development remain unchanged. However, they do assume the rail infrastructure applied for may be used more intensively than was assumed and assessed in the Application. Therefore, the implications of the revised assumptions are assessed in the **ES Addendum** (Doc Ref. 6.14), specifically in relation to: noise and vibration, air quality, health and wellbeing and climate change. Specifically in relation to noise and vibration, matters are detailed within the assessment in Section 2.5 of the **ES Addendum** (Doc Ref. 6.14). The assessment set out there provides SZC Co. with confidence that rail noise effects can be limited and mitigated to comply with the policy requirements of the National Policy Statement for Energy. In particular, SZC Co. has already provided a Noise Mitigation Scheme with the Application (**Appendix 11H** to **Volume 2, Chapter 11** of the **Environmental Statement** (Doc Ref. 6.3)) and a specific Rail Noise

		Mitigation Strategy is included as **Appendix 9.3.E** within the **ES Addendum** (Doc Ref. 6.3)) [APP-210] and a specific Rail Noise Mitigation Strategy is included within the **ES Addendum** (Doc Ref. 6.14), which details a number of construction and operational measures to limit rail noise to acceptable levels. Taking account of the mitigation proposed, the assessments conclude that there would be no new or different significant noise effects arising from the revised rail assumptions. In relation to air quality, the reduction in HGV movements and the increase in rail movements as a result of the increased rail (**Change 1**) would not alter the effects on air quality reported within **Volume 2, Chapter 12** of the **ES** (Doc Ref. 6.3) [APP-212], with all effects remaining not significant. **Chapter 2.23** (Health and wellbeing) of the **ES Addendum** (Doc Ref. 6.14) notes that although the increase in the frequency of freight train movements would increase instances of significant rail noise effects at receptor groups, significantly affected receptors would fall under the provisions of the Noise Mitigation Scheme and further assessments would be undertaken to identify where additional mitigation is required to avoid and manage this. On this basis, the health and wellbeing

		effects would remain the same as reported in the **ES** (Doc Ref. 6.3) [APP-346].
Suggestions for the inclusion of rail improvements within the rail transport proposals, as a community legacy benefit.	37	SZC Co. is not proposing any further upgrades to rail infrastructure over and above those contained in the application for development consent. However, SZC Co. will continue to actively engage with Network Rail to establish the potential to upgrade the existing track on the East Suffolk line to improved continuously welded rail where there is close proximity to residential dwellings.
Suggestions to make the proposed construction phase rail extension permanent.	2	The Green Rail Route would be in place for the construction period of Sizewell C and not required during the operational stage of the power station. The proposal is to remove the Green Rail Route post construction and reinstate the landscape. The upgrades to the Saxmundham to Leiston branch line, however, would be retained as a permanent benefit.
Suggestions that the potential noise impacts of the proposed additional rail freight movements should be mitigated against and suggestions for specific noise mitigation strategies.	23	A package of mitigation measures is proposed to address the identified impacts in a proportionate way, including the draft 'Rail Noise Mitigation Strategy' (**Volume 3, Appendix 9.3.E** of the **ES Addendum** (Doc Ref 6.14)), which contains the physical and operational measures that are to be implemented to reduce railway noise and vibration, and the 'Noise Mitigation Scheme' (**Volume 2, Appendix 11H** of the **ES** (Doc Ref 6.3) [APP-210]), which provides a mechanism through which affected properties can obtain improvements to their glazing to better keep out sound, subject to certain qualifying noise criteria.

		Discussions with Network Rail are ongoing, with a view to determining whether further benefits can be implemented by enhancing the rail along the East Suffolk line to provide a legacy benefit of the Project.
Suggestions that the proposed FMF could be removed or reduced in size, as reducing the number of HGV movements may decrease the need for, and capacity required of, this facility.	3	The location of the Freight Management Facility allows SZC Co. to receive HGVs travelling from the east, west or south of the Facility with access from the Seven Hills junction. Additionally, should the Orwell Bridge be closed the Freight Management Facility can accommodate any HGVs already in Suffolk east of the bridge without impacting the roads in East Suffolk. In such circumstances HGVs west of the Orwell Bridge would be held at appropriate points on route or instructed to return to the point of origin. The potential reduction in HGVs due to increased use of rail and marine deliveries does not justify a reduction in the size of the proposed Freight Management Facility. The site has fixed infrastructure to support operation which remains unchanged as a result of the reduction in HGVs and the proposed capacity of the proposed Freight Management Facility for HGVs will continue to be required to support Busiest Day HGV volumes.
Suggestions that the proportion of materials transported by rail could be increased beyond the amount	5	The forecast length and trailing weight of trains (which determines the train's capacity) has been informed by the work undertaken to date by Network Rail based on the

outlined in the rail transport proposals.		existing track classification and signalling requirements. SZC Co. will continue to explore with Network Rail the potential to increase the length and trailing weight of trains for SZC. The potential to increase the volume of material moved by rail is constrained by: 1. The available rail capacity of the route; 2. The type of material that can be transported by rail; and 3. The logistics of managing the discharge and return of trains from the construction site. Having considered the above the maximum number of trains that could be utilised to the construction site is 4, with the potential for 5 at the very peak of construction. SZC Co. is taking all appropriate actions to secure that capacity.
Support for the movement of freight by rail during the construction phase to take place during the day.	11	Apart from one existing available freight path there is not sufficient rail capacity available during the day, alongside the passenger service, to run additional freight trains. SZC Co. is proposing to run the majority of trains at night when the passenger service is not running and the additional movements can be accommodated.
Support for the proposals to use additional rail journeys to move freight during the construction phase on the grounds that they	58	The support is noted.

would reduce the number of HGVs required and therefore reduce the associated impacts on the road network, local communities and the environment.		
Support for the noise mitigation strategies included within the rail transport proposals.	2	The mitigation measures proposed to address identified railway noise and vibration impacts are set out in the draft 'Rail Noise Mitigation Strategy' (**Volume 3, Appendix 9.3.E** of the **ES Addendum** (Doc Ref 6.14)), which contains the physical and operational measures that are to be implemented to reduce railway noise and vibration, and the 'Noise Mitigation Scheme' (**Volume 2, Appendix 11H** of the **ES** (Doc Ref 6.3) [APP-210]), which provides a mechanism through which affected properties can obtain improvements to their glazing to better keep out sound, subject to certain qualifying noise criteria. The assessments that underpin the mitigation proposals are primarily contained in **Volume 3, Appendix 9.3.A** of the **ES Addendum** (Doc Ref. 6.14) and its appendices.
Support for proposals to use additional rail journeys to move freight during the construction phase on the grounds that the potential noise impacts would be acceptable.	3	The support is noted. The assessment, and supporting information, is contained in **Section 9.3** of the **ES Addendum** (Doc Ref. 6.14) and its associated appendices in **Volume 3, Appendices 9.3.A to 9.3.E** of the **ES Addendum** (Doc Ref. 6.14). The

		assessment confirms the acceptability of the effects of increased rail movements. The assessment is based on appropriate guidelines and methods, which have been implemented in a more stringent way than is normally the case for the key indicator of effect, which is the night-time maximum sound level. The most common noise assessment criterion associated with sleep disturbance is published by the World Health Organisation, and links the likelihood of sleep disturbance to the number of times per night that the noise occurs; the World Health Organisation suggests that the noise would need to occur 10 to 15 times per night to give rise to sleep disturbance. This criterion has informed the noise assessment on the basis of a single train being sufficient to generate the outcome, i.e. rather than 10 to 15 trains per night being required to cause sleep disturbance, it is assumed that a single train may do so. Because the outcomes of the night-time noise assessment are determined by maximum sound levels from each train, the addition of a fourth or fifth train does not alter them. The assessment criteria do not vary according to the day of the week nor according to the number of days per

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		week; the potential for trains on six days per week does not alter the conclusions.
Support for the proposals to use additional rail journeys to move freight during the construction phase conditional on certain criteria being met.	11	SZC Co. has noted that a number of respondents were supportive of increasing the number of train movements provided that any issues with noise and vibration impacts of overnight trains could be adequately mitigated.
Support for proposals to use additional rail journeys to move freight during the construction phase on the grounds that the potential impacts to passenger train services would not be significant.	3	SZC Co. is working closely with Network Rail to ensure that freight trains can operate along the East Suffolk line and Leiston branch line without adverse effects on existing services.
General support for the proposals to use additional rail journeys to move freight during the construction phase, without offering further details, and requests for rail to be used more than is proposed.	60	The potential to increase the volume of material moved by rail is constrained by: • The available rail capacity of the route; • The type of material that can be transported by rail; and • The logistics of managing the discharge and return of trains from the construction site. Having considered the above the maximum number of trains that could be utilised to the construction site is four, with the potential for five at the very peak of construction.
Enhancing the permanent beach landing facility ('BLF')		

Concerns about whether the infrastructure required for the sea transport proposals can be delivered in the timescale required.	7	SZC Co. recognises the importance of ensuring that critical infrastructure required for the efficient delivery of materials needs to be constructed and available in order to maximise its use and effectiveness. The construction of the temporary Beach Landing Facility would commence early in the project to ensure that this is the case.
Concerns about the effects of coastal erosion on the proposals, and of the effects of the proposals on coastal erosion, and that these appear to have not been properly assessed and accounted for in the proposals.	16	The proposed location for SZC is on a relatively stable part of the Suffolk coast. Modelling and expert geomorphological assessment has been used to robustly assess the impact of the station on coastal processes and *vice versa*. With the hard coastal defence and mitigation provided by the soft coastal defence, SZC Co. is confident that SZC will neither be affected by nor exacerbate coastal erosion. On the contrary, the soft coastal defence will be beneficial in supplying sediment to the local system and act to reduce or reverse erosion locally.
Concerns about the proposals to use sea transport more on the grounds that it may have negative effects on the environment, including the visual landscape.	44	Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the landscape and visual effects of the new infrastructure associated with increase freight delivery from the sea. The assessment includes effects on landscape character and the AONB. The AONB context of the site has been a key driver in the design process with extensive stakeholder engagement to define the special qualities of the AONB to help support the development of the design and inform the assessment of effects presented in the LVIA. The effects of the new temporary BLF are fully assessed in the **ES Addendum**

		(Doc Ref 6.14) and would be seen in the context of views that would already be affected by the scale of the Sizewell C construction. Construction of the two beach landing facilities will create underwater noise that can be harmful to marine mammals and fish. However, any potential impacts would be mitigated using well developed construction techniques (e.g. soft start piling to scare animals away before the sound increases to potentially harmful levels) would be short-lived (only an few hours per day every 3 days) and temporary (lasting only a few months).
Concerns about the proposed conveyor facility and additional road within the sea transport proposals and concerns that additional facilities (such as storage) may be required in the future to support sea freight transportation.	8	Utilising a conveyor is the most efficient method of transporting material discharged from vessels. The conveyor will move material from the temporary BLF direct to designated stockpiles. Use of the temporary BLF will be seasonal but materials will be managed within the existing stockpile locations and parameters proposed.
General concerns about the proposals to use sea transport more. Suggestions that the proposals to use sea transport more should include plans for the monitoring of ecological coastal processes and relevant mitigation measures.	4	Concerns raised were particularly in relation to the environmental impacts from a landscape and visual, coastal/marine and recreation and amenity perspective. Related to this, many respondents sought reassurance the proposed changes submission would include a full assessment of the potential effects of the changes, in the context of the wider Project proposals.

		The potential for any new or different likely significant environmental effects of the enhanced permanent and new, temporary BLF arising from **Change 2** are assessed in the **ES Addendum** (Doc Ref. 6.14) at **Sections 2.6, 2.8**, **2.9, 2.10** and **2.15** – **2.19** in relation to noise and vibration; landscape and visual; terrestrial ecology and ornithology; amenity and recreation; and coastal geomorphology & hydrodynamics, marine water quality & sediments, marine ecology & fisheries as well as marine navigation implications respectively. Construction of the two beach landing facilities will create underwater noise that can be harmful to marine mammals and fish. However, any potential impacts would be mitigated using well developed construction techniques (e.g. soft start piling to scare animals away before the sound increases to potentially harmful levels) would be short-lived (only an few hours per day every 3 days) and temporary (lasting only a few months). Specifically, in relation to coastal and marine matters, a draft coastal processes monitoring and mitigation plan (CPMMP) has been submitted with the Application (**Appendix 2.15.A** of the **ES Addendum**) (Doc. Ref. 6.14) and is a condition of the Marine Licence. The assessments show that the enhanced BLF and temporary BLF designs will not cause adverse impacts on coastal processes and the CPMMP, will be used throughout

		construction (and operation) of SZC to identify any impacts that do arise and provide mitigation to address any issues. Related to this, some stakeholders seek SZC Co. to undertake a monitoring and manage approach to environmental matters. Details of the approach to monitoring are dealt with on a topic by topic basis in the topic specific environmental assessments within the **ES** (Book 6) and the **ES Addendum** (Doc Ref. 6.14) as relevant.
Concerns that proposals to use sea transport more may negatively impact marine wildlife and habitats, particularly because of dredging.	24	The **Shadow Habitat Regulations Assessment Report** (sHRA; Doc Ref. 5.10) [APP-145 - APP-152] and the **sHRA addendum** (Doc Ref. 5.10Ad) assess the potential for adverse effects on integrity on the European sites arising from the construction and operation of the permanent BLF and the temporary BLF. Assessments are presented of the potential impacts of piling, dredging and vessel movements on relevant species including harbour porpoise, three breeding tern species and wintering red-throated divers as well as the indirect effects via disturbance to their prey species. The dredging volumes for the enhanced permanent BLF and the temporary BLF are approximately double the volumes associated with the previous BLF proposals, although the requirement for maintenance dredging of the permanent

		BLF would be reduced. No adverse effects on integrity of the European sites are predicted. The piling for the BLFs would avoid the breeding season for Little Terns which nest at Minsmere and feed in inshore areas off Sizewell and this removes the potential for an adverse effect which might otherwise arise. A Site Integrity Plan has been prepared in respect of the Southern North Sea SAC, with particular reference to harbour porpoise (**Appendix E** of **sHRA addendum** (Doc Ref. 5.10Ad), and no adverse effects on integrity of the SAC are anticipated.
Concerns about the impacts of the sea transport proposals on the coastal public right of way.	10	Further detailed design work, which has been carried out since the submission of the Application, has identified measures which would enable the Coast Path to remain open during construction of the permanent and temporary BLFs, except in rare circumstances where it is considered unsafe to do so. It would, therefore, now be assumed to remain open for substantially more of the construction period than in the submitted Application. Further detailed design work since the submission of the Application has also identified measures which would enable the Coast Path to remain open at all times during use of the permanent and temporary BLFs. This is an improvement to the proposals presented in the Application which stated that closure of the Coast Path would be

		unavoidable at times due to the sea-borne delivery of exceptionally large and heavy materials at the permanent BLF (paragraphs 1.2.10 (construction phase) and 1.2.31 (operational phase) of **Volume 2**, **Appendix 15I** of the **ES** (Doc Ref. 6.3) [APP-270]). It is not anticipated that use of the BLFs will affect access to the beach. A full amenity and recreation impact assessment is carried out in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14).
Concern that the proposals to use sea transport more could extend the length of the construction phase as it may be a slower mode of transport than road or rail.	1	The introduction of the temporary BLF provides significant additional capacity for importing materials to the construction site when combined with rail and road deliveries. It has the potential to reduce the risk of delay in the construction programme.
Concerns about the impact on tourism of the proposals to use sea transport more.	10	There is no change to the assessment of the impacts on tourism as a result of the additional information or proposed changes - see, **Chapter 9** (Socio-economics), **Volume 2** of the **ES (Doc Ref. 6.1)** [APP-195] (Doc. Ref. 6.3) and **the Economic Statement** (Doc ref. 8.9) [APP-610]. The proposals for enhancing the design of the permanent BLF and options for providing a new temporary BLF would reduce demand for HGV movements, which has been

		identified through previous consultation and research within the EIA as a concern related to tourism. SZC Co. recognises that tourism is a key strength within Suffolk's economy, and in particular within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) which stretches north and south of Sizewell C. A Tourism Fund to promote the area and support the longevity of the very important and diverse tourist economy of the Suffolk Coast is proposed and will be secured in the Section 106 Agreement.
Requests for further environmental assessment of the proposals to use sea transport more.	61	The potential for any new or different likely significant environmental effects of the enhanced permanent and new, temporary BLF arising from **Change 2** are assessed in the **ES Addendum** (Doc Ref. 6.14) at **Sections 2.6, 2.8**, **2.9, 2.10** and **2.15** – **2.19** in relation to noise and vibration; landscape and visual; terrestrial ecology and ornithology; amenity and recreation; and coastal geomorphology & hydrodynamics, marine water quality & sediments, marine ecology & fisheries as well as marine navigation implications respectively.
Suggestions that more, if not all, material, be transported by sea in order to reduce / remove effects on other transport modes and their associated negative impacts.	6	The minimum that can be transported by HGV in SZC Co's view is 40% by weight. In general, bulk materials are well suited to rail or marine transport with smaller items or more reactive requirements better suited to road. The split between rail and sea modes is to some extent

		interchangeable, but approximately 40% of the construction material requires road transport. This is due to the nature of the non-bulk materials. It is not economic to load smaller or specialist materials onto rail or sea. These types of materials include consumables, PPE fuels, oil, greases, timber, skips, lifting and construction equipment, small plant, general stores, and catering/food supplies. Additionally, SZC Co. has been working with the Suffolk Chamber of Commerce to develop the local supply chain. Where materials can be sourced locally, it is unlikely that it would be economic to use rail or marine transport. Whilst 40% is a significant proportion of the overall material, it is anticipated that HGVs between 3.5 and 7.5 tonnes would generally be delivering smaller consumables and would represent a considerable proportion of the overall total HGV movements.
Support for proposals to use sea transport more on the grounds that it may reduce the environmental impacts of the project, including possible negative impacts on the rural landscape and wildlife.	15	The support is noted.
Support for the proposals to use sea transport more on the grounds that it could reduce project costs.	1	The support is noted.

Support for the proposals to use sea transport more on the grounds that it would reduce the number of rail journeys required and therefore reduce the possible associated impacts to the rail network, road network, local community and environment.	65	SZC Co.'s preferred option would always be to maximise the use of the rail capacity as this has the highest degree of resilience and is best suited to the majority of the bulk materials requiring transport to site. The marine option also has the capacity for large volumes of material import and, in particular, could be tailored and managed to meet the backfill import requirements. The marine capacity is principally an alternative to rail capacity, except where rail capacity is not sufficient by itself to manage peaks in bulk material requirements. In those circumstances bulk materials otherwise travelling by HGV could be transported by sea but marine capacity will not affect the 40% of material that can only be transported by road.
Support for the proposals to use sea transport more on the grounds that it is seen as a reliable means of transport.	1	The support is noted.
General support for the proposals to use sea transport more, without providing further details, and requests for sea transport to be used more than is proposed.	63	There is a limit to the volume of materials that can be transported by sea due to the number of available tides and seasonal use. SZC Co. calculations are based on a 70% utilisation assumption for the temporary BLF but that is an assumption rather than a limit.
Enhancing the permanent beach landing facility ('BLF')		
Concerns about the proposals for the permanent beach landing facility	26	The permanent BLF is designed for frequent delivery of abnormal indivisible loads (AILs) during construction of

on the grounds that the structure may be unviable due to future sea level changes and / or erosion of the coastal landscape.		SZC but also very occasionally deliveries during maintenance (outage) when SZC is operational. Modelling and expert geomorphological assessment have shown that any localised erosion would not impact use of the BLF because sediment supplied by the soft coastal defence feature would mitigate any such erosion. Sea level rise could, much later in the operational life of SZC, affect the times when the BLF could be used due to tidal state, but this could be managed accordingly.
Concerns about the proposals for a permanent beach landing facility on the grounds that the structure would impact coastal habitats and wildlife.	51	The **Shadow Habitat Regulations Assessment Report** (sHRA; Doc Ref. 5.10) [APP-145 - APP-152] and the **sHRA addendum** (Doc Ref. 5.10Ad) assess the potential for adverse effects on integrity on the European sites arising from the construction and operation of both the permanent BLF and the temporary BLF. Assessments are presented of the potential impacts of piling, dredging and vessel movements on relevant species including harbour porpoise, three breeding tern species and wintering red-throated divers as well as the indirect effects via disturbance to their prey species. The dredging volumes for the enhanced permanent BLF and the temporary BLF are approximately double the volumes associated with the previous BLF proposals, although the revised design proposed for the permanent BLF would reduce the need for maintenance dredging. No adverse effects on integrity of the European sites are predicted.

		The piling for both of the BLFs would avoid the breeding season for Little Terns which nest at Minsmere and feed in inshore areas off Sizewell and this removes the potential for an adverse effect which might otherwise arise. A Site Integrity Plan has been prepared in respect of the Southern North Sea SAC (**Appendix E** of **sHRA addendum** (Doc Ref. 5.10Ad)), with particular reference to harbour porpoise and no adverse effects on integrity of the SAC are anticipated.
Concerns about the proposals for the permanent beach landing facility, without providing further details.	17	Further details of the proposals for the permanent BLF are set out in the **ES Addendum** at Chapter 2 and in the updated description of development provided as **Appendices 2.2.A and 2.2.B**. Information about its use is also set out in the updated **Freight Management Strategy** (Doc. Ref. 8.18).
Concerns about the proposals for a permanent beach landing facility on the grounds that the structure would restrict public access to the beach.	10	Chapter 2 of the **ES addendum** (Doc Ref. 6.14) identifies that further detailed design work, which has been carried out since the submission of the Application, has identified measures which would enable the Suffolk Coast Path to remain open during construction of the permanent BLF, as well as the temporary BLF, except in rare circumstances where it is considered unsafe to do so. Access to the beach would follow the same approach. They would therefore now be assumed to remain open for

		substantially more of the construction period than in the submitted Application. Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the effects on recreational receptors using the beach and water. Recreational displacement to European Sites including Dunwich Heath is assessed in the **Shadow Habitats Regulations Assessment Volume 1: Screening and Appropriate Assessment Part 4 of 5 (Doc. Ref. 5.10)** [APP-148], **Appendix E: Recreational Disturbance Assessment** (including **Appendix E, Annex A**: Recreational Disturbance Evidence Base). This assessment has confirmed that there is likely to be potential displacement to European sites. The changes would not change the assessment of displacement or the conclusions of the **Shadow HRA** (Doc Ref. 5.10) [APP-145 - APP-152]. To address potential increases in recreational use at Dunwich Heath and at RSPB Minsmere, SZC Co. is preparing a plan to monitor recreational use and mitigate for potential increases, in consultation with the National Trust, the RSPB and Natural England.
Concerns about the proposals for a permanent beach landing facility on	7	**Volume 2**, **Chapter 13** of the **ES** (Doc Ref. 6.3) [APP-215] presents an assessment of the likely landscape and visual effects arising from construction and operation of Sizewell

the grounds that the structure may impact the visual landscape.		C, which includes consideration of the permanent beach landing facility. Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the landscape and visual effects arising from the enhanced permanent beach landing facility during construction and operation on landscape and visual receptors, including the effects on the natural beauty and special qualities of the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. The assessment concludes that the change would not alter the significance of the environmental effects.
Questions and requests for further information about the proposals for a permanent beach landing facility.	13	Details of the change to enhance the design of the permanent BLF are set out in Section 2.2. of the **ES Addendum** (Doc Ref. 6.14)**.** The potential for any new or different likely significant environmental effects of the enhanced permanent arising from the change are assessed in the **ES Addendum** Sections 2.6, 2.8, 2.9, 2.10 and 2.15 – 2.19 (Doc Ref. 6.14) in relation to noise and vibration; landscape and visual; terrestrial ecology and ornithology; amenity and recreation; and coastal geomorphology & hydrodynamics, marine water quality & sediments, marine ecology & fisheries as well as marine navigation implications respectively.

		A non-technical summary of the environmental effects of the change is also set in the **ES Addendum – Non-Technical Summary** (Doc Ref. 6.14).
Suggestion for alternative locations and design for the permanent beach landing facility.	6	The location of the permanent BLF has not changed since the Application was submitted. A key lesson learned from Hinkley Point C is the benefit of locating the BLF in close proximity to the main platform. Deliveries can then be made directly to the construction site, thereby avoiding the need to make the final journey to the main development site under escort via local roads and increasing the likelihood of traffic congestion. The design has been enhanced to facilitate more deliveries of Abnormal Indivisible Loads and which is capable of minimising the use of Heavy Goods Vehicles (HGVs). Details of alternative designs considered are set out in **Chapter 6** of the **ES** (Doc Ref. 6.3) [APP-190].
Suggestions that the proposed permanent beach landing facility could be repurposed in the future.	2	The permanent beach landing facility is required for use throughout the lifetime of Sizewell C for the delivery of AILs typically during maintenance periods.
Support for the proposals for the permanent beach landing facility on the grounds that it may have environmental benefits or less environmental impact than the other	7	The support is noted.

proposed freight transport methods or the other sea transport proposals.		
Support for the proposals for the permanent beach landing facility, without offering further details, as well as comments expressing support with caveats.	14	The support is noted.
Support for the proposals for a permanent beach landing facility on the grounds that it could allow greater flexibility during the construction phase.	1	The support is noted.
Support for the proposals for the permanent beach landing facility on the grounds that this would demonstrate learning from, and improvement on, the construction of Sizewell B.	2	The support is noted.
Support for the proposals for a permanent beach landing facility on the grounds that the impact on public rights of way may be minimal.	1	The support is noted.
Support for the proposals for a permanent beach landing facility on the grounds that the structure may not have significant visual impacts.	3	The support is noted.

Support for the proposals for a permanent beach landing facility on the grounds that it could decrease the use of rail to transport freight during the construction phase.	5	The support is noted.
Support for the proposals for the permanent beach landing facility on the grounds that it would decrease the use of HGVs to transport freight during the construction phase.	26	The support is noted.
Support for the proposals for the permanent beach landing facility on the grounds that it could minimise possible health and safety risks of freight transportation.	2	We welcome the Clinical Commissioning Groups' support for the proposed change.
Support the proposed changes to the permanent beach landing facility on the grounds that they may shorten the construction phase.	2	The support is noted.
A new temporary BLF		
Concern about the proposals for a temporary beach landing facility on the grounds that it may cause pollution and negatively impact air quality.	1	The air quality effects of additional vessel movements using the proposed BLF have been assessed using a screening assessment to identify the potential for significant effects in isolation or in combination with other sources. This has identified that impacts are very small in magnitude such that they would not change the air quality

		effects on any receptor from those reported in the original **ES (Book 6)** that supported the Application (in **Chapter 12** (Air Quality) of Volume 2 of the original ES (Doc Ref. 6.3) [APP-212]). The Defra screening threshold for air quality effects from shipping is for 5,000 large ship movements per year with receptors within 250m of berths. Ship movements associated with the temporary BLF are well below this threshold. An impact assessment has nevertheless been provided in Section 2.7 of Chapter 2 of the **ES Addendum** (Doc Ref. 6.14). It is confirmed that covered conveyors will be used to transport aggregates between the landing facility and the stockpiles.
Concern about the proposals for a temporary beach landing facility on the grounds that it may lead to further development of the area.	1	SZC Co. notes the concern that the physical development of both beach landing facilities would set a precedent for further development along the coastline. SZC Co. considers that the specific nature of the proposed development would mean that it is unlikely to create a precedent that could reasonably be cited by other developers, albeit each application must be determined on its merits by the relevant decision maker at the time.
Concerns about the proposals for a temporary beach landing facility on the grounds that it may negatively impact the coastal and marine	20	Construction of the two beach landing facilities will create underwater noise that can be harmful to marine mammals and fish. However, any potential impacts would be mitigated using well developed construction techniques

environment, without providing further details.		(e.g. soft start piling to scare animals away before the sound increases to potentially harmful levels) would be short-lived (only a few hours per day every 3 days) and temporary (lasting only a few months). The open-piled design of the temporary BLF, and its temporary nature, are such that no significant impacts on marine ecology and coastal processes are expected.
Concerns about the proposals for a temporary beach landing facility on the grounds that it may impact coastal wildlife and habitats.	38	The **Shadow Habitat Regulations Assessment Report** (sHRA; Doc Ref. 5.10) [APP-145 - APP-152] and the **sHRA addendum** (Doc Ref. 5.10Ad) assess the potential for adverse effects on integrity on the European sites arising from the construction and operation of both the permanent BLF and the temporary BLF. Assessments are presented of the potential impacts of piling, dredging and vessel movements on relevant species including harbour porpoise, three breeding tern species and wintering red-throated divers as well as the indirect effects via disturbance to their prey species. The dredging volumes for the enhanced permanent BLF and the temporary BLF are approximately double the volumes associated with the previous BLF proposals, although the requirement for maintenance dredging would be reduced. No adverse effects on integrity of the European sites are predicted. The piling for both of the BLFs would avoid the breeding season for Little Terns which nest at Minsmere and feed in

		inshore areas off Sizewell and this removes the potential for an adverse effect which might otherwise arise. A **Site Integrity Plan** has been prepared in respect of the Southern North Sea SAC (**Appendix E** of **sHRA addendum** (Doc Ref. 5.10Ad), with particular reference to harbour porpoise and no adverse effects on integrity of the SAC is anticipated. The piling requirements and the piling programme for the permanent BLF and the temporary BLF are substantially less than for marine facilities which have previously been consulted upon in this area under the earlier marine-led strategy.
Concerns about the proposals for a temporary beach landing facility on the grounds that it may cause coastal erosion or negatively impact sediment flows.	49	The temporary BLF is deliberately designed to have small, widely spaced piles such that it does not adversely affect sediment dynamics (though some very localised effects, such as scour, are inevitable). SZC Co.'s assessments using modelling and expert judgement show that the temporary BLF will not cause or exacerbate coastal erosion. Nevertheless, a Coastal Processes Monitoring and Mitigation Plan would be secured by a condition attached to the deemed marine licence in the **draft DCO** (Doc Ref. 3.1A), which would detect and address any such issues.
Suggestions that the impact of the proposals for a temporary beach	3	Where potential significant effects have been identified, mitigation measures are proposed, including the implementation of a **Code of Construction Practice** (Doc

landing facility on local communities should be considered.		Ref. 8.11 [APP-615] and 8.11A) which would control construction impacts such as risk of pollution, noise etc. Lighting would be required to generally accord with the controls and limits set out in the **Lighting Management Plan** (Doc Ref. 6.3) [APP-182], which seeks to minimise the effects of light spill on the surrounding environment whilst meeting necessary safety standards. As set out in **Chapter 9** (Socio-economics) of **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-195], a Community Fund will be provided via the Section 106 Agreement to help compensate for intangible, residual or in-combination effects through schemes, measures and projects which promote the economic, social or environmental well-being of communities and enhance their quality of life.
Concerns about the proposals for a temporary beach landing facility on the grounds that it may impact access to the coastal path and beach.	14	Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) identifies that the Coast Path would be kept open during construction and operation of the temporary BLF by moving the path west and east as the BLF is constructed in sections, avoiding areas where construction is occurring, except in rare circumstances where it is considered unsafe to do so. In such instances, use of the temporary inland diversion would be necessary, as shown at **Volume 2, Appendix 15I, Figure 15I.4** of the **ES** (Doc Ref. 6.3) [APP-270]. During operation of the temporary BLF, the Coast Path would remain open, passing beneath

		the conveyor. Access to the beach would follow the same approach. Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the impact of the temporary BLF on the amenity and experience of recreational receptors accessing the coast. Recreational displacement to European Sites including Dunwich Heath is assessed in the **Shadow Habitats Regulations Assessment Volume 1**: **Screening and Appropriate Assessment Part 4 of 5** (Doc. Ref. 5.10) [APP-148], **Appendix E**: **Recreational Disturbance Assessment** (including **Appendix E, Annex A: Recreational Disturbance Evidence Base)** (Doc. Ref. 5.10) [APP-148]. This assessment has confirmed that there is likely to be displacement to European sites including the National Trust's Dunwich Heath, within the Minsmere to Walberswick SPA and Ramsar, and Minsmere to Walberswick Heaths and Marshes SAC. The changes would not change the assessment of displacement or the conclusions of the **Shadow HRA** (Doc Ref. 5.10) [APP-145 - APP-152]. To address potential increases in recreational use at Dunwich Heath and at RSPB Minsmere, SZC Co. is preparing a plan to monitor recreational use and mitigate for potential increases, in consultation with the National Trust, the RSPB and Natural England.

Concerns about the proposals for a temporary beach landing facility on the grounds that there may be safety issues.	3	As set out in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14), bulk materials discharged from the temporary BLF would be moved by enclosed conveyor to the construction stockpiles. The conveyor would pass over the Suffolk Coast Path on the deck of the temporary BLF. It is assumed that the conveyor system would continue into the construction site and follow a similar route to the haul roads. The underside of the temporary BLF deck would be at least 3.7m above the ground level of the Suffolk Coast Path.
Concern about the proposals for a temporary beach landing facility on the grounds that it may negatively impact the tourism industry.	1	There is no change to the assessment of the impacts on tourism as a result of the additional information or proposed changes - see **Volume 2, Chapter 9** of the **ES** (Doc Ref. 6.3) [APP-195] and the **Economic Statement** (Doc ref. 8.9) [APP-610]. The proposals for enhancing the design of the permanent BLF and options for providing a new temporary BLF would reduce demand for HGV movements, which have been identified through previous consultation and research within the ES as a concern related to tourism. SZC Co. recognises that tourism is a key strength within Suffolk's economy, and in particular within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB).

		A Tourism Fund to promote the area and support the longevity of the important and diverse tourist economy of the Suffolk Coast continues to be proposed and will be secured in the Section 106 Agreement.
Concerns about the proposals for a temporary beach landing facility on the grounds that the structure may impact the visual landscape.	10	Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the landscape and visual effects arising from the new, temporary beach landing facility during its operational use in the construction phase on landscape and seascape character, visual receptors, users of key recreational routes and on the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Reference is made to zone of theoretical visibility modelling and construction phase photowire visualisations that illustrate the normal and exceptional height parameters of the new, temporary beach landing facility. The assessment includes consideration of the effects of the new, temporary beach landing facility at night, arising from static and moving lighting associated with the facility, navigation and vessels in the offshore environment. Task and ambient lighting would be installed, operated and maintained in general accordance with the controls and limits set out in section 1.3 of the **Lighting Management Plan** (Doc Ref. 6.3) [APP-182]. The landscape and visual assessment also includes consideration of the effects of the new temporary beach

		landing facility in combination with the other proposed changes. Details of the design of the temporary beach landing facility, including embedded mitigation such as the use of visually recessive colours are included in the description of the proposals in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14). The assessment concludes that the significance of landscape and visual effects is unchanged by the temporary BLF.
Concerns that there is a lack of clarity over the length of time that can be considered 'temporary' within the proposals for a temporary beach landing facility.	4	The **Development Consent Order** (Doc. Ref. 3.1(A)) will require the temporary beach landing facility (identified as Work1A(bb)) to be removed and the land reinstated. The proposed wording states: *"Requirement 16* - Main development site: Removal and reinstatement *Following completion of the SZC construction works, all temporary buildings, structures, plant and equipment required for construction, including Work No.3 and* Work1A(bb)*, must be removed, and landscape restoration works implemented in accordance with the details approved for requirement 14."*

		Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) also states that the facility would be operational for approximately 8 years.
Comments that are neutral regarding the proposals for a temporary beach landing facility.	7	The comments are noted.
Questions and requests for further information regarding the proposals for a temporary beach landing facility.	15	Details of the temporary BLF are set out in Section 2.2 of the **ES Addendum** (Doc Ref. 6.14). Concerns raised by consultees were particularly in relation to the environmental impacts from a landscape and visual, coastal/marine and recreation and amenity perspective. Related to this, many respondents sought reassurance the proposed changes submission would include a full assessment of the potential effects of the changes, in the context of the wider Project proposals. The potential for any new or different likely significant environmental effects of the new, temporary BLF are assessed in the **ES Addendum** (Doc Ref. 6.14) at Sections 2.6, 2.8, 2.9, 2.10 and 2.15 – 2.19 in relation to noise and vibration; landscape and visual; terrestrial ecology and ornithology; amenity and recreation; and coastal geomorphology & hydrodynamics, marine water quality & sediments, marine ecology & fisheries as well as marine navigation implications respectively.

Suggestion for alternative locations for the temporary beach landing facility.	1	The temporary BLF needs to be located within the parameter zone identified in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14), because the location is constrained by several factors including: turning circle clearance for barges on the permanent BLF; location of the Combined Drainage Outfall (CDO); location of a fish return tunnel; location of the cooling water intake tunnel; and, location of the Sizewell B outfall tunnel. Locating the temporary BLF north of the BLF would impact on European designated sites. A key lesson learned from Hinkley Point C is the benefit of locating the BLF in close proximity to the main platform. Deliveries can then be made directly to the construction site, thereby avoiding the need to make the final journey to the main development site under escort via local roads and increasing the likelihood of traffic congestion.
Suggestions related to the design of the proposed temporary beach landing facility, including suggestions for specific design features.	8	Whilst detailed design is ongoing for the temporary BLF, design parameters are set out in **Section 2.2** of the **ES Addendum** (Doc Ref. 6.14). Suggestions made are noted.
Suggestion to integrate the proposed temporary beach landing facility (BLF) with the proposed permanent BLF.	1	If there was a combined facility to replace the permanent and temporary BLFs the design would be required to be much larger to be able to support the weight of the Abnormal Indivisible Loads (AILs). This would require more significant piling and a considerably larger number of

		piles. This scale of infrastructure has been previously discounted by SZC Co. due to the environmental impacts of constructing a structure of this scale. Further details on alternative designs considered are set out in **Chapter 6** (Alternatives and Design Evolution), **Volume 2** of the **ES** (Doc. Ref. 6.3) [APP-190].
Suggestions for additional environmental mitigation against potential negative environmental impacts of the temporary beach landing facility, both during and after the construction phase.	2	The temporary BLF will be removed completely towards the end of the construction period and the landscape reinstated. Suggestions made are noted. A summary of proposed mitigation is set out in the **ES Addendum – Non-Technical Summary** (Doc Ref. 6.14).
General support for the proposals for a temporary beach landing facility.	18	The support is noted.
General support for option 3 for the proposed temporary beach landing facility on the grounds that it would provide high capacity whilst using a medium length pier, or without providing further details.	12	The support is noted. Option 3 would provide less capacity to import material than the proposed temporary BLF, as it is more susceptible to wave disruption. It would also require more dredging, as vessels would need to berth in shallower waters. It has, therefore, been discounted.
Support for the proposed temporary beach landing facility on the	2	The support is noted.

grounds that the impact on public rights of way may be minimal.		
Support for option 4 for the proposed temporary beach landing facility on the grounds that it would provide maximum capacity.	39	Of those who commented on which option should be taken forward, it was understood the balance needing to be struck between scale and capacity. The analysis in **Table 4.2** of the main body of this **Consultation Report Addendum** (Doc. Ref 5.1Ad) report identifies the sentiment of feeling on each of the options. Whilst some stakeholders felt too many options were presented, others considered it helpful to understand the nature of the differences between each option. SZC Co. agrees with SCC that Option 4 is the best option for the new, temporary BLF, partly because of its greater capacity but also because its deeper water characteristics enables it to extend beyond the outer longshore bar thereby dredging requirements. The in-principle support expressed by a number of respondents and the strong policy support for marine transport means that SZC Co. recognises the benefits to the Project of enhanced marine capacity, particularly where that capacity is of sufficient scale to add materially to the freight transport strategy.
Support for the options proposed for the temporary beach landing facility, without expressing a preference.	4	The support is noted.

Support for the proposals for a temporary beach landing facility on the grounds that it would reduce the amount of freight transport by rail during the construction phase.	5	The support is noted.
Support for the proposals for a temporary beach landing facility on the grounds that it would reduce the number of HGV journeys during the construction phase.	37	The support is noted.
Support for the proposals for a temporary beach landing facility on the grounds that the beach would be restored after the construction phase.	3	The support is noted.
General support for option 2 for the proposed temporary beach landing facility.	2	The support is noted.
Support for any of the options proposed for the temporary beach landing facility on the grounds that the facility will be temporary.	3	The support is noted.
Support for the proposals for a temporary beach landing facility on the grounds that it would increase the amount of sea freight during the construction phase.	6	The support is noted.

SSSI Crossings		
Concern about the proposals for the SSSI crossing on the grounds that it may negatively impact archaeological deposits in the area.	1	The proposal suggested by the stakeholder (Suffolk County Council Archaeology Service) corresponds with the approach to mitigation set out in the **Chapter 16** (Terrestrial Historic Environment), **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-272]. That is, for shallow archaeological deposits on the main development site, the methodology will accord with Overarching Written Scheme of Investigation, which has been updated to reflect feedback from Suffolk County Council and Historic England comments and located at **Appendix 2.11.A** of the **ES Addendum** (Doc Ref 6.14). For deeper peat deposits, which lie predominantly below the main platform, the methodology will continue to accord with the **Peat Strategy** (**Volume 2, Appendix 16G** of the **ES** (Doc Ref. 6.3) APP-275).
General concerns that the proposals for the SSSI crossing may negatively impact the environment , Questions and requests for further information and environmental assessment about the proposals for the SSSI crossing.	7	Stakeholders urged SZC Co. to reconsider the design of the crossing in order to reduce impact on Sizewell Marshes SSSI and to limit its potential to fragment habitats on either side of the crossing. It was recognised that the change would: (i) provide additional flood relief which would reduce water levels during times of increased flood risk both in the immediate vicinity and further afield at Minsmere Nature Reserve and relevant parts of Eastbridge, compared with the current design; (ii) would allow more substantial trees to establish on the seaward

		embankment, better integrating the crossing into the landscape from coastal viewpoints; and (iii) open up the crossing with the bridge structure to provide greater connectivity for species and reduce the potential for fragmentation of populations. The potential for any new or different likely significant environmental effects arising from the change is assessed in the **ES Addendum** (Doc Ref. 6.3), specifically at: Section 2.8 (landscape and visual); Section 2.9 (terrestrial ecology and ornithology); and Section 2.10 (amenity and recreation). In addition, the **Main Development Flood Risk Addendum** (Doc Ref. 5.2(A) Ad) considers the implications of the proposed change for flooding. In summary, the proposed change (**Change 4**) would result in a number of improvements for protected species and habitats. The amount of SSSI land take would be reduced by 0.08ha and the bridge design would reduce the potential for habitat fragmentation around the Leiston Drain. Furthermore, the provision of a single span bridge for the SSSI crossing, together with the changes to the sea defence, would provide improvements in terms of reducing flood risk. However, overall effects associated with the proposed changes on groundwater and surface water

		receptors would remain as assessed within **Volume 2, Chapter 19** of the **ES** (Ref 6.3) [APP-297].
General concerns about the proposals for the SSSI crossing, without providing further details.	14	The need for a SSSI crossing is set out in the Application, supported by the **Site Selection Report** at **Appendix A** to the **Planning Statement** (Doc Ref. 8.4) [APP-590], which set out further details in relation to the alternatives that were considered in respect of the SSSI Crossing. The need for the crossing remains, with the focus of the proposed change being to identify a more suitable design of the crossing from an environmental perspective.
Concerns about the proposals for the SSSI crossing on the grounds that it may negatively impact the SSSI and habitats.	83	The potential for any likely significant ecological effects arising from the Sizewell C proposals on the SSSI are assessed in the **Environmental Statement Volume 2 Chapter 14** [AS-033]. This chapter concludes that the impacts on the SSSI would not be significant, providing that the **Fen Meadow Strategy** (**Volume 3, Appendix 2.9.D** of the **ES Addendum** (Doc Ref 6.14) and the **Wet Woodland Strategy** (which is currently being prepared) are successfully delivered. The potential for any new or different likely significant ecological effects arising specifically from this change are assessed in the **ES Addendum** (Doc Ref 6.14)**,** specifically at Section 2.9 (terrestrial ecology and ornithology)

		The Applicant agrees with the Environment Agency (EA) that the SSSI Crossing opens up the previously proposed causeway structure and is '*an improvement for ecology on the previous culvert design*'. The Applicant also agrees that in addition to reducing the required permanent land take from the SSSI it is likely that this proposed change will improve connectivity for water vole and otter '*to an acceptable level and significantly reduce the risk of habitat fragmentation. This form of crossing design will also likely improve connectivity for some invertebrate species*.'
Concerns about the impacts of the proposals for the SSSI crossing on local tourism.	2	There is no change to the assessment of the impacts on tourism as a result of the additional information or proposed changes - see **Volume 2, Chapter 9** of the **ES (**Doc Ref. 6.3) [APP-195] and the **Economic Statement** (Doc Ref. 8.9) [APP-610]. SZC Co. recognises that tourism is a key strength within Suffolk's economy, and in particular within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) which stretches north and south of Sizewell C. A Tourism Fund to promote the area and support the longevity of the important and diverse tourist economy of the Suffolk Coast is proposed and will be secured in the Section 106 Agreement.

Concerns about the visual impact of the proposals for the SSSI crossing.	4	Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the landscape and visual effects arising from the changed SSSI crossing design during construction and operation on landscape and visual receptors, including the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. The assessment concludes that there would be no change to the significance of effects. It is noted that the changed design would reduce the amount of permanent SSSI land take by approximately 0.08ha which would be of overall benefit to landscape fabric, landscape character and the Suffolk Coast and Heaths AONB compared to the previous design, and that new planting would continue to be included offering relative landscape and visual benefits.
Concerns about the impacts of the proposals for the SSSI crossing on drainage and flooding.	26	The revised SSSI Crossing design includes for a widened opening (approximately 24m at ground level and up to 30m at soffit level) as part of the bridge and embankment design. This design enables the normal hydrological function of the watercourse under normal conditions, and natural drainage of the Sizewell Marshes SSSI, and has no significant effect on the hydrological link between the Sizewell Belts and Minsmere South Levels. The construction of the SSSI Crossing requires piling and could require localised groundwater management

		(dewatering) during piling. Any effects on local groundwater levels have been assessed not to be significant due to the localised and short-lived nature of the work. In summary, no significant effects on water levels in the Sizewell Marshes SSSI, Minsmere or Eastbridge are predicted. The original design of the SSSI Crossing culvert had been oversized to minimize effects on natural hydrologic function. However, flood risk modelling showed that during extreme events the culvert could impede the flow of flood waters, albeit with very small effects on flood levels. The proposed widened bridge design further limits the impact on hydrology, and also on flood flows. Consequently, the impact of flood levels is further reduced and the effect from the revised SSSI Crossing is substantially mitigated, both for the development and off-site receptors. All highways drainage, including that collected from the SSSI Crossing itself, will be managed in accordance with appropriate guidance (e.g. Design Manual for Roads and Bridges), allowing for climate change allowance in respect of future capacity. This also includes for the potential pollutant loads and requirement to mitigate this in the context of the sensitive neighbouring habitat.

		Further details are set out in the **ES Addendum** (Doc Ref 6.14), **Main Development Site Flood Risk Assessment Addendum** (Doc Ref. 5.2(A)Ad) and Outline Drainage Strategy (Doc Ref. 6.3) [APP-181].
Comments that are neutral about the proposals for the SSSI crossing.	7	The comments are noted.
Suggestions for alternative designs for the SSSI crossing.	16	The suggestions are noted. Further details on alternative designs considered for the SSSI crossing are set out in **Chapter 6** (Alternatives and Design Evolution), **Volume 2** of the **ES** (Doc. Ref. 6.3) [APP-190]. The proposed change to the design of the SSSI crossing retains the advantages of the previous design from a landscape and visual perspective and also offers improvements to the ecological connectivity either side of the crossing.
Suggestions that local specialists and environmental stakeholders should be engaged further on the proposals for the SSSI crossing.	5	SZC Co. notes that some stakeholders would like to be involved in the detailed design of the trees to be planted on the embankment and will continue to engage with stakeholders as the design evolves.
Support for the proposals for the SSSI crossing on the condition that species and habitats are not adversely affected.	7	The support is noted.
Support for the proposals for the SSSI crossing on the grounds that it may be better for the environment	10	The support is noted.

and provides better visual mitigation.		
General support for the proposals for the SSSI crossing, without providing further details.	25	The support is noted.
Support for the proposals for the SSSI crossing on the grounds that it would reduce the impact on the SSSI and habitats.	19	The support is noted.
Support for the proposals for the SSSI crossing on the grounds that it includes a water management facility.	14	The support is noted.
Fen meadow replacement		
Concern that the fen meadow habitat proposals may negatively impact agricultural businesses in the area.	1	Details of the fen meadow proposals are located in Section 2.2 of the **ES Addendum** (Doc Ref. 6.14) at **Change 11**. SZC Co. propose to minimise impacts of construction and operation at source where possible through best practice, embedded mitigation and controls. We continue to engage with landowners concerning accommodation works in order to minimise impact on holdings as far as possible. In the event that groundwater levels are raised to create fen meadow habitats at Pakenham, there will be an initial period where some water is held back that would

		otherwise have been discharged to the stream, but this is not expected to adversely impact flows and works can be timed to avoid low flow periods. Beyond this period, the proposals will not be changing the overall availability of water in the area of and not taking water out of the system. The **Water Framework Directive Compliance Assessment Addendum** (Doc Ref. 8.14Ad) confirms that there would be no change in water body status as a result of this change. SZC Co. will work with landowners and farm businesses to understand how they access the watercourse, and especially in setting water levels in respect of neighbouring properties. This approach would be developed within the Fen Meadow Plan, which would be provided in accordance with the Fen Meadow Strategy (**Appendix 2.9.D** of the **ES Addendum** (Doc Ref. 6.14)). Any party who feels that they may have a claim for compensation is recommended to seek professional advice or contact SZC Co. who will be happy to discuss individual situations in further detail. Compensation arrangements are set out in the 'Compensation Code' based on legislation, case law and pest practice. The relevant legislation provides that those whose property will be directly affected by the scheme are

		entitled to compensation under the aforementioned 'Compensation Code'. SZC Co. has and continues to work closely with those affected landowners to negotiate compensation terms if this is appropriate.
Concerns about the proposals to create additional fen meadow habitats to offset the impact of the project, on the grounds that they may negatively impact the cultural heritage of the area.	4	The change would encourage new habitat to grow on this site facilitated by discreet water control mechanisms, minor earthworks, and limited planting. Field drains would be removed which would allow drainage patterns to be reversed. There would be no change in land use, no change in the overall availability of water for surrounding users and the site would remain greenfield in nature. Further details are set out in Section 2.2 of the **ES Addendum** (Doc Ref. 6.14).
General concerns about the proposals to create additional fen meadow habitats to offset the impact of the project, without providing further details, as well as concerns about the loss of existing fen meadow habitat.	119	The Project would lead to the permanent loss of approximately 0.46ha of fen meadow habitat from the Sizewell Marshes SSSI. This permanent loss arises from the size and location of the SZC main platform. The platform location is constrained to the west and north by the SSSI and to the east by the coast and the appropriate coastal defence alignment such that the loss of this area of fen meadow is unavoidable. SZC Co. is proposing to deliver compensatory habitat in accordance with Natural England advice and has undertaken an extensive series of studies to define appropriate locations, including the site at Pakenham.

		There would be no change in land use, no change in the overall availability of water for surrounding users and the site would remain greenfield in nature. Further details are set out in Section 2.2 of the **ES Addendum** (Doc Ref. 6.14).
Concerns about the proposals to create additional fen meadow habitats to offset the impact of the project on the grounds that they may negatively impact Pakenham stream.	2	In the event that groundwater levels are raised to create fen meadow habitats at Pakenham, there will be an initial period where some water is held back that would otherwise have been discharged to the stream but this is not expected to adversely impact flows and works can be timed to avoid low flow periods. Beyond this period, the Applicant is not changing the overall availability of water in the area and not taking water out of the system. The Applicant will work with landowners/businesses, including the watermill downstream, to understand how they access the watercourse, and especially in setting water levels in respect of neighbouring properties. This will be considered as a point in the fen meadow design at Pakenham which will be defined in the draft Fen Meadow Plan (see **Fen Meadow Strategy** (Volume 3, Appendix 2.9.D of the **ES Addendum** (Doc Ref. 6.14)) for details) and in accommodating design constraints.

Concerns that the proposed additional fen meadow habitats may be too isolated and far away from the existing fen meadow habitat.	62	The Applicant has considered a large number of sites across Suffolk to identify suitable fen meadow sites. To be suitable sites, they are tested against a number of criteria, including location in a river valley, the presence of underlying peat, the opportunity to modify or reverse historic drainage patterns and the presence of nearby existing fen meadow habitats. This work is summarised in the **Fen Meadow Strategy** (Volume 3, Appendix 2.9.D of the **ES Addendum** (Doc Ref. 6.14)). Suitable sites are limited for similar reasons that fen meadow habitats themselves are limited. The Applicant is confident that it will be able to sensitively create fen meadow habitat in this location given the suitability of the site.
Comments that are neutral regarding the proposals to create additional fen meadow habitats to offset the impacts of the project.	5	The comments are noted.
Questions or requests for further information and environmental assessment regarding the proposals to create additional fen to offset the impacts of the project.	11	The potential for any new or different likely significant effects arising from **Change 11** are assessed together with the revised or additional effects for the main development site in Chapter 2 of the **ES Addendum** (Doc Ref 6.14) in the following sections: landscape and visual (Section 2.8); terrestrial ecology and ornithology (Section 2.9); amenity and recreation (Section 2.10); and groundwater and surface water (Section 2.14).

		From a landscape and visual perspective, the effects associated with these works would be limited and no significant effects would arise. From an ecological perspective the provision of this site would provide further beneficial effects and help compensate for the fen meadow habitat lost in the Sizewell Marshes SSSI. In the event that all of the three offsite areas for fen meadow habitats proposed by SZC Co. (Pakenham, Benhall and Halesworth) are successfully established, the Sizewell C Project would provide over 4.5ha of new fen meadow habitat (and potentially over 8ha) compared to 0.46ha of habitat lost. From an amenity and recreation perspective, no significant effects would arise. From a groundwater and surface water perspective, the site forms part of the functional floodplain of the Pakenham Stream, which is classified as a main river by the Environment Agency. Works at this site would create a mosaic of habitats, with small-scale water management controls in place to maximise the area of fen meadow created. The effect on groundwater and surface water receptors is assessed as not significant.

Suggestions that any additional fen meadow created should be connected to existing habitats.	6	Of the three selected fen meadow sites, two are in east Suffolk, whilst Pakenham is in West Suffolk. Whilst all are isolated from Sizewell Marshes SSSI, they each exist in river valleys with wetland habitats in close proximity, such that they will benefit habitat connectivity along river corridors in their respective localities. The Pakenham site is the largest of the three fen meadow sites. As described in the **Fen Meadow Strategy** (Volume 3, **Appendix 2.9.D** of the **ES Addendum** (Doc Ref. 6.14)), across all three sites and in the optimum locations, it is anticipated that at least 4.5ha new fen meadow can be created compared to the 0.46ha lost from the Sizewell Marshes SSSI. This provision is considered to be adequate compensation for the loss of fen meadow from the Sizewell Marshes SSSI and would deliver the area required using the 'compensatory habitat multiplier' requested by Natural England.
Suggestions that creating additional fen meadow to offset the impacts of the project must be well resourced and carried out by experts to ensure proper species management.	13	The approach to delivery is secured in the **Fen Meadow Strategy** (**Volume 3, Appendix 2.9.D** of the **ES Addendum** (Doc Ref. 6.14) and this sets out the high level approach to be used for a period of ten years to create the fen meadow habitats. Site specific proposals will be set out in the draft Fen Meadow Plan as required by the Fen Meadow Strategy. The Applicant will consult with Suffolk Wildlife Trust and other ecology stakeholders on the draft Fen Meadow Plan.

		Under the strategy, if the Applicant is unable to deliver at least 4.5ha of fen meadow habitat within 10 years, this would trigger a compensation fund to create or enhance existing fen meadows at other sites in Suffolk as would be secured in the Section 106 Agreement.
Suggestion to increase the size of the proposed fen meadow replacement in order to account for the distance between the proposed compensation sites and Sizewell Marshes SSSI.	1	The Applicant expects that at least 4.5ha new fen meadow can be created, compared to the 0.46ha lost from the Sizewell Marshes SSSI (see the **Fen Meadow Strategy** (**Volume 3, Appendix 2.9.D** of the **ES Addendum** (Doc Ref. 6.14)) across all three selected sites using the optimum locations. This provision is considered to be adequate compensation for the loss of fen meadow from the Sizewell Marshes SSSI and would deliver the area required using the 'compensatory habitat multiplier' requested by Natural England.
Suggestions that in creating additional fen meadow to offset the impacts of the project it should be ensured that there is a biodiversity net gain.	5	The Pakenham fen meadow site is to compensate for the loss of fen meadow habitat from the Sizewell Marshes SSSI. Habitat compensation works for SSSIs are excluded from the Biodiversity Net Gain methodology and so Pakenham is excluded from consideration in the Biodiversity Net Gain calculations for the main development site (**Volume 2**, **Appendix 14E** (Doc Ref. 6.3) [APP-266]).

		However, depending on the final fen meadow proposals at each of the three locations, there may be opportunities to create other habitats, including drier grassland and areas of scrub, which would contribute to biodiversity net gain.
Suggestion that the additional fen meadow habitat to offset the impacts of the project should be accessible to the general public.	1	SZC Co. is not proposing to open the Fen Meadow habitat creation area for public access. The public right of way crossing the site would be retained and would not be temporarily or permanently diverted, or closed, during the construction and operational phases of the proposed development. Further details of the change are set out in Chapter 2 of the **ES Addendum** (Doc. Ref. 6.14).
Support for the proposals to create additional fen meadow habitat to offset the impact of the project on the grounds that replacement habitats will be created.	32	The support is noted.
Support for the proposals to create additional fen meadow habitat to offset the impact of the project on the grounds that the environmental impacts would be minimised, and any residual impacts would be at an acceptable level.	7	The support is noted.
Water Resource Storage Area		

Concerns that the proposals to create additional wetlands from the previously proposed water storage area would be ineffective due to wildlife impacts during the construction phase.	15	As set out in **Chapter 3** (Description of Construction), **Volume 2**, of the **ES** (Doc Ref 6.3) [APP-184], the northern edge of the temporary construction area will include a 5m boundary fence to minimise noise and light spill to the marsh harrier habitat compensation area which includes the new wetland area. The **sHRA Report** (Doc Ref. 5.10) [APP-145 - APP-152] includes an assessment of the noise spill and concludes that noise levels over almost all of the area will be relatively low and that marsh harriers are likely to forage over this area. Marsh harriers regularly forage in areas with relatively high levels of man-made noise and light such as Trimley Marshes which is adjacent to Felixstowe Port and noise specialists have monitored noise levels at that site to inform the sHRA.
Concerns that wetland habitats take a significant amount of time to develop and that their creation should therefore begin well in advance of the construction phase.	12	The grassland habitats within the marsh harrier compensation area have already been established by the applicant and the hedgerow features were planted in 2020 in accordance with the marsh harrier habitat plans included in **Marsh Harrier habitat report** appended to the **ES** (**Volume 2, Appendix 14C5** (Doc Ref. 6.3) [APP-259]). Natural scrub colonisation has also commenced within the grassland areas. The newly proposed wetland component, combined with the flood mitigation area, comprises a relatively extensive

		excavation of about 120,000m^3 and requires development consent before it can be developed. The Applicant would create this wetland in the first winter following development consent and whilst proposed reedbeds will take a period to become established, the open water and the prey species attracted to it will provide high quality foraging for marsh harriers. The 0.7ha of wet woodland proposed in this area would be planted once the wetland has been created.
General concerns about the proposals to create additional wetlands from the previously proposed water storage area, without providing further details.	12	The concerns are noted. Detailed responses are provided in this document, where relevant, to specific points. Further details on the proposals and their environmental effects are set out in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14).
Concerns that the proposals to create additional wetlands from the previously proposed water storage area may not compensate the impacts on existing habitats.	16	The new wetland will essentially form an extension to the adjacent Minsmere South Levels and will visually be an entirely semi-natural habitat area, on an area which formerly comprised arable land, with no detrimental landscape effect to the AONB. Further details are set out in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14). All of the new habitats within the marsh harrier habitat compensation area, including the newly proposed

		wetlands are habitats of greater biodiversity value than the previous arable land. The general approach to creating the wetland will be to excavate to the depth of groundwater to create areas of open water and plant the reedbed habitats around the margins, using the same planting approach successfully used to create the Aldhurst Farm wetlands. After a period of establishment, the habitat quality is likely to be similar to the high quality reedbeds created at Aldhurst Farm, which have in recent years attracted nesting marsh harriers.
Concerns that there is insufficient information provided regarding the proposed new water storage area, or that it may negatively impact the environment.	5	Information relating to this change is set out in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14). Water management zones (WMZ) and the indicative detention basins identified for infiltration are described in the **Outline Drainage Strategy** (Doc Ref.6.3) [APP-181]. In the period since the Application was submitted there has been additional design work, including assessment of the required capacity of the detention basin in WMZ-5, allowing for climate change, alongside an improved understanding of ground conditions. This has identified an opportunity to reduce the plan area for the detention basin in WMZ-5 without compromising its function.

		The management of surface water is well understood in the context of maintaining natural water levels in the ground (groundwater) and to sustaining the sensitive habitats reliant on this. The infiltration into the groundwater at the location of the detention basins is designed to enable recharge of groundwater levels. The management of potential pollution and sediment generated within the construction areas is discussed in the **Outline Drainage Strategy**, assessed in Chapter 19 (Groundwater and Surface Water), Volume 2, of the **ES** (Doc Ref. 6.3) [APP-297] and Chapter 2 of the **ES Addendum** (Doc Ref. 6.14). Specific mitigation and control measures are described in the **Code of Construction Practice** (8.11(A)). The borrow pits are to be constructed above the water table (the top of the water in the ground) and, therefore, would not lower groundwater levels. In turn, this has opened up an opportunity to relocate the water resource storage area (proposed as a source of non-potable water during construction, for example for dust-suppression) to a location alongside the WMZ-5 detention basin. This relocation and redesign remove the water resource storage area from Flood Zone 3 to Flood Zone 1 and address a potential risk in respect of breach and inundation and theoretical impact on one property.

		The former location of the water resource storage area is now proposed to be used for both habitat creation and to provide flood mitigation. This flood mitigation has been assessed in the **Main Development Site Flood Risk Assessment Addendum** (Doc Ref**.** 5.2(A)Ad) and shown to contribute to further reduced flood risk to off site properties in Eastbridge, and to flood levels within Minsmere, in comparison with the proposals set out in the application and assessed in the **Main Development Site Flood Risk Assessment** (Doc Ref. 5.2) [APP-093].
Concerns that the proposals to create additional wetlands from the previously proposed water storage area is only provisional, lacks detail, and may not be implemented.	5	SZC Co. proposes to provide additional, permanent, fluvial flood mitigation. Wetland habitat would also be created in this area, comprising open water channels and wet reedbeds to provide high quality foraging habitats for marsh harriers and other species during the construction of Sizewell C. The change is described in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) which, if accepted into the examination by the Examining Authority, would form primary mitigation for the Project and would be secured to ensure implementation once consent is granted. Once the construction of Sizewell C is complete and compensatory marsh harrier foraging habitats are no longer required, the open water and wet reedbed habitats could be transitioned to wet woodland habitats, either through natural successional processes or through

		planting. In the long term, if progressed, this would compensate for the loss of wet woodland from the Sizewell Marshes SSSI. The flood mitigation area would also be linked to the proposed permanent wetland habitat corridor immediately to the south to create a single integrated wetland feature, as illustrated in Volume 2, Figure 2.2.14 of the **ES Addendum** (Doc Ref. 6.14)**.** The flood mitigation area and wetland habitats would be constructed very early in the construction phase to ensure no ongoing construction disturbance to foraging marsh harriers during the following summer.
Comments that are neutral regarding the proposals to create additional wetlands from the previously proposed water storage area.	9	The comments are noted.
Questions or requests for more information and further environmental assessment on the proposals to create additional wetlands from the previously proposed water storage area.	8	Further details on the change are set out in the Chapter 2 of the **ES Addendum** (Doc Ref 6.14). This includes a description of the change and an assessment of any new or different likely significant environmental effects. The assessment identifies that the proposed change would not result in a change of effects. This change would reduce flood risk relative to the current proposals. Overall effects associated with the proposed changes on groundwater and surface water receptors

		would remain as assessed within Chapter 19, Volume 2 of the **ES** (Ref 6.3) [APP-297].
Suggestion that the proposals to create additional wetlands from the previously proposed water storage area should not impact existing habitats.	1	All of the new habitats within the marsh harrier habitat compensation area, including the newly proposed wetlands, are habitats of greater biodiversity value than the previous arable land.
Suggestions that the proposed additional wetlands should be made publicly accessible.	2	SZC Co. is not proposing to open the wetland area for public access. Accessibility details to the surrounding area are set out in the Rights of Way and Access Strategy in Appendix 15I of Volume 2 of the **ES** (Doc Ref 6.3) [APP-270].
Suggestion to retain the temporary water storage area after the construction phase is complete for potential use in agricultural irrigation.	1	The suggestion is noted. There is no identified source of water for the storage area post-construction and the intention is to reinstate the area to a natural state in accordance with a permanent landscape scheme to be approved through a Requirement of the **Development Consent Order** (Doc Ref. 3.1A).
Support for retaining the additional wetlands after the construction phase rather than developing a permanent wet woodland habitat.	9	The support is noted.

Suggestions that the implementation of any proposals to create additional wetlands from the previously proposed water storage area should be carried out after engagement with relevant stakeholders.	12	The suggestion is noted. SZC Co. continues to engage with stakeholders on the Project proposals and related assessment.
Support for the creation of additional wetlands from the previously proposed water storage area on the grounds that it would create additional habitats, including support for the transition of the area into a wet woodland habitat post construction phase.	32	The support is noted.
Surface Water		
Concerns about the proposals for a temporary drainage pipe on the beach on the grounds that it may negatively impact use of the coastal path.	4	Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) confirms that the pipe would be laid under the Suffolk Coast Path to ensure no obstruction. The coast path would remain open during construction and operation of the temporary outfall as far as it is reasonably practicable and safe to do so.
Concerns about the proposals for a temporary drainage pipe on the beach on the grounds that it may impact the environment, including through contamination and erosion.	42	As set out in Section 2 of the **ES Addendum** (Doc Ref. 6.14), the pipe would be set back from Mean High Water Spring at around 2 – 3m above ODN. This design measure increases the likelihood that discharged surface

		water would have no significant impacts on coastal processes and geomorphology (including erosion). All discharges would be the subject of the necessary regulatory approvals and associated controls.
General concerns about the proposals for a temporary drainage pipe on the beach, without providing details.	15	The potential for any new or different likely significant environmental effects are assessed in the **ES Addendum** (Doc Ref. 6.14), particularly from a groundwater and surface water (Section 2.14) and coastal processes and geomorphology perspective. The assessment identifies that the proposed change would not result in a change of effects.
Concerns about the proposals for a temporary drainage pipe on the beach on the grounds that it may compromise public safety.	6	The pipe is likely to be less than 50cm in diameter and would be laid under the Suffolk Coast Path to ensure that it provides no obstruction, and as a result is not considered would compromise public safety.
Concerns about whether the proposed temporary drainage pipe will actually be temporary. Comments questioning whether 10 years can be considered temporary.	4	It is likely that the pipe would typically only be used when surface water is captured in the construction site which cannot be discharged throughout infiltration or to the surrounding watercourses. Under normal conditions, surface water would be collected in balancing ponds, treated via water treatment systems and either infiltrated to ground or discharged to the surrounding watercourses at greenfield rates. The Development Consent Order (Doc Ref 3.1) will require temporary infrastructure to be removed at the appropriate

		stage and the land reinstated. The proposed wording states: *"Requirement 16 - Main development site: Removal and reinstatement* *Following completion of the SZC construction works, all temporary buildings, structures, plant and equipment required for construction, including Work No.3 and* Work1A(bb)*, must be removed, and landscape restoration works implemented in accordance with the details approved for requirement 14."* The change is described in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) which, if accepted into the examination by the Examining Authority, would form primary mitigation for the Project and would be secured to ensure implementation once consent is granted. That description confirms the pipe would be removed once the Combined Drainage Outfall is constructed.
Concerns about the proposals for a temporary drainage pipe on the beach on the grounds that it may negatively impact the visual landscape.	4	As set out in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14), the pipe is likely to be less than 50cm in diameter and would be buried within the beach for much of its length. **Chapter 2** of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the landscape and visual effects arising from the temporary discharge outfall and concludes that

		there would be no change to the level of significance of effects as a result of this change.
Concern that the proposed rate of drainage into the sea, on the basis that rapid drainage may reduce available ground water by too much, negatively impacting ecosystems.	1	The new drainage pipe would support site drainage during the early years of construction. The rate of dewatering during construction and its effect on the Sizewell Marshes SSSI were assessed in **Volume 2 Chapter 14** of the **ES** [AS-033] and no significant effects were identified during peak of dewatering, with maximum drawdown of water levels in the SSSI of approximately 10cm across restricted areas. The extent of drawdown in the SSSI is not affected by the use of the temporary pipe under **Change 8** or the subsequent Combined Discharge Outfall (CDO) which is then constructed.
Comments that are neutral regarding the proposed temporary drainage pipe on the beach.	7	The comments are noted.
Questions or requests for further information about the proposed temporary drainage pipe on the beach.	5	The requests are noted, with detailed responses provided in this document, where relevant, to specific points.
Suggestion that the proposed temporary drainage pipe on the beach should include a viewing platform or bridge.	1	As the pipe is likely to be less than 50cm in diameter and would be laid under the Suffolk Coast Path (i.e. much of it would not be visible) it is not considered appropriate for a

		viewing platform or bridge to be provided in connection with the pipe.
Suggestions that the proposed temporary drainage pipe on the beach should be subject to close monitoring, with penalties imposed for environmentally harmful discharges.	8	All discharges will be the subject of the necessary regulatory approvals and associated controls.
Requests for further environmental assessment of the proposals for a temporary drainage pipe on the beach.	3	The potential for any new or different likely significant environmental effects is assessed in the **ES Addendum** (Doc Ref. 6.14), particularly from a landscape and visual perspective (Section 2.8), groundwater and surface water (Section 2.14), and coastal process and geomorphology (Section 2.15) . The assessment identifies that the proposed change would not result in a change of effects.
Suggestions of alternative designs for the proposed temporary drainage pipe on the beach.	5	As set out in **Chapter 2** of the **ES Addendum** (Doc Ref 6.14), disposal of surface water via the temporary outfall would typically only be used infrequently when surface water is captured in the construction site which cannot be discharged through infiltration or to the surrounding watercourses (e.g. due to flooding or storm events). Prior to completion of the Combined Drainage Outfall (CDO) no reasonable alternatives are considered to be available.
Suggestions that the surface water could be recycled for agricultural	2	As set out in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14), disposal of surface water via the temporary outfall would typically only be used infrequently when surface

use instead of being discharged onto the beach.		water is captured in the construction site which cannot be discharged through infiltration or to the surrounding watercourses (e.g. due to flooding or storm events). Consequently, this is not considered to be a consistent or reliable source for agricultural purposes.
Suggestion that security measures would need to be included in the design of the proposed temporary drainage pipe on the beach.	1	The pipe is likely to be less than 50cm in diameter and specific security measures are not considered necessary.
Support for the proposed drainage pipe on the basis that the negative environmental impacts are likely to be minimal.	1	The support is noted.
General support for the proposals for a temporary drainage pipe on the beach.	28	The support is noted.
Other main site changes: Sea defence		
Concerns of uncertainty over whether the proposed sea defences will be sufficient to protect against future weather events, sea level changes and coastal erosion.	59	In response to further engagement with the key stakeholders, SZC Co. has revised the design of some aspects of the scheme to provide further mitigation against potential flood risk and environmental impacts, and to increase the resilience of the site to future climate change. In the original Application the permanent sea defence ('permanent HCDF') met the basis of design by addressing coastal overtopping for the 1 in 10,000-year

		return period scenario, including a reasonably foreseeable allowance for climate change (based on the UKCP18 RCP 8.5 projections), for the operational phase of the development. However,the assessments at that time showed that the raised HCDF of 14.2m AOD (maximum crest height presented in the Application) would need to be established by 2046, a relatively short period of time after the completion of construction at the main development site in 2034. Furthermore, in the period since the Application submission, SZC Co. has, in consultation with internal and external stakeholders, established an initial set of Safety Functional Requirements for the HCDF as part of the ongoing design process. These include a more conservative tolerable overtopping rate (design basis limit) to limit the potential for flooding on the platform by increasing safety margin throughout the operation and decommissioning phases of the project. Correspondingly, in order to delay future sea defence raising activities, and to take account of the revised design basis limit for the sea defence, a revised initial height of 12.6m AOD (from 10.2m AOD minimum crest height presented in the Application) is proposed for both the permanent HCDF and Northern Mound. This gives a total height with landscaping of up to 14.6m AOD. Based on the UKCP18 RCP 8.5 projections, the raised 16.4m AOD 'permanent HCDF adapted' (and total height of up to 18m AOD with landscaping) would not be required until after

		2140. These design changes have been set out in **Chapter 2** of **Volume 2** of the **ES Addendum** (Doc Ref. 6.14). The temporary HCDF change improves management of flood risk during early construction phase when compared with the approach presented in the Application. Details of the temporary, permanent and permanent (adapted) versions of the sea defence are provided in the **Chapter 2** of the **ES Addendum** (Doc Ref 6.14) and assessed in the **Main Development Site Flood Risk Assessment Addendum** (Doc Ref. 5.2(A)Ad) The monitoring frequency for actual sea level rise proposed in the Application, approximately every 10 years, is deemed appropriate for the lifetime of the development.
Concerns about the long-term negative impact the proposed sea defences may have on the coastal path.	5	**Chapter 2** of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the impact of the changes on recreational receptors using the beach and Coast Path. The proposed changes to the permanent HCDF would alter the nature of views along the coast somewhat and reduce the width of accessible land between the coast

		path and the sea, however it is not considered that the change would significantly affect user experience.
Concerns that the proposed new design of the sea defences may be inadequate for its purpose as well as concerns that the sea defence proposals are not sufficiently detailed.	32	The sea defence has specifically been redesigned to pre-empt future sea-level rise. The increased crest height means that the adaptive phase (also included in the original submission) will now not be required until much later (c.2140s), if at all. Starting with a higher crest mitigates the uncertainty around sea-level rise predictions. The detailed design of the sea defences is still progressing, however, the relevant parameters are provided within the **ES Addendum** (Doc Ref. 6.14) and there is a Requirement (Requirement 12B) that the detailed design will need to be approved by East Suffolk Council.
Concerns about the proposed sea defences and general concerns about the risk of flooding.	29	In response to further engagement with the key stakeholders, SZC Co. has revised the design of some aspects of the scheme to provide further mitigation against potential flood risk and environmental impacts, and to increase the resilience of the site to future climate change. In the original Application the permanent sea defence ('permanent HCDF') met the basis of design by addressing coastal overtopping for the 1 in 10,000-year return period scenario, including a reasonably foreseeable allowance for climate change (based on the UKCP18 RCP

		8.5 projections), for the operational phase of the development. However, the assessments at that time showed that the raised HCDF of 14.2m AOD (maximum crest height presented in the Application) would need to be established by 2046, a relatively short period of time after the completion of construction at the main development site in 2034. Furthermore, in the period since the Application submission, SZC Co. has, in consultation with internal and external stakeholders, established an initial set of Safety Functional Requirements for the HCDF as part of the ongoing design process. These include a more conservative tolerable overtopping rate (design basis limit) to limit the potential for flooding on the platform by increasing safety margin throughout the operation and decommissioning phases of the project. Correspondingly, in order to delay future sea defence raising activities, and to take account of the revised design basis limit for the sea defence, a revised initial height of 12.6m AOD (from 10.2m AOD minimum crest height presented in the Application) has been established for both the permanent HCDF and Northern Mound. This gives a total height with landscaping of up to 14.6m AOD. Based on the UKCP18 RCP 8.5 projections, the raised 16.4m AOD 'permanent HCDF adapted' (and total height of up to 18m AOD with landscaping) would not be required until after 2140. These design changes have been set out

		in **Chapter 2** of **Volume 2** of the **ES Addendum** (Doc Ref. 6.14). The temporary HCDF change improves management of flood risk during early construction phase when compared with the approach presented in the Application. Details of the temporary, permanent and permanent (adapted) versions of the sea defence are provided in the **Chapter 2** of the **ES Addendum** (Doc. Ref 6.14) and assessed in the **Main Development Site Flood Risk Assessment Addendum** (Doc. Ref.5.2(A)(Ad)). The monitoring frequency for actual sea level rise proposed in the Application, approximately every 10 years, is deemed appropriate for the lifetime of the development.
Concerns about the proposed changes to the sea defences on the grounds that they may negatively impact habitats and species, both coastal and inland.	4	The installation of the sea defence will continue to require the removal during construction of those habitats which currently lie on the beach to the east of the platform location. However, once the new defences are in place, the applicant will be required to restore the coastal habitats in accordance with the approach outlined in **Code of Construction Practice** (Doc Ref. 8.11(A)) and **oLEMP** (Doc Ref. 8.2) [APP-588]. This approach remains unchanged from the original proposals.

		The sand and shingle substrates from the existing surface layers of the Sizewell C frontage will be stockpiled to preserve the seedbank of the coastal vegetation, prior to the construction of the new coastal defences. These substrates will be safeguarded and then incorporated into the final landscaping of the new sea defences and frontage to enable reinstatement of the coastal vegetation including vegetated shingle and sand dune habitats. A similar approach was used successfully for the restoration of coastal habitats after a seven year period associated with the construction of the defences and the beach frontage for Sizewell B. These works will be overseen by the Ecological Clerk of Works, or a suitably qualified ecologist, to ensure appropriate layers, i.e. those likely to include seedbanks, are safeguarded. A **Reptile Mitigation Strategy** (**Volume 2**, **Appendix 14C2A** (Doc Ref. 6.3) [APP-252]) is in place which defines the approach to moving reptiles from areas subject to landtake, such as the beach frontage, to designated receptor sites, which have already been established, primarily on former arable land and include extensive hibernacula features and increasingly diverse flora and

		invertebrate species, including a strong population of the grayling butterfly.
Concerns about the proposed changes to the sea defences on the grounds that they may negatively impact the visual landscape.	17	The sea defence design in **Chapter 2** of the **ES Addendum** (Doc Ref 6.14) provides for up to two metres of landscaping on the seaward slope and the crest, which would be constructed to varying depths to create naturalistic undulations to a typical gradient of approximately 1 in 3 on the embankment. **Chapter 2** of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the landscape and visual effects arising from the change to the sea defence during construction and operation on landscape and visual receptors, including the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. Reference is made to updated zone of theoretical visibility modelling and construction phase photowire visualisations. No changes to the significance of environmental effects are predicted.
Comments that are neutral regarding the proposed sea defences.	4	The comments are noted.
Questions and requests for more information and environmental assessments regarding the proposed sea defence changes.	21	Details of the proposed change and an assessment of new or different likely significant environmental effects are assessed in Part 2 of this submission; namely: • the **ES Addendum** (Doc Ref 6.14) in terms of landscape and visual (Section 2.8); terrestrial ecology

		and ornithology (Section 2.9); and amenity and recreation (2.10); and • the Main Development Site Flood Risk Addendum (Doc Ref. 5.2(A)Ad) that considers the implications of the proposed change from a flood risk perspective. The assessments identify that the proposed change would not result in a change of effects.
Suggestion that the impact of the sea defence proposals on coastal erosion to the south of the Sizewell site must be evaluated and mitigated.	1	The potential for the sea defence to cause or exacerbate erosion to the south (or north) of Sizewell has been evaluated. The installation and replenishment of the soft coastal defence feature will ensure the hard sea defence will remain a terrestrial feature and therefore not affect erosion. In fact, by releasing sediment to the system, the soft coastal defence will act to reduce or reverse erosion locally, particularly to the south as that is the main direction of sediment transport.
Suggestion to build sea defences around the entire perimeter of the project.	1	Building sea defences around the entire perimeter of the site is not necessary. Overtopping by the sea would only occur from the east, and the site can tolerate some stranded flood water for short durations before drainage. The platform level is set at a sufficiently high elevation to account for sea level rise.
Support for the proposed sea defences on the basis that the	1	The support is noted.

negative environmental impacts are likely to be minimal.		
General support for the proposed sea defences.	15	The support is noted.
Support for raising the height of the sea defences.	2	The support is noted.
Other main site changes: Construction activities and height limits		
Concerns that the worker accommodation required for the project may negatively impact the community.	8	There is no change to the approach to worker accommodation as a result of the additional information or proposed changes. An **Accommodation Strategy** (Doc Ref. 8.10) [APP-613] has been carefully designed in order to promote a balanced approach between limiting effects on local housing markets and transport networks, ensuring an efficient delivery of the Sizewell C Project with worker accommodation close to the site that is attractive to the workforce, while still integrating some of the workforce in local communities to promote economic benefits (e.g. of off-peak tourist accommodation use). SZC Co. recognises that although this balanced approach provides benefits and limits effects, there may still be some effects on local housing markets. As such, proposals for a flexible, responsive Housing Fund has been developed to complement the proposals set out by East Suffolk Council's policy and strategy on housing.

		The **Accommodation Strategy** (Doc Ref. 8.10) [APP-613] and **Planning Statement** (Doc Ref. 8.4) [APP-590] document how strategy and site selection has been undertaken to justify the balanced approach to Sizewell C Project Accommodation – promoting the efficient delivery of the NSIP while limiting environmental effects and community effects. The proposed location of the Sizewell C Project accommodation – the campus and caravan site – has been developed to allow direct access to the site, while maintaining safe distance from the main operations of the site, and has been designed to limit disruption to local residents and workers living there temporarily. Full details on the alternatives considered can be found in **Chapter 6** (EIA Methodology), **Volume 1** of the **ES** (Doc Ref. 6.2) [APP-177] and **Appendix 8.4A**: **Site Selection Report**, appended to the **Planning Statement** (Doc Ref. 8.4) [APP-591].
General concerns about the proposed changes to height limits and activities during construction, without providing further details.	28	Full details of each proposed change are described and assessed in Part 2 of this request for changes submission, in particular in Chapter 2 of the **ES Addendum** (Doc Ref 6.14). The assessment identifies that the proposed change would not result in a change of effects.

Concerns that tall equipment may negatively impact the landscape during the construction phase.	27	**Chapter 13** (Landscape and Visual), **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-216] presents an assessment of the likely landscape and visual effects arising from the construction of Sizewell C, which includes consideration of cranes, pylons and stockpiles, and reference to construction phase visualizations and illustrating the normal and exceptional parameter heights of construction zones within the main development site. Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) includes an assessment of the landscape and visual effects arising from various changes that would occur during the construction phase and concludes that there would be no change to the significance of environmental effects on the landscape as a result of the changes.
Comments that are neutral regarding the proposed changes to construction activities and height limits on the main development site.	3	The comments are noted.
Requests for further environmental assessment of the proposed changes to construction activities and height limits on the main development site.	3	An assessment of new or different likely significant environmental effects are assessed in Part 2 of this submission; namely the ES Addendum (Doc. Ref. 6.14) from a landscape and visual (Section 2.8) and amenity and recreation (Section 2.10) perspective. The assessment identifies that the proposed change would not result in a change of effects.

Suggestions for timing sea transport deliveries in order to reduce the need to stockpile materials on site.	2	Marine deliveries typically comprise bulk materials that would be used for backfill earthworks on the main platform. Timing the delivery of bulk materials to meaningfully reduce stockpile heights would not be feasible due to the rate at which materials would be backfilled exceeding the marine delivery rate, plus the potential for disruption caused by bad weather. The management of stockpiles will continue to be considered through the detailed design stage.
Support for the proposed changes to construction activities and height limits on the main development site on the grounds that they may facilitate the movement of freight by sea.	1	The support is noted.
General support for the proposed changes to height limits and activities during the construction phase.	13	The support is noted.
Other main site changes: Tree retention		
Concerns that the proposed removal of trees and hedgerows may negatively impact habitats and concerns about the loss of trees in other woodland areas such as	50	The loss of woodland across the main development site is assessed within **Chapter 14** (Terrestrial Ecology and Ornithology), **Volume 2** of the **ES** (Doc Ref. 6.3) [AS-033]. Many of these areas are of plantation or otherwise non-native woodland but do have some value for a variety of species including bats.

Coronation Wood, Goose Hill and Kenton Hills.		In the longer term, once the temporary construction area has been removed, additional hedgerows and areas of woodland would be created in accordance with the **oLEMP** (Doc Ref. 8.2) [APP-588] and once established the extent of woodland would be greater than that currently present on site. The changes to the vegetation removal plans are minor and do not change the conclusions reached in relation to woodland loss within **Chapter 14** (Terrestrial Ecology and Ornithology), **Volume 2** of the **ES** (Doc Ref. 6.3) [AS-033].
Comments that are neutral regarding the proposed changes to tree retention on the main development site.	2	The comments are noted.
Request for further environmental assessment of the proposed changes to tree retention on the main development site.	1	An assessment of new or different likely significant environmental effects are assessed in Part 2 of this submission; namely the **ES Addendum** (Doc Ref 6.14) from a landscape and visual (Section 2.8) and terrestrial ecology and ornithology (Section 2.9) perspective. The assessment identifies that the proposed change would not result in a change of effects.
Suggestions to plant more trees as part of the project.	6	Following completion of construction, the temporary construction area would be restored to a new landscape founded on the concept of establishing the Suffolk Coast

		and Heaths AONB landscape in microcosm, by creating a mosaic of some of its most valued landscapes. Once fully established, this habitat 'mosaic' would have a higher biodiversity value than the existing habitats, particularly the extensive arable areas that they replace. The new habitats would contribute to enhancing the landscape character. They would also minimise the visual impact of the Sizewell C Project in views from the surrounding landscape, minimise impacts on cultural heritage resources, improve access and recreation infrastructure and ensure the long-term sustainability and resilience of the landscape, including to predicted climate change. Further details are set out in the **Main Development Site Design and Access Statement** (Doc Ref 8.1) [APP-586] and the **oLEMP** (Doc Ref 8.2) [APP-588].
General support for the proposed retention of trees.	14	The support is noted.
Other main site changes: Boundary changes		
General concerns about the proposed boundary changes, without providing further details.	17	The comments are noted and specific points relating to the proposed changed responded to where relevant in this document.

Comments that are neutral regarding the proposed boundary changes.	4	The comments are noted.
Request for further environmental assessment of the proposed boundary changes.	1	An assessment of new or different likely significant environmental effects is contained in Part 2 of this submission; namely the **ES Addendum**. (Doc. Ref. 6.14). The assessment identifies that the proposed change would not result in a change of likely significant effects.
Suggestion for recreational facilities within the proposed boundary changes.	1	The suggestion is noted. Please refer to the **Rights of Way and Access Strategy** for further information on public access proposals in **Appendix 15I** of **Volume 2** of the **ES** (Doc Ref 6.3).
General support for the proposed boundary changes.	11	The support is noted.
Other main site changes: Bridleway		
Concerns about the proposed bridleway on the grounds that use of the bridleway by horses will require interaction with cyclists, pedestrians and, at crossing points, motorists, and that this may pose a risk to safety.	9	Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) identifies that the new permanent route and crossing point over Lover's Lane would be made available for pedestrians in the construction phase once the entrance to the main development site from the B1122 is in place and the number of HGVs using the early years access is reduced, approximately two years post commencement of construction works. The link would be designated as a bridleway once construction is complete. During the construction phase Bridleway 19 north of Kenton Hills car park would be temporarily closed, and the new connection would provide pedestrian access. During the operational

		phase the new connection (upgraded to bridleway status) would also connect to the re-instated Bridleway 19 adjacent to Kenton Hills car park so would be for use by pedestrians, cyclists and horse riders. The crossing over Lover's Lane has been designed to ensure safety of pedestrians, cyclists and horse riders, and this will be considered further at the detailed design stage, and appropriate risk assessments undertaken. The design will be agreed with Suffolk County Council Highways.
General concerns about the proposed bridleway link, without providing further details.	18	Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) identifies that the new permanent route and crossing point over Lover's Lane would be made available for pedestrians in the construction phase once the entrance to the main development site from the B1122 is in place and the number of HGVs using the early years access is reduced, approximately two years post commencement of construction works. The link would be designated as a bridleway once construction is complete. This would connect to the proposed off-road bridleway in Aldhurst Farm, providing an off-road bridleway route where Bridleway 19 currently runs along the north-south section of carriageway on Lover's Lane. This is an improvement to the proposals within the Application and a significant improvement to the existing situation.

		The bridleway link between Aldhurst Farm and Kenton Hills would be accessible from Leiston Common, properties on Sizewell Gap, and other locations including Leiston via the existing PRoW and permissive footpath network, and the new off-road bridleway which will run from Sizewell Gap in the south to Eastbridge Road in the north. The crossing over Lover's Lane has been designed to ensure safety of pedestrians, cyclists and horse riders, and this will be considered further at the detailed design stage, and appropriate risk assessments undertaken. The design will be agreed with Suffolk County Council.
Concerns about the proposed bridleway on the grounds that it may negatively impact habitats and species.	7	Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) provides further information on the environmental assessment of the proposed bridleway. The assessment anticipates no change to the environmental effects presented within **Volume 2**, **Chapter 14** of the **ES** (Doc Ref. 6.3) [AS-033].
Concerns about the proposed bridleway on the grounds that motor vehicles may use it.	3	No vehicles will be able to use the new link between Aldhurst Farm and Kenton Hills.
Comments that are neutral regarding the proposed bridleway.	5	The comments are noted.
Request for further environmental assessment of the proposed bridleway.	1	Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) provides further information on the environmental assessment of the proposed bridleway.

Suggestions for ways to mitigate road dangers at points where the proposed bridleway intersects with roads.	10	The crossing over Lover's Lane would be an uncontrolled crossing, and has been designed to ensure safety of pedestrians, cyclists and horse riders, and this will be considered further at the detailed design stage, and appropriate risk assessments undertaken. The design will be agreed with the Highways Authority. Design of the crossing has identified that it cannot be moved further east, closer to the southern end of Bridleway 19, due to the sightlines necessary to allow clear visibility for users of the bridleway crossing and motorists on Lover's Lane. Care has been taken to select the safest point for the crossing. Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) identifies that the new permanent route and crossing point over Lover's Lane would be made available for pedestrians in the construction phase once the entrance to the main development site from the B1122 is in place and the number of HGVs using the early years access is reduced, approximately two years post commencement of construction works. The link would be designated as a bridleway once construction is complete and retained permanently.
Suggestions for the design of the proposed bridleway.	2	The comments are noted.
Sizewell B relocated facilities		

Concerns about the impact of the proposed changes to the Sizewell B facilities on Coronation Wood, including concerns that parts of the wood have already been felled.	57	The majority of the wood has now been felled, as part of the consented Relocated Facilities planning permission. However, tree planting has also commenced on Pillbox Field as agreed under the condition for replacement planting pursuant to DC/19/1637/FUL. In excess of 2,500 trees will be planted as part of the landscaping proposals at Pillbox Field; the equivalent of ten trees for every tree felled.
Concerns about the proposed changes to Sizewell B facilities on the grounds that they may negatively impact the cultural heritage of the area, including archaeological sites.	3	The proposed changes to Sizewell B reduce the historic environment impact as they allow the archaeology in Pillbox field to be preserved in situ. A management plan will set out how the area of archaeological interest will be protected during and after construction, including during landscaping works. A site-specific WSI for Coronation Wood has been produced and commented on by SCC and this sets out that trenched evaluation will be undertaken once the trees are cut to ground level, followed by mitigation should this be required following the evaluation stage. More generally, effects on the natural and historic environment are addressed in the ES, with any updates in the **ES Addendum** (Doc Ref. 6.14). Objections to the project as a whole are noted.

Concerns about the proposals to change land use at Sizewell B on the grounds that they would impact the environment, including woodland and habitats.	16	The loss of woodland across the main development site including the Sizewell B proposals is assessed within **Volume 2 Chapter 14** of the **ES** [AS-033]. Many of these areas are of plantation or otherwise non-native woodland, including Coronation Wood but do have some value for a variety of species. In the longer term, once the Sizewell B facilities have been relocated and the temporary construction area has been removed after Sizewell C has been built, additional hedgerows and areas of woodland would be created in accordance with the proposals for the Sizewell B landscape proposals, in particular the planting which has already commenced on Pillbox Field and the planting proposed in the **oLEMP** (Doc Ref. 8.2) [APP-588] for the wider site. Once established the extent of woodland would be significantly greater than that currently present on site. The changes to the Sizewell B proposals do not change the conclusions reached in relation to woodland loss or other habitats within **Chapter 14** (Terrestrial Ecology and Ornithology), **Volume 2** of the **ES (Doc Ref.** 6.3(A)) [AS-033].
Concerns that both of the options for the proposed Sizewell B layout	6	The comments are noted, and any specific points picked up where relevant within this document.

changes are inappropriate, without providing further details.		
General concerns about the environmental impacts of Option 2 on SSSI land and the visual landscape.	2	Further information regarding the proposals can be found in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14). The order limits will remain the same for both options and will result in the same land take.
General concerns regarding Option 2, without providing further details.	9	The comments are noted, and any specific points picked up where relevant within this document.
Concerns that the proposals for Pillbox Field may negatively affect the environment, and that Pillbox Field should be preserved instead.	16	It is hoped that with the ability to use SZA land as part of the relocated facilities proposals, the outage car park will be sited on the existing SZB west car park and not within Pillbox Field.
Concerns about the proposals to change land use at Sizewell B on the grounds that land at Sizewell A is contaminated.	2	The SZA land would be used as the outage laydown. This matter has not been identified as an issue from an environmental perspective. The identification of the additional area of land from the Sizewell A complex would allow for the proposed site layout to be reconfigured and built development from Pillbox Field to be removed, so that the field would be used only for the provision of replacement planting for Coronation Wood and ecological enhancements. Refer to the **ES Addendum** (Doc Ref. 6.14) (Chapter 2, Section 2) for details.

Concerns about ownership of Sizewell A land impacting the proposals.	8	The comments are noted. Discussions relating to the Heads of Terms with affected parties are ongoing and at an advanced stage.
Comments that are neutral regarding land use at Sizewell B.	8	The comments are noted.
Questions and requests for more information regarding the proposed changes to Sizewell B facilities and layout.	4	Full details of each proposed change are described and an assessed in Part 2 of this proposed changes submission, in particular Chapter 2 of the ES **Addendum** (Doc. Ref. 6.14).
Suggestion for archaeological assessment and mitigation for the proposed changes to Pillbox field.	1	A site-specific WSI for Coronation Wood has been produced and commented on by SCC and this sets out that trenched evaluation will be undertaken once the trees are cut to ground level, followed by mitigation should this be required following the evaluation stage. For Pillbox Field, a management plan will set out how the area of archaeological interest will be protected during and after construction, including during landscaping works. A site-specific WSI for archaeological mitigation will be provided should plans revert to locating the car park in this field.
Requests for further environmental assessment of the proposed changes to Sizewell B facilities and layout.	3	The potential for any new or different likely significant environmental effects arising from **Change 3** are assessed in Part 2 of this submission; particularly as follows: • the **ES Addendum** (Doc Ref. 6.14) at Section 2.8 considers the landscape and visual impact

		implications of the alternative changes for the relocated facilities project; • the **ES Addendum** (Doc Ref. 6.14) at Section 2.9 considers the terrestrial ecology and ornithology implications of the alternative changes to the relocated facilities project; and • the **ES Addendum** (Doc Ref. 6.14) at Section 2.10 considers the amenity and recreation implications of the alternative changes for the relocated facilities project.
Suggestion to further improve local habitats as well as reduce light spill into the SSSI from proposed buildings and to minimise light pollution during construction.	1	Further information about habitat improvements around the main development site can be found in the **oLEMP** (Doc Ref 8.2) [APP-588]. Further information about the lighting proposals can be found in the **Lighting Management Plan** (Doc Ref 6.3) [APP-182]. The **ES Addendum** (Doc Ref 6.14) considers the environmental impacts of the proposals for Sizewell B Relocated Facilities in relation to ecology and landscape and visual effects.
Suggestions of offsite locations for the Sizewell B facilities.	9	The need for the Sizewell B relocated facilities to be provided within the Sizewell B estate and Sizewell A land has been demonstrated through the determination of the SZB Relocated Facilities planning permission by East Suffolk Council.

Suggestions to re-use Sizewell A land for parts of Sizewell C.	21	Opportunities to use the Sizewell A land have been explored in full, and the identification of the use of the land to accommodate the re-provided for the outage laydown for Sizewell B has been agreed through engagement with East Suffolk Council as the optimum solution.
General support for the proposed changes to Sizewell B facilities, without providing further details or specifying which option is preferable, as well as support for the proposals to reduce the height of the training centre.	6	The support is noted.
Support for Option 1 on the grounds that it makes better use of land.	15	The support is noted.
Support for Option 1 on the grounds that it may be better for the environment than option 2.	15	The support is noted.
Support for the proposed changes to Sizewell B facilities and layout on the grounds that they may reduce traffic at nearby public bridleway road crossings.	1	The support is noted.
Associated development changes: Reduction in land required		
Requests for further environmental assessment of the proposed	2	The **ES Addendum** (Doc Ref. 6.14) identifies any new or different significant environmental effects that are likely to result from the Additional Information and proposed

reductions in land requirements to be carried out.		changes to the Application, including any changed or additional plans, design principles and mitigation identified, since the submission of the Application in May 2020.
Suggestion to improve safety at the A12 / B1119 junction.	1	The junction of A12/B1119 in Saxmundham has been assessed within the Daily traffic flow volumes are predicted to increase above reference case levels on the A12 in the vicinity of the junction with B1119 by around 6% in the early years phase and by around 4-5% at peak construction. There would be very little additional traffic turning right from the B1119 at this junction. A capacity assessment of this junction is summarised in **Chapter 9** of the **Transport Assessment** (Doc Ref. 8.5(A)) [AS-017] (Junction 7) and shows that the junction operates with ample reserve capacity in all hours and scenarios tested. It is considered that the impact of Sizewell C traffic on the overall junction performance would be minimal. The junction was not re-modelled as part of the **Transport Assessment Addendum** (Doc Ref. 8.5(A) Ad) as there have been no changes to the model inputs or flows as part of the stakeholder engagement since the Application was submitted. As summarised in **Chapter 10** of the **Transport Assessment** (Doc Ref. 8.5(A)) [AS-017], it is proposed to make some minor changes to the junction layout to

		improve road safety, which include improving road markings in the turning area in the central reservation.
General support for the proposed reductions in land requirements.	20	The support is noted.
Concerns regarding the Two Village Bypass (not specifically related to current proposals). These include concerns about the impacts on local communities, the landscape and habitats. There are also concerns about the proposed 60mph speed limit for the bypass and concerns that the chosen alignment is not suitable, with suggestions for alternative routes and a longer bypass.	24	The comments are noted. The **ES Addendum** (Doc Ref. 6.14) identifies the likely significant effects of the proposed changes, which should be read in conjunction with the **ES** (Doc Ref. Book 6) that accompanied the Application. The mitigation measures identified within the **ES** and **ES Addendum** (Doc Ref. 6.14) are all identified in the **Mitigation Routemap** (Doc Ref. 8.12) and **Mitigation Routemap Addendum** (Doc Ref. 8.12Ad) and will be secured as commitments and controls imposed through the Development Consent Order if granted. **Chapter 3** (Alternatives and Design Evolution)**, Volume 5** of the **ES** (Doc Ref. 6.6) [APP-414] sets out alternatives and design evolution. A Stage 1 Road Safety Audit (RSA) has been undertaken for the proposed Two Village bypass and is included in the **Transport Assessment, Chapter 10, Appendix 10A Road Safety and Off-site Highway Improvements (**Doc Ref. 8.5(A)) [AS-017], along with the designer's response. The RSA carried did not raise any major 'problems' with

		the design of the Two Village bypass. Safety issues were limited to the following two matters: • 1 – the first matter related to the new roundabout at A12/A1094. The Stage 1 RSA suggested that due to the rural nature of the surrounding area, drivers may not expect an at grade roundabout at this location and recommended that the roundabout is adequately signed in advance on the A12 and the location of the roundabout is made clear to drivers. This recommendation is accepted and will be addressed as part of the signage strategy for the detailed design. • 2 - the second matter related to the public rights of ways crossing the bypass and pedestrians crossing the bypass at grade. The Stage 1 RSA recommends that adequate warning is provided for vehicles that pedestrians may be crossing the carriageway and that adequate visibility is provided to allow pedestrians to safely judge gaps in traffic prior to crossing. This recommendation is accepted and will be addressed as part of the signage strategy for the detailed design. The speed limit on the two village bypass is proposed to be derestricted (i.e. 60mph for cars on single carriageway roads). The consultation document was obliged to set out SZC Co.'s proposals, rather than alternatives. It is those proposals that will be examined. However, SZC Co. has

		considered the merits of the proposed alignment relative to alternatives and is satisfied that the Two Village Bypass proposed is appropriate. In particular, the proposed alignment maximises the benefit of a new road in relieving traffic from the Farnham and Stratford St. Andrew communities, whilst limiting landscape and other impacts.
Concern that any changes to the Order Limits for the proposed Two Village Bypass have not been adequately assessed for their potential heritage impacts (particularly with regard to Farnham Manor).	1	The historic environment effects of the Two Village bypass are assessed in **Chapter 9** (Historic Environment), **Volume 5** of the **ES** (Doc Ref. 6.6) [APP-432]. This includes an assessment of the effects on Farnham Manor (LB II 1230210) and concludes that minor adverse (not significant) impacts are predicted taking account of the application of primary/tertiary mitigation for the construction/operation phases of the bypass. Mitigation includes standard **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) [APP-615] measures to limit noise disturbance, retention of existing vegetation where possible and woodland planting along the western side of the cutting as the route passes Farnham Hall to provide visual screening during the construction phase. The woodland planting along the western side of the cutting would remain as mitigation during the operation phase and a footbridge would be provided across the route to maintain connectivity with Foxburrow Wood.

		There is no change to the historic environment assessment of Farnham Manor as a result of the Additional Information or proposed changes. **Volume 5, Chapter 3** of the **ES** (Doc Ref. 6.6) sets out alternatives considered and design evolution.
Concern that the proposals for public rights of way to the east of the bypass are inadequate, in particular the potential mixing of motor traffic with walkers, cyclists, and horse-riders.	1	The proposal to upgrade the existing footpath to a bridleway has been requested by Suffolk County Council. The route is currently a private means of access and the use of motor vehicles down the route is very low. The use of the route in this way would not compromise public safety.
Concern that the proposals for the Two Village Bypass may have a negative effect on woodland.	1	The loss of woodland is assessed within **Volume 5, Chapter 7** (Terrestrial Ecology and Ornithology) of the **ES** (Doc Ref. 6.6). The proposed changes to the extent of woodland removal at Nuttery Belt and elsewhere are potentially required to address the design requirements for the Two village bypass. With the woodland and hedgerow planting proposed within the site boundary (**Volume 2**, **Figure 5.2.2** of the **ES Addendum** (Doc Ref. 6.14)), in the long term there would be an overall increase in the extent of woodland.
Questions or requests for further information and further	6	The potential for any new or different likely significant effects arising from the revised proposals for the Two

environmental assessments regarding the proposed changes to the Two Village Bypass.		village bypass is assessed within **ES Addendum** (Doc Ref. 6.14), in particular: Section 5.5 (landscape and visual), Section 5.6 (terrestrial ecology and ornithology), Section 5.7 (amenity and recreation), and Section 5.10 (ground and surface water); and separately a **Flood Risk Assessment Addendum** (Doc Ref. 5.5Ad).
Suggestion as to how the latest proposals for the Two Village Bypass could be better implemented through the use of a green bridge to link habitats.	1	A green bridge as suggested would require increased cost, a greater structure and increased land take, none of which can be justified. There is no clear evidence that there is any functional ecological linkage which requires re-connection on this scale.
Suggestion to increase environmental mitigation to offset the additional impacts of the latest proposals for the Two Village Bypass.	1	The proposed changes contain enhancements to the submitted Application proposals – particularly in relation to safety, public rights of way connectivity and mitigation for the loss of flood grazing land.. The potential for any new or different likely significant effects arising from the revised proposals for the Two Village bypass are assessed within **ES Addendum** (Doc Ref. 6.14), in particular: Section 5.5 (landscape and visual), Section 5.6 (terrestrial ecology and ornithology), Section 5.7 (amenity and recreation), and Section 5.10 (ground and surface water); and separately a **Flood Risk Assessment Addendum** (Doc Ref. 5.5Ad).

		The updated assessments find no additional significant effects arising from the proposed changes.
Concerns about the proposed boundary changes on the grounds that they may negatively impact habitats and species.	11	The changes to the extent of woodland removal at Nuttery Belt and elsewhere are potentially required to address the design requirements for the Two Village bypass. With the woodland and hedgerow planting proposed within the site boundary (Volume 2, Figure 5.2.2 of **ES Addendum** (Doc Ref. 6.14)), in the long term there will be an overall increase in the extent of woodland within the site.
General support for the proposed Two Village Bypass	6	The support is noted.
Concerns about the proposed Sizewell Link Road boundary changes on the grounds that they increase the land take of the project and may cause additional stress for local people.	16	A number of changes are proposed to be made to the site boundary (and Order Limits) of the Sizewell Link Road. This is to accommodate updates to drainage design assumptions, highway design development (following close engagement with Suffolk County Council) and in response to topographic survey information.
Concerns about the proposed changes to the Order Limits and how these would impact the environment, including habitats and species, cultural heritage, and the landscape.	7	The potential for any new or different likely significant effects arising from the revised proposals for the Sizewell Link Road are assessed within **ES Addendum** (Doc Ref. 6.14), in particular: Section 6.5 (landscape and visual), Section 6.6 (terrestrial ecology and ornithology), Section 6.8 (historic environment). None of these topics predict additional adverse effects compared to the **ES** (Doc Ref. 6.8) as a result of the Additional Information or proposed changes.

Concerns regarding the impact of the proposed Sizewell Link Road (not specifically related to current proposals). Concerns include its impact on traffic, the environment and the decision-making process that led to the selection of the proposed alignment.	29	The **ES Addendum** (Doc Ref. 6.14) identifies the likely significant effects of the proposed changes, which should be read in conjunction with the **ES** (Doc Ref. Book 6) that accompanied the Application. The mitigation measures identified within the **ES** and **ES Addendum** are all identified in the **Mitigation Routemap** (Doc Ref. 8.12) and **Mitigation Routemap Addendum** (Doc Ref. 8.12Ad) and will be secured as commitments and controls imposed through the Development Consent Order if granted. **Volume 6, Chapter 3** of the **ES** (Doc Ref. Book 6) sets out alternatives and design evolution. The consultation document was obliged to set out SZC Co.'s proposals, rather than alternatives. It is those proposals that will be examined. However, SZC Co. has considered the merits of the proposed alignment relative to alternatives and is satisfied that the link road proposed is appropriate. In particular, the proposed alignment maximises the benefit of a new road in relieving traffic from the B1122 communities, whilst limiting landscape and other impacts.
Concerns about the proposed changes to the Order Limits and how these would affect road safety in the vicinity of the Sizewell Link Road.	4	A Stage 1 Road Safety Audit (RSA) has been undertaken for the Sizewell Link Road and is included in the **Transport Assessment, Chapter 10, Appendix 10A Road Safety and Off-site Highway Improvements** (Doc Ref. 8.5A)

		[AS-017]**.** The safety issues raised by the RSA were limited to four matters none of which are major: • 1: relates to the Sizewell Link Road being constructed using cuttings which would result in the carriageway having high embankments reducing forward visibility. The Stage 1 RSA recommends that stopping sight distances are maximised, especially on approach to junctions. In response to this, it should be noted that the Sizewell Link Road alignment was originally designed for 85kph and 160m forward visibility splay. Thus, the design is compliant for this speed. However, further checks will be required during detailed design, which will include the introduction of vehicle restraint systems. Depending on the barrier height and location of the vehicle restraint systems, it is possible that minor local widenings will be required to achieve the forward visibility. • 2: relates to the Sizewell Link Road being located on high embankments. The RSA recommends that all high embankments are protected by vehicle restraint systems. The design team recognises the need for a road restraint risk assessment process to be carried out at the

		detailed design stage. Mindful of this need, the design has already allocated for extra verge width to accommodate vehicle restraint systems. • 3: relates to B1122/Middleton Moor link road and suggests there is a risk that the alignment of the link road may encourage high vehicle speeds and potentially lead to vehicles overshooting the give way/stop line at the junctions. The RSA recommends speed reduction measures. This has been noted and measures will be incorporated into the next stage of the design. • 4: relates to right turn lanes (ghost islands) or lack of them on the Sizewell Link Road. The RSA recommends that adequate provision is made to allow for safe right turn manoeuvres into side roads. However, it should be noted that the current design includes right-turn lanes for all the T-junctions along the Sizewell Link Road, i.e. this matter has already been addressed.
General concerns that both of the options for the proposed Sizewell B layout changes may be inappropriate.	19	We note the support for the proposed improvements and that the bridleway connection between Aldhurst Farm and Kenton Hills/Bridleway 19 would increase recreational enjoyment.

		Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) identifies that the new permanent route and crossing point over Lover's Lane would be made available for pedestrians in the construction phase once the entrance to the main development site from the B1122 is in place and the number of HGVs using the early years access is reduced, approximately two years post commencement of construction works. The link would be designated as a bridleway once construction is complete and retained permanently. The diversion of PRoW E-243/011/0 around Walk Barn Farm Option 2b is proposed in **Chapter 6** of the **ES Addendum** (Doc Ref. 6.14). This route has been consulted on with the landowner and local authority.
Questions or requests for more information regarding the proposed Sizewell Link Road.	5	Further information on the proposals and the potential for any new or different likely significant effects arising from the revised proposals for the Sizewell Link Road are assessed within **ES Addendum** (Doc Ref. 6.14), Chapter 6, which includes a revised description of development.
Suggestions for alternative alignments or designs for the Sizewell Link Road (not specifically related to current proposals), including suggestions that it should be removed after the construction phase.	28	The consultation document was obliged to set out SZC Co.'s proposals, rather than alternatives. It is those proposals that will be examined. However, SZC Co. has considered the merits of the proposed alignment relative to alternatives and is satisfied that the link road proposed is appropriate. In particular, the proposed alignment maximises the benefit of a new road in relieving traffic

		from the B1122 communities, whilst limiting landscape and other impacts. Further information was provided with the Application in the **Site Selection Report** provided with the Application (Doc. Ref. 8.4 Appendix A) and the **Sizewell Link Road Planning Statement** (Doc. Ref. 8.4 Appendix F) [APP-596].
Suggestions related to the implementation of the proposed drainage facilities for the Sizewell Link Road.	2	The comments are noted. As explained in **Chapter 2** of the **ES Addendum** (Doc. Ref. 6.14), drainage issues have been influential in the development of the proposed changes.
Support for the proposed changes to the Sizewell Link Road, including those supporting changes that would improve road safety.	3	The support is noted.
Comments that are neutral regarding the proposed boundary changes.	5	The comments are noted.
Concerns about the proposed Yoxford roundabout (not specifically related to current proposals), including concerns about its design and its impact on traffic using the A12.	10	The **ES Addendum** (Doc Ref. 6.14) identifies the likely significant effects of the proposed changes, which should be read in conjunction with the **ES** (Doc Ref. Book 6) that accompanied the Application. The mitigation measures identified within the **ES** and **ES Addendum** are all identified in the **Mitigation Routemap** (Doc Ref. 8.12) [APP-616] and **Mitigation Routemap Addendum** (Doc Ref. 8.12Ad) and will be secured as commitments and

		controls imposed through the Development Consent Order if granted. The roundabout has been designed in accordance with DMRB standards for the design speed of the road and its operation is assessed in the **Transport Assessment Addendum** (Doc. Ref 8.5Ad) and, in particular, in Chapters 9 and 10.
Suggestions that any proposed changes to Yoxford roundabout should provide safety benefits for road users.	2	Roundabouts have a lower accident rate than priority junctions and the proposals for Yoxford roundabout will improve the safety of the junction. The roundabout has been designed in accordance with DMRB standards for the design speed of the road. A Stage 1 Road Safety Audit (RSA) has been undertaken for the proposed roundabout junction and is included in the **Transport Assessment, Chapter 10, Appendix 10A Road Safety and Off-site Highway Improvements**. No 'problems' were identified as part of the Stage 1 RSA.
Support for the proposed changes to Yoxford roundabout, without offering further detail.	2	The support is noted.
Requests for further environmental assessment of the proposed boundary changes.	3	The **ES Addendum** (Doc Ref. 6.14) identifies the likely significant effects of the proposed changes, including the proposed boundary changes. No significant effects are identified as a result of the proposed changes.

General support for the proposed boundary changes, without providing further detail.	9	The support is noted.
Associated development changes: Southern park and ride		
Concerns about the proposed park and ride facilities (not specifically related to current proposals), including concerns about their environmental impacts, proximity to population centres, impacts on traffic and need.	36	The proposals include mitigation measures to ensure that any potential impacts are addressed where possible. For communities close to the park and ride, this includes the retention of established vegetation, new planting, screening through bunds and measures set out in the **Code of Construction Practice** (Doc Ref. 8.11 and 8.11A). Further information is available in **Volume 3** (Northern Park and Ride at Darsham) and **Volume 4** (Southern Park and Ride at Wickham Market) of the **ES** (Doc Ref. Book 6) in relation to environmental impacts, including noise and vibration, air quality and amenity and recreation. Whilst loss of property value is not a material planning consideration, SZC Co. has produced a Property Price Support Scheme (PPSS) to assist those who wish to move as a result of the development. The PPSS is applicable to certain homes, close to a relevant development site where certain criteria are met. The proposed park and rides would be in position for the duration of the construction of the Sizewell C main

		development site, but the land would be reinstated to its previous use once the sites are no longer required. These are not permanent development.
Concerns about the proposed changes to the landscaping at the southern park and ride on the grounds that it would be ineffective in mitigating the environmental impacts of the facility, which is expected to have significant noise, light and visual impacts.	14	SZC Co. notes the support for the proposal to lengthen the landscape bund to the north-west of the southern park and ride site. The layout of the site, including the positioning of the bunds, has been designed to maximise the benefit of existing screening provided by Whin Belt and the other blocks of woodland to the north, west and east of the site. In terms of the lighting strategy, regard has been given to minimising potential effects on neighbouring residential occupiers and ecological receptors (see **Volume 4, Appendix 6B** of the **ES** (Doc Ref. Book 6)). There would not be continuous activity at the park and ride sites over a 24-hour period, although there would be a security presence on site 24-hours per day. In terms of substantive activity (the coming and going of vehicles'), the proposed development would operate between 05:00 to 01:00 7 days per week although typically, there would be lower usage on Fridays and weekends. In terms of exhaust emissions on residential properties in the study area, the air quality assessment for the southern park and ride found that the effects would be negligible (not significant) for the construction phase, both the typical

		and busiest day operational phase, and the removal and reinstatement phase (see **Volume 4, Chapter 5** of the **ES** (Doc Ref. 6.5). Detailed noise modelling has been undertaken to understand the effects of operational use of the park and ride on nearby receptors. The incorporation of landscaped bunds into the design would provide a sound level reduction (see **Chapter 4** (Noise and Vibration)**, Volume 4** of the **ES** (Doc Ref. 6.5)) [APP-384].
Requests for further environmental assessment of the proposals for the Southern Park and Ride, including assessments of its visual, ecological and archaeological impacts.	4	The **ES Addendum** (Doc Ref. 6.14) identifies the likely significant effects of the proposed changes. See also the **ES**, **Volume 4** (Doc Ref. 6.5). The proposals include mitigation measures to ensure that any potential impacts are addressed where possible. This includes the retention of established vegetation, new planting, screening through bunds and measures set out in the **Code of Construction Practice** (Doc Ref. 8.11A).
Suggestions for how the Park and Ride facilities could be improved (not specifically related to current proposals). These include suggestions for road safety improvements, for new facilities within the Park and Rides, use of rail to transport workers to site and to	8	SZC Co. has carried out detailed traffic modelling to understand the impacts of the park and ride proposals on adjacent roads. SZC Co. has held close engagement with the County Council over highway design issues. The purpose of the park and rides is to mitigate against the effects of increased car-based worker trips, and to enable the construction workforce to use shuttle buses to reach the main development site.

reduce the need for Park and Ride vehicles to operate.		The A12/B1122 Yoxford roundabout proposal is mitigation proposed to reduce congestion and delays on the local road network resulting from the development of Sizewell C. Analysis shows that the proposed Yoxford roundabout and the northern park and ride access are sufficiently far apart (approximately 2.2km) so that there is no interaction between the junctions. The provision of shuttle buses to the main development site will help alleviate the pressure of the construction workforce on local roads, including those through Wickham Market. SZC Co. has committed to work with the Parish Council there to fund highway and pedestrian improvements through the village in line with the Wickham Market Neighbourhood Plan. These changes are subject to continuing discussion but are proposed to be secured through the Section 106 Agreement. Comments have been raised about using the additional rail movements as part of the freight management strategy to transport staff to the main development site. However, the rail movements would be to transport freight only to the main development site and would not include passenger services. The majority of rail movements would be overnight to avoid timetabling conflicts with the existing passenger services on the East Suffolk mainline.

		The provision of the park and rides is therefore the most sustainable and efficient way for the construction workforce to access the main development site when travelling from the north or south via the A12 or from areas west of the A12.
Support for the proposed changes to the landscaping at the southern park and ride.	28	The support is noted.
All change proposals		
Concerns that the proposed environmental trust may not be necessary, as its responsibilities may be met in other ways, and / or that insufficient information appears to be given in the proposals regarding how this trust would operate.	3	SZC Co. intends to bring the growing Sizewell estate into the management of an independent Environment Trust which will focus on biodiversity and the stewardship of the natural habitat. It has the opportunity to extend beyond the estate, which will provide a positive legacy for Suffolk. SZC Co. is engaging with relevant agencies to develop the approach, which will be shared later in the year. it is hoped that stakeholders will get involved in its delivery and benefit from it. Discussions are underway with stakeholders to ensure that the Trust operates in a way that is complementary to other measures proposed in the Application and through the Section 106 Agreement.
General concerns about the proposed changes, without providing further details, as well as concerns that the proposed changes may provide insufficient mitigation	29	The consultation document provided substantial information about the proposed changes – sufficient for Interested Parties to understand the nature of the changes proposed and to take a view on their potential effects and acceptability. These matters have now been developed

to the possible negative impacts of the project.		further and are fully detailed and assessed in this submission. Whilst application changes are sometimes made during the examination of an application, the information contained in the consultation and in this submission have been provided well before the start of the examination and provide a full opportunity for Interested Parties to understand and engage with the issues that they raise. The **ES Addendum** (Doc Ref. 6.14) identifies the likely significant effects of the proposed changes, which should be read in conjunction with the **ES** (Doc Ref. Book 6) that accompanied the Application. The mitigation measures identified within the **ES** (Book 6) and **ES Addendum** (Doc Ref. 6.14) are all identified in the **Mitigation Routemap** (Doc Ref. 8.12) [APP-616] and **Mitigation Routemap Addendum** (Doc Ref. 8.12Ad) and will be secured as commitments and controls imposed through the Development Consent Order if granted.
Comments that are neutral regarding the proposed changes.	4	The comments are noted.
Suggestions that the proposed changes should be included within the Application.	6	The change request which this document forms part of seeks the approval of the Planning Inspectorate to accept these proposed changes into the Application for examination.
Support for the creation of an independent environmental trust to	3	The support is noted.

manage re-wilding and biodiversity on the Sizewell estate.		
General support for the proposed changes, without providing further details.	7	The support is noted.
Support for the proposed changes on the grounds that they do not appear to raise safety or security concerns.	1	The support is noted.
Consultation		
Concerns about consulting on the proposed changes and submitting the Application during the COVID-19 pandemic. Sufficient time was not allowed to properly understand materials and formulate responses.	59	The Application proposals have had an unusually long period between submission and examination, substantially so that parties may have sufficient time to study the Application material. However, the UK has an urgent need for new energy infrastructure. The region also has a clear need for the economic benefits that the proposals would bring. Since the submission of the Application in May 2020, SZC Co. has continued to engage closely 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

		additional design detail that has come forward in preparation for implementation of the Sizewell C Project. In order to make sure that statutory consultees, the local community and the general public had an opportunity to understand and comment on the proposed changes to the Application, SZC Co. undertook a period of consultation between 18 November and 18 December 2020. The **Consultation Report Addendum** (Doc Ref. 5.1Ad) contains details of the consultation materials, consultation activities and how SZC Co. had regard to feedback received. The consultation exercise was designed to ensure that consultees were able to access the consultation material notwithstanding the ongoing COVID-19 pandemic. Measures were put in place to help anyone who wished to respond, having careful regard to COVID-19 restrictions in place during the consultation period.
Concerns about the consultation materials on the grounds that they appear to: be biased or misleading, omit certain information, or provide insufficient detail.	89	The consultation material provided sufficient details to allow consultees to understand the Additional Information and proposed changes and provide their views on them, in order to inform the submission of the change request to the Planning Inspectorate. Details of the consultation material are provided in the **Consultation Report Addendum** (Doc Ref. 5.1Ad). The material has been prepared objectively, but it will be for the examination to

		test the Application with the benefit of views from all Interested Parties.
Concerns about the consultation on the grounds that previous consultations appear to have ignored respondents' views and that this consultation may do the same.	54	Throughout the development of Sizewell C, SZC Co. has always listened carefully to feedback from consultation and on-going engagement. Multiple stages of pre-application consultation between 2012 and 2020 helped to inform significant changes to the proposals, particularly in respect of transport, accommodation and the visual impact of the power station. SZC Co.'s commitment to listening and acting did not end with submission of the Application. The proposed changes are in response to helpful feedback, particularly from local councils, on issues such as transport and the environment. Feedback from this consultation has helped inform the proposals in the change request.
Concerns that the consultation responses may not be given proper consideration.	3	Details of the feedback received to the consultation, and how SZC Co. had regard to it, are provided in the **Consultation Report Addendum** (Doc Ref. 5.1Ad). Responses have been carefully considered by SZC Co. but will also be fully taken into account by the Examining Authority and the Secretary of State.
Concerns about the consultation on the grounds that the proposals appear to lack detail or guarantees around deliverability, as well as a concerns and questions about why these changes are being proposed	131	Since the submission of the Application in May 2020, 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

at such a late stage in the consultation process.		and environment in many cases, whilst reflecting the additional design detail that has come forward in preparation for implementation of the Sizewell C Project. The **Consultation Report Addendum** (Doc Ref. 5.1Ad) contains details of the consultation materials, consultation activities and how SZC Co. had regard to feedback received. As is normal, further detail has been developed to support the proposed changes and this submission contains details of how the various matters will be secured within any DCO consent. In particular, the **Mitigation Routemap Addendum** details how commitments will be secured (Doc. Ref. 8.12Ad).
Concerns about the consultation on the grounds that the materials may have contained too much information for some respondents.	3	The level of detail contained within the consultation material was considered to be appropriate to ensure that consultees were able to sufficiently understand the proposed changes to enable them to submit informed responses to the consultation. In addition to a Consultation Document and Feedback Form, SZC Co. provided an online virtual exhibition and sent a Consultation Newsletter, summarising the proposed changes, to 41,706 homes and businesses within a ten-miles radius of Sizewell, and in parishes neighbouring associated development sites further away, such as the freight management facility site. Those who are

		subscribed to receive email updates on the Sizewell C Project also received an online copy of the newsletter. Large print copies and an Easy-Read version of the newsletter were made available. A freephone helpline and email service meant the project team was accessible throughout the consultation period to respond to any questions. The Planning Aid England service for town and parish councils was provided to offer parishes independent support and advice. The **Consultation Report Addendum** (Doc Ref. 5.1Ad) contains details of the consultation materials, consultation activities and how SZC Co. had regard to feedback received.
Suggestions of local communities and stakeholder groups or organisations that should be consulted further about the proposals.	35	SZC Co. consulted very widely on the proposed changes. The **Consultation Report Addendum** (Doc Ref. 5.1Ad) contains details of who was consulted.
General support for the Consultation on Proposed Changes, without providing further details.	9	The support is noted.
Project wide		
Concerns about the project on the grounds that it may negatively impact local communities and the	68	The Sizewell C Project's effects on the local economy will be overwhelmingly positive – supporting long-term, sustainable careers through employment, skills and

local economy, including tourism and public rights of way.		training initiatives secured in partnership with Suffolk County Council and New Anglia LEP's strategic plans for the regional economy. SZC Co. recognises that tourism is a key strength within Suffolk's economy, and in particular within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) which stretches north and south of Sizewell C. A Tourism Fund to promote the area and support the longevity of the very important and diverse tourist economy of the Suffolk Coast is proposed and will be secured in the Section 106 Agreement. Alongside this, EDF Energy recognises the importance of the ecology/landscape to the local population and visitors and has implemented or proposed mitigation to address the impacts, including the 67ha habitat creation area at Aldhurst Farm (which will also provide new recreational opportunities), the creation of new fen meadow and wet woodland to mitigate for the loss of these habitats in the SSSI. This includes the new proposed fen meadow site at Pakenham, in addition to two sites in Benhall and Halesworth. SZC Co. has sought to minimise the impacts of the Project on amenity and recreation, including footpaths. The impacts in this regard are assessed in detail in **Chapter 15** (Amenity and Recreation) of **Volume 2** of the **ES** (Doc

		Ref 6.3) [APP-267] and within the **Right of Way Access Strategy** (**Appendix 15I**) appended to the **ES** (Doc Ref 6.3) [APP-270]. A range of mitigation proposals are set out in the ES to minimise the effects on PROW users including diversion proposals and enhancements in the local area, such as within the Kenton Hills car park. SZC Co. has undertaken a detailed assessment of the potential significant adverse effects on those directly affected by the Sizewell C Project, set out in **Chapter 9** (Socio economics), **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-195] and has also undertaken a summary of localised effects across all environmental aspects – set out in the **Community Impact Report** (Doc Ref. 5.13) [APP-156]. The changes to the DCO Project do not alter the significance of any combined, localised effects on homes and people in the community. As set out in in **Chapter 9** (Socio economics), **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-195], a Community Fund will be secured through the Section 106 Agreement to help compensate for intangible, residual or in-combination effects through schemes, measures and projects which promote the economic, social or environmental well-being of communities and enhance their quality of life.

Concerns that plans for compensation for those affected by the project, including those facing compulsory purchase orders, appear either unclear or insufficient.	7	**Engagement/consultation with landowners -** All affected landowners have been consulted with regarding the proposed changes, and agents acting on behalf of affected landowners have been briefed on the nature and rationale for the proposed changes. The majority of the proposed changes do not introduce additional land interests. However, if the proposed changes are accepted by the Examining Authority then the newly affected persons will additionally be formally notified, invited to make representations and have the opportunity to engage fully in the Examination. **Negotiations with landowners -** The draft DCO seeks compulsory acquisition powers to ensure that the construction and operation of the project can proceed if consent is granted. SZC Co. has engaged in negotiations with all directly affected landowners to secure the land required for the project by private treaty, with the intention of only using compulsory acquisition powers as a last resort. Landowners have had the reasonable costs of suitably qualified surveyors reimbursed to assist in negotiations, and SZC Co. will cover reasonable legal fees for documenting the agreements. **Compensation for parties outside of the Order limits -** SZC Co. has included parties within the Book of Reference that it has identified (though diligent inquiry) as parties that may be eligible to make a claim under section

		10 of the Compulsory Purchase Act 1965, Part 1 of the Land Compensation Act 1973 or section 152(3) of the Planning Act 2008. However, the inclusion of these parties does not confirm that a claim would be successful, and parties not included in the Book of Reference but who later believe they are eligible to make a claim would not be prevented from so doing. This area of compensation is highly technical and it is recommended that advice is sought from a suitably qualified Chartered Surveyor in consideration of any claim.
Concerns about the project on the grounds that the construction phase may have significant negative impacts, without providing further details.	27	The **ES** that accompanied the Application identified all the likely significant effects associated with each component of the Project, the Project as a whole and then in-combination with other projects and plans. Where potentially significant effects are identified, SZC Co. has identified measures to mitigate the impacts, this includes a range of mitigation measures for the construction phase. An **ES Addendum** (Doc. Ref.6.14) has been prepared in support of the proposed changes request, and considers the likely significant effects of the proposed changes, as part of the wider Project proposals. If the proposed changes are accepted into the examination this is will be a

		key consideration of the Examining Authority and Interested Parties.
Concerns that mitigation proposals, especially proposed changes to road infrastructure, will not be in place when construction begins - meaning negative project impacts will not be mitigated in the early years of the project.	10	The Sizewell C Project includes a number of mitigation measures that are incorporated into the proposed development as embedded (i.e. primary) mitigation in order to minimise the likely significant effects that may otherwise arise from the construction phase, as well as further additional mitigation. This includes an **Appendix 8.4I: Implementation Plan** appended to the **Planning Statement** (Doc Ref. 8.14) [APP-599] which identifies the proposed sequence for delivering specific environmental mitigation measures (including highways improvements). It is intended that those measures will be secured within the Section 106 Agreement (Doc. Ref 8.17), which will confirm that SZC Co. shall use reasonable endeavours to carry out and complete those measures in accordance with the Implementation Plan, unless otherwise agreed with the local authority. It should also be recognised that SZC Co. have also brought forward some mitigation works early, where possible, in advance of the Application including advanced planting to provide screening on site, and also the creation of compensatory wetland habitat at Aldhurst Farm.
Concerns that those working on constructing the project may commit crimes in the area.	2	We note the concern raised by local communities and service providers over the potential effect of workers on crime and anti-social behaviour.

		A full assessment of these potential effects is set out in **Chapter 9** (Socio-economics) of **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-195], with additional information provided in the **ES Addendum** (Doc Ref. 6.14). In order to avoid effects before they arise, SZC Co. has been working with Suffolk Constabulary and other community safety stakeholders to understand concerns about effects on crime and community cohesion, perceptions of safety, mental wellbeing and safeguarding issues. This process has led to the development of a **Community Safety Management Plan** (Doc Ref. 8.16) [APP-635], which sets out the potential effects and measures to mitigate them, including Section 106 Agreement funding for the emergency services and local authorities, provision of information, and the implementation of a Worker Code of Conduct which will include the requirement to undertake mandatory drug and alcohol testing. The accommodation campus and northern park and ride site will have a 24-hour on-site security presence, as well as security fencing separating the developments from neighbouring properties.
Concerns about the project on the grounds that it may lead to further	3	SZC Co. notes the concerns of some stakeholders that the physical development would set a precedent for further development in the area. SZC Co. considers that

industrial or residential developments in the area.		the specific nature of the proposed development would mean that it is unlikely to create a precedent that could reasonably be cited by other developers, albeit each application must be determined on its merits by the relevant decision maker at the time.
Concerns about the project on the grounds that it may not sufficiently contribute to carbon emission reduction targets.	35	The **Chapter 26** (Climate Change), **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-342] includes the output of a greenhouse gas assessment that provides a high-level view of the carbon emissions attributed to the Project during its construction and operation phases. The power output from SZC can be assumed to displace fossil fuelled generation that would otherwise be operating. In the UK this fossil fuelled generation would most likely be a gas-fired power station. When comparing the carbon that would be emitted by a gas-fired plant generating the same output as SZC, it can be seen that the DCO estimate of carbon emissions that results from the construction of SZC would be offset in 6-8 months (depending on the assumed carbon emissions of the gas plant). The figure of 6 years in the Application does a similar calculation, but instead of comparing the output of SZC with a Combined Cycle Gas Turbine (CCGT), compares the SZC output with a forecast of the grid average carbon emissions. This is a very conservative approach which

		was used for the Application, although the comparison with CCGT is more realistic.
Concerns about decommissioning of the project.	6	Matters relating to decommissioning were dealt with in the Application and are not relevant considerations in respect of the submission in relation to Additional Information or the proposed changes. Therefore, please refer to the **Environmental Statement** that accompanied the Application, specifically **Chapter 5** (Description of Decommissioning)**, Volume 2** of the **ES** (Doc Ref. 6.3) [APP-189], which includes an appendix which considers the environmental effects of decommissioning.
Concerns about the project on the grounds that the site may be at risk of flooding, particularly from rising sea levels, or that the development may increase the risk of flooding in the surrounding area.	32	The flood risk to the development has been assessed in relation to all forms of flooding and designed to be safe and operable under foreseeable conditions, also taking account of climate change and rising sea levels. The impacts on flood risk from the development have been lessened through design development where avoidance has not been possible. The assessment is presented in the **Main Development Site Flood Risk Assessment** (Doc Ref. 5.2) [APP-093]. In response to further engagement with the key stakeholders following the Application, SZC Co. has revised the design of some aspects of the scheme to provide further mitigation against potential flood risk and environmental impacts, and to increase the resilience of the site to future climate change. These are detailed in

		Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) and assessed in the **Main Development Site Flood Risk Assessment Addendum** (Doc Ref. 8.5Ad)**,** and include: - increasing the height of the hard coastal sea defence; - change to a bridge design for the SSSI crossing; and - flood mitigation areas to the north of the main development site.
Concerns about the project on the grounds that it may negatively impact habitats and species.	116	A full ecological assessment of the Sizewell C proposals is provided in the relevant chapters of the **ES** (Doc Ref. Book 6) on a site by site basis updated as relevant within the ecological assessments within the **ES Addendum** (Doc Ref. 6.14). The potential for impacts on European sites is assessed in detail in the **Shadow HRA** (sHRA) report (Doc Ref. 5.10) [APP-145 - APP-152] and updated in the **sHRA Addendum** (Doc Ref. 5.10Ad). Both the **ES Addendum** (Doc Ref. 6.14) and the **sHRA Addendum** (Doc Ref. 5.10Ad) address the changes considered in this consultation and all of the relevant documents consider the project-wide effects of the proposals, as required. These documents and their supporting appendices and annexes provide a comprehensive assessment of the impacts on habitats and species.

		Although some adverse effects are identified during the construction phase, once the habitats are established in accordance with the various landscape masterplans, the three **oLEMPs** (Doc Ref. 8.2) [APP-588], (Doc Ref. 8.3 A) and (Doc Ref. 8.3B) and compensatory habitats established for the permanent landtake of 6.58ha of Sizewell Marshes SSSI, the Biodiversity Net Gain reports appended to the ES (**Volume 2**, **Appendix 14E** (Doc Ref. 6.3) [APP-266]) demonstrate that a net gain of over 10% across the development would be achieved.
Concerns about the project on the grounds that it may negatively impact the visual landscape in general as well as producing too much light pollution.	21	The Government has identified land at Sizewell as one of eight potential sites in the UK for new nuclear power stations in its National Policy Statement for Nuclear Power Generation (EN-6) (NPS EN-6). The Sizewell C proposals for the main development site lie within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). The AONB context of the site has been a key driver in the design process with extensive stakeholder engagement to define the special qualities of the AONB to help support the development of the design and inform the assessment of effects presented in the LVIA. **Chapter 13** (Landscape and Visual) **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-216] presents an assessment of the likely landscape and visual effects, including the impact of

		light pollution arising from the construction and operation of Sizewell C, which includes consideration of the accommodation campus, development and activity along the coastline and the effects of the proposed development at night. The assessment is informed by a **Lighting Management Plan** appended to **Chapter 2** (Description of Permanent Development) of **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-183], which has been prepared for the main development site, for both the construction and operational phases. The LMP sets measures, which when implemented, would minimise light spill from the development. These measures include minimising light spill to adjacent areas (for example to minimise impacts on bats). With the incorporation of the proposed mitigation measures, the Project is considered appropriate in this regard.
Concerns about the project on the grounds that it would create toxic waste.	29	Operation and decommissioning of the Sizewell C power station would result in the unavoidable generation of quantities of radioactive waste and spent fuel. This is a known and justifiable consequence of nuclear power generation and the UK regulatory permissions regime for nuclear power stations defines precise regulatory requirements and expectations for the management of this waste. Such matters are covered in the Application, specifically **Chapter 2** (Description of Permanent Development) of Volume 2 **of the** ES (Doc Ref. 6.3) [APP-

		183]; **Chapter 7** (Spent Fuel and Radioactive Waste Management) (Doc Ref 6.3) [APP-192]; and **Chapter 8** (Conventional Waste and Material Resources) (Doc Ref 6.3) [APP-193]**.** The proposed changes and Additional Information do not affect these assessments and their conclusions remain valid.
General concerns about the project including environmental and road traffic impacts.	187	SZC Co. notes some stakeholders' objections to the Application and in some instances some of the specific proposed changes, including those specifically from an environmental perspective. SZC Co. remains confident that Sizewell is suitable for the deployment of a new nuclear power station. It has worked hard to bring forward a Project that is acceptable in planning terms. SZC Co. has taken all reasonable steps to limit the adverse environmental effects of the Sizewell C Project, embedding mitigation and good practice measures in order to avoid, reduce or compensate for adverse impacts wherever possible. In accordance with paragraph 4.1.3 of NPS EN-1, in making a determination of the Application, the decision maker will take the following matters into account when determining whether a Development Consent Order should be granted: • the potential benefits, including in addition to its contribution to meeting the need for energy, its

		contribution to job creation and any long term or wider benefits; and • the potential adverse impacts, including any long term and cumulative adverse impacts as well as any measures to avoid, reduce or compensate for any adverse impacts. 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 additional design detail that has come forward in preparation for implementation of the Sizewell C Project. For the reasons set out in **Part 1** (Doc Ref. 8.19) of the proposed changes submission, SZC Co. considers all of the proposed changes and Additional Information go some way in positively addressing concerns of stakeholders. Therefore, SZC Co. considers that these proposed changes taken together with the proposals and mitigation measures included in the Application means that the Project should be considered positively in planning terms.
Concerns about the project on the grounds that it may require a greater	32	The need for a new power station at Sizewell C is firmly established within the Government's policy on national significant energy infrastructure. The National Policy

area of land than is currently being proposed.		Statement for Nuclear Power Generation (EN-6) (NPS EN-6) (Ref 1.1) identified eight sites, including Sizewell C, as potentially suitable locations for the deployment of new nuclear power stations in England and Wales by 2025. This is further supported by the Government's Energy White Paper: Powering our Net Zero Future (2020) that identifies an *'aim to bring at least one further largescale nuclear project to the point of FID by the end of this Parliament, subject to clear value for money for both consumers and taxpayers and all relevant approvals'*. The justification and rationale for building Sizewell C – including the nuclear power station and related associated developments – was set out in the **Planning Statement** (Doc Ref. 8.4) [APP-590] that accompanied the Application and remains valid. Some of the proposed changes necessitate a reduction or increase in land to that identified in the Application. The implications on the Order limits of each proposed change is detailed in **Part 1** (Doc Ref. 8.19) of this submission. Where relevant, the updated Land Plans (Doc Ref. Book 2) and associated **Book of Reference Addendum** (Doc Ref. 4.3Ad) and **Statement of Reasons** (Doc Ref. 4.1Ad) provide further details.
Concerns about the project on the grounds that costs are too high.	66	Matters relating to the cost of constructing Sizewell C, including the economic viability of nuclear power and the cost of energy produced by the plant, were addressed as

		part of the Application (refer to the **Funding Statement** (Doc Ref. 44.2) [APP-066] for details). In relation to the proposed changes, a second **Funding Statement Addendum** (Doc Ref. 4.2Ad2) has been submitted with this changes request application, which details: (i) how the acquisition of additional land necessary to build the Sizewell C Project would be funded; and (ii) provides an update showing the additional confidence in how the implementation of the Sizewell C Project generally is to be funded.
Concerns about the project on the grounds that it may not provide sufficient benefits to the local community or economy.	25	The **Economic Statement** (Doc Ref 8.9) [APP-610] sets out the benefits to the local community and economy and there is no change to this as a result of the additional information and proposed changes. The Sizewell C Project's effects on the local economy will be overwhelmingly positive – supporting long-term, sustainable careers through employment, skills and training initiatives secured in partnership with Suffolk County Council and New Anglia LEP's strategic plans for the regional economy. The Sizewell C Project will generate a significant demand for labour, in a range of employment sectors and skill levels in both construction and non-construction-related activities, and long-term operational jobs once the power station is built.

		SZC Co. has worked with partners including Suffolk County Council, New Anglia LEP and education, training and skills providers to develop an Employment, Skills and Training Plan that sets out measures to support local people into work, into higher skilled work, and to develop sustainable careers in construction, energy and other sectors that support the Sizewell C Project and the wider ambitions for growth in the region. SZC Co. recognises that while the macro-level effects of the Sizewell C Project are beneficial – creating more jobs, higher skilled jobs and promoting competency in the supply chain, it will be important to optimise the benefits locally. As a result of this feedback, SZC Co. has committed to a Job Brokerage service.
Concerns about the project on the grounds that it may not create many permanent jobs.	9	The Sizewell C Project will generate a significant demand for labour, in a range of employment sectors and skill levels in both construction and non-construction-related activities, and provide 900 long-term operational jobs once the power station is built. There is no change to this as a result of the additional information or proposed changes. SZC Co. has worked with partners including Suffolk County Council, New Anglia LEP and education, training and skills providers to develop an Employment, Skills and Training Plan that sets out measures to support local people into work, into higher skilled work, and to develop

		sustainable careers in construction, energy and other sectors that support the Sizewell C Project and the wider ambitions for growth in the region. Further details are set out in the **Employment, Skills and Education Strategy** of **Annex A** to the **Economic Statement** (Doc Ref. 8.9) [APP-611].
Concerns about the project on the grounds that other methods of generating electricity may be better for the environment and cheaper.	63	In the Government's Energy White Paper: Powering our Net Zero Future (2020) it identified an *'aim to bring at least one further largescale nuclear project to the point of FID by the end of this Parliament, subject to clear value for money for both consumers and taxpayers and all relevant approvals'*. The plant will help provide the essential baseload capacity needed to replace coal and gas and will support the future growth in renewables.
Concerns about the project on the grounds that the proposed operating period may not be worth the comparatively long construction and decommissioning periods.	7	Sizewell C will provide 3.34GW of reliable low carbon power for 60 years. To achieve Net Zero, electricity demand will increase substantially by 2050 from today's levels due to electrification of heat, transport and industry – roughly doubling from today's level. Much of this increase in demand is forecast to occur after SZC comes online (reflecting a gradual electrification process) – hence the need for new build generation to come online all the way

		out to 2050 to meet the increasing demand. For example, the recent National Grid Future Energy Scenarios has three Net Zero forecasts – which showed demand increasing by between 160-250TWh in the years after Sizewell C comes online - equivalent to another 6-10 Sizewell Cs. Furthermore, the need for new build low carbon generation through to 2050 is also to replace existing low carbon generation that will close. Of all the low carbon plant that is currently generating, only Sizewell B will still be operating in 2050, with the rest of the existing capacity closing throughout the period to 2050 (including after SZC comes online). Therefore, there is a demonstrable need for Sizewell C.
Comments suggesting Hinkley Point C is in a more suitable location than the proposed Sizewell C site, or highlighting negative impacts of the Hinkley Point C development and suggesting the Sizewell C project may have similar negative impacts.	17	The need for a new power station at Sizewell C is firmly established within the Government's policy on national significant energy infrastructure. The National Policy Statement for Nuclear Power Generation (EN-6) (NPS EN-6) (Ref 1.1) identified eight sites, including Sizewell C, as potentially suitable locations for the deployment of new nuclear power stations in England and Wales by 2025. This is further supported by the Government's Energy White Paper: Powering our Net Zero Future (2020) that identifies an *'aim to bring at least one further largescale nuclear project to the point of FID by the end of this*

		Parliament, subject to clear value for money for both consumers and taxpayers and all relevant approvals'. The justification and rationale for building Sizewell C – including the nuclear power station and related associated developments – was set out in the **Planning Statement** (Doc Ref. 8.4) [APP-590] that accompanied the Application and remains valid. Some of the proposed changes have been arrived at due to the benefit of more experience from Hinkley Point C and proposals from SZC Co.'s growing team of engineers. SZC Co. continues to take the learning from Hinkley Point C, in terms of the data to underpin the suite of assessments that have informed the Application and this changes request submission, as well as the commitments and controls that will be imposed on any development or other consents and licences to ensure the construction and operation of SZC is appropriate.
Concern about the proposed Goose Hill outage car park.	1	This submission includes provision for greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (**Change 3**), to within the Sizewell A site. This would still achieve the operational and outage requirements for Sizewell B from a flexibility, practicality, cost and worker perspective.

		However, SZC Co. does not consider there is the potential to remove the proposed outage car park from Goose Hill. Locating the outage car park close to the site is extremely important for a number of reasons. For out of hours emergency response, it is essential to be able to the emergency control team to the site as quickly as possible – waiting in a park and ride would cause delay. The station operates 24hrs a day (with a blend of fixed and flexible start/end times), so running a bus service to and from the site would require the running of buses through the day/night, which could be very disruptive to both local residents and the operation of the adjacent station. Outages typically run on an hour by hour timescale and so having a workforce that could be delayed from reaching site through waiting for buses could significantly impact a return to service timescale and prolong outages, resulting in higher costs to the consumer. It is not possible for both stations (3 units) to coordinate their planned outages. Even if they were scheduled from the beginning there would only be a matter of a few months between each an outage could over-run; or there

		may be a forced/un-planned outage – these are unpredictable by their very nature and therefore you cannot anticipate when they will arise, resulting in potentially concurrent outages. Delaying an outage in order to avoid a clash would be a huge commercial risk. Prior to submission of the Application, SZC Co. minimised the amount of development within the Area of Outstanding Natural Beauty at Goose Hill through re-siting the training centre to within the main site.
Concerns about the project on the grounds that it may negatively impact access to waste recycling plants in the local area.	2	**Chapter 8** (Conventional Waste and Material Resources) **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-193] presents the project-wide assessment of material resource use and conventional waste generation effects arising from the Sizewell C Project, considering the main development site as well as associated developments. This assessment has been updated in Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) The assessment considers the potential for likely significant effects to arise on regional and national resource markets due the use of material resources by the Sizewell C Project. In addition, the assessment considered potential effects on the capacity of regional waste management infrastructure.

		Environmental design and mitigation measures across the Sizewell C Project would seek to minimise waste disposal and maximise reuse and recycling. These measures include the management of waste in accordance with the **Conventional Waste Management Strategy** (refer to **Volume 2, Appendix 8A** of the **ES** (Doc Ref. 6.3)) [APP-194] which sets out good practice measures for minimising waste, including the requirement for a site waste management plan during construction. Additionally, a number of measures to minimise waste by design have been identified, such as use of modular, pre-fabricated units to minimise off-cuts, appropriate ordering of materials and use of best practice. Any surplus excavated material would be retained on-site for re-use in landscaping. A slurry treatment plant would be provided within the temporary construction area to enable the treatment and re-use of tunnel boring arisings on-site. Contractors would be required to continue to identify opportunities to design out waste, for example recycling material by crushing, blending and subsequent re-use as an aggregate. The environmental assessment concludes that there would be no significant effect on waste infrastructure in Suffolk.

Concerns about the project on the grounds that nuclear power and nuclear waste are seen as unsafe.	25	Generic design assessment (GDA) is the process used by nuclear regulators (Office for Nuclear Regulation (ONR) and the Environment Agency) to assess the new nuclear power station design. GDA allows the regulators to assess the safety, security and environmental implications of new reactor designs, separately from applications to build them at specific sites. The design of the proposed United Kingdom European Pressurised Reactor (UK EPR™) exceeds the requirements of the Safety Assessment Principles and legal requirements set by government, in terms of accidents that could lead to harm. The treatment, storage and disposal of radioactive waste is strictly regulated to ensure that it is safely managed in ways that pose no risk to human health and to the environment. Strategic planning of waste management is a regulatory requirement and will be implemented during the Sizewell C Project through the development and production of an Integrated Waste Strategy. This will ensure that no radioactive waste is produced for which there is not an envisaged disposal route.

		The Integrated Waste Strategy supports the SZC Radioactive Substances Regulation (RSR) Environmental Permit application to the Environment Agency. As part of the RSR Environmental Permit application, SZC Co. demonstrates through the use of Best Available Techniques (BAT) how it minimises the volumes of radioactive wastes which are created. The strategy for solid radioactive waste at Sizewell C is to dispose of the waste as soon as reasonably practicable where a viable disposal route is available. The radioactive wastes for which there are as yet no available disposal routes would be accumulated and safely shielded, contained and stored on-site in compliance with the requirements of the Nuclear Site License and RSR Environmental Permit until the UK's Geological Disposal Facility is available. Further details are provided in the **Chapter 7** (Spent Fuel and Radioactive Waste Management) of **Volume 2** of the **Environmental Statement** (Doc Ref. 6.3) [APP-192]. Further details are provided in the **Chapter 7** (Spent Fuel and Radioactive Waste Management) of **Volume 2** of the **Environmental Statement** (Doc Ref. 6.3) [APP-

		192]..Matters relating to the safety of nuclear power and specifically in relation to the Sizewell C Project itself were dealt with in the Application and are not relevant considerations in respect of the submission in relation to Additional Information or the proposed changes. Therefore, please refer to the Consultation Report (Doc Ref. 5.1) [APP-068] submitted in support of the Application which considers matters relating to the safety of nuclear power more generally as well as matters relating to waste arising. The **ES** that also accompanied the application deals with matters relating to safety, including in relation to erosion (Refer to **Chapter 20** (Coastal Geomorphology and Hydrodynamics), **Volume 2** of the **ES** (Doc Ref 6.3)) and **Chapter 27** (Major Accidents and Disasters), **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-344]
Concerns about the project on the grounds that it may negatively impact the tourism economy.	45	SZC Co. recognises the importance of the tourist economy within and around the Suffolk Coast, and has undertaken an assessment of the effects of the Sizewell C Project on tourism, in-line with the requirements of National Policy Statement EN-1, as part of **Chapter 9** (Socio-economics)**, Volume 2** of the **ES** (Doc Ref. 6.3))) [APP-195]. No change to this assessment is predicted as a result of the additional information or proposed changes. SZC Co. is aware that monitoring has shown no adverse effect on the Somerset tourist economy from the construction activity at Hinkley Point C.

		Using feedback from a Tourism Survey, however, SZC Co. is proposing a Tourism Fund, details of which are set out in of **Chapter 9** (Socio-economics)**, Volume 2** of the **ES** (Doc Ref. 6.3) [APP-195] Chapter 9, Volume 2 of the ES (Doc Ref. and the **Economic Statement** (Doc Ref. 8.9) [APP-610]. This will include funding for measures deemed appropriate to avoid or reduce effects such as marketing, promotion, research and supporting local projects. In addition, the Sizewell C Project offers benefits to tourist accommodation providers in off-peak seasons, generating demand for year-round use of properties at the peak of construction.
Concerns about the project on the grounds that it will use a large amount of water during the construction and operation phases.	12	Construction of the Sizewell C Project entails many activities that would require water supply, both potable and non-potable. In order to provide security of supply, and to ensure that all the water requirements of the Sizewell C Project can be met, SZC Co. has continued to work with stakeholders including the Essex & Suffolk Water and the Environment Agency to assess and develop water supply options as set out in the **Water Supply Strategy Update** at **Volume 3**, **Appendix 2.2.D** of the **ES Addendum** (Doc Ref. 6.14).
Questions and requests for more information regarding the project.	26	The proposed change consultation was underpinned by preliminary environmental information, to aid stakeholders in forming a view on the suitability of the proposed changes. The proposed changes submission, to which this **Consultation Report Addendum** relates, is supported by

		an **Environmental Statement Addendum** (Doc Ref. 6.14) including a Non-Technical Summary. The suite of assessments considers the Additional Information and each of the proposed changes, including in relation to transport, landscape and visual, health and coastal/marine matters. Where relevant additional mitigation measures have been identified they are summarised in the **Mitigation Routemap Addendum** (Doc Ref. 8.12Ad). These build on the comprehensive and robust **Environmental Statement** (Doc Ref. Book 6) that was submitted in support of the Application. In terms of the Environment Trust that was referred to in the consultation, SZC Co. intends to bring the growing Sizewell estate into the management of an independent Environment Trust which will focus on biodiversity and the stewardship of the natural habitat. It has the opportunity to extend beyond the estate, which will provide a positive legacy for Suffolk. SZC Co. is engaging with relevant agencies to develop the approach.
Suggestions to make funds available for use in local Neighbourhood Plans.	2	The Community Fund will be implemented via the Section 106 Agreement and will help mitigate and compensate for intangible, residual or in-combination effects through schemes, measures and projects which promote the economic, social or environmental well-being of communities and enhance their quality of life. In recognition that certain communities closer to the main

		development site are likely to experience effects across a wider range of social, economic and environmental areas, SCZ Co. will ensure these communities have the potential to access this Fund. Furthermore, a Tourism Fund has been committed to in order to promote the area and support the longevity of the very important and diverse tourist economy of the Suffolk Coast. Full details of both the Community and Tourism Funds will be included in the Section 106 Agreement to be submitted into the examination, on which stakeholders will have the opportunity to comment. This will build on the information provided to the Planning Inspectorate in response to earlier procedural decisions (see Doc. Ref 8.17).
Suggestion related to fish deterrent technology and diver safety.	1	The assessment of effects on marine ecology and fisheries finds that effects would be not significant during both the construction and operational phases, as set out in **Chapter 22** (Marine Ecology and Fisheries)**,**),)**, Volume 2** of the **ES** (Doc Ref. 6.3) [APP-317] and Chapter 2 of the **ES Addendum** (Doc Ref. 6.14). Mitigation measures to help achieve this outcome include Low Velocity Side Entry intake heads to minimise the number of fish entrapped in the cooling system, a Fish Recovery and Return (FRR) system, comprising one FRR

		tunnel per unit, to recover entrapped fish and return as many to sea as possible unharmed. Details of project alternatives that were considered and do not form part of this application, such as Acoustic Fish Deterrents (AFDs) and other forms of biota exclusion technology, are set out in **Chapter 6** of **Volume 2** of the **ES** (Doc Ref. 6.3). The Sizewell C intake locations are more than 3km offshore and not conducive to installation of large, complicated electrical systems such as acoustic fish deterrents. Installation and extremely regular maintenance would require diver intervention in very turbid, fast flowing tidal waters which presents an unacceptable safety risk.
Suggestions to expand and improve the proposed environmental mitigation for the project.	11	SZC Co. notes the support of some stakeholders regarding the proposed changes, including the additional mitigation measures. SZC Co. considers that the overall Project proposals and suite of mitigation measures seeks to ensure that impacts have been avoided and/or minimised where possible, and where they have not been these impacts have been appropriately mitigated or compensated for in accordance with the requirements of planning policy. The **Mitigation Routemap** (Doc Ref. 8.12) [APP-616] and **Mitigation Routemap Addendum** (Doc Ref. 812Ad)) detail the suite of mitigation measures, all of which will be secured either through the

		Development Consent Order or the Section 106 Agreement.
Suggestion of Protective Provisions to be included in the draft DCO.	1	SZC Co. is engaging directly with statutory undertakers regarding the wording of protective provisions for inclusion within the draft Development Consent Order. Engagement is ongoing and the status will be reported to the Examining Authority at the appropriate times, in accordance with the examination programme set.
Suggestion to change the proposed realignment of the coastal footpath.	1	SZC Co. is pleased that stakeholders welcome the efforts made to reducing the duration of closure of the beach to those identified and assessed in the Application. Refer to Chapter 2 of the **ES Addendum** (Doc Ref. 6.14) for details on the proposals and the Amenity and Recreation assessment in connection with access to the coastal path.
Suggestions to remove proposed electricity pylons.	7	Overhead pylons, as opposed to underground power transmission, are proposed following consideration of a range of alternatives. The **Site Selection Report**, Appendix 8.4a to the **Planning Statement** (Doc Ref. 8.4) [APP-590] presents a description of the site selection process which SZC Co. undertook in relation to development on the main development site, including the approach taken for overhead power lines. In response to challenges from SCC and others, SZC Co. considered the potential for gas insulated cables (GIL), but this was discounted on the basis that:

		• The insulating gas (SF6) has 22,000 times the global warming potential of CO2. Although sealed, industry experience is that it gets 'lost' at a rate of c. 1% per annum on average. This could present a 10% increase to the lifetime carbon footprint of Sizewell C and is contrary to the UK Government's aim of achieving net zero by 2050. • Construction of GIL would require the operational platform to be extended c. 20m into the SSSI, with consequential further loss of 0.6ha of SSSI habitat. • Deeper excavations for the additional galleries (if underground cables were used) would require more materials to be taken off-site, thereby necessitating additional transport movements. • The GIL life expectancy is not sufficient to cover the life of the power station – full replacement required after c. 40 years. Any faults within the GIL during operation would take on average two weeks to repair (compared the matter of a day for the restringing of the wires on over headlines).

		• HPC have advised that the gallery installation would be more complicated, thereby introducing risk to schedule and cost. Therefore, the use of pylons continues to be the most appropriate solution. The impact of the pylons is assessed in the **ES** (Doc Ref. Book 6) and the **ES Addendum** (Doc Ref. 6.14), most notably the Landscape and Visual assessment and remains valid. In terms of the pylons themselves, SZC Co. has worked hard to further reduce the visual impact of the pylons, albeit recognising they fall within the backdrop of the power station. Change 4 includes proposals to reduce the height and visual impact of the southern pylon , so that the Application would then propose three short pylons and one taller pylon.
Support for the project on the condition that new habitats are created before existing ones are removed.	2	SZC Co. has created extensive areas of habitat including the wetlands at Aldhurst Farm to compensate for the loss of reedbeds and ditches from Sizewell Marshes SSSI. Extensive areas of acid grassland have already been completed in former arable land at Aldhurst Farm, on the Studio Field complex and on the marsh harrier habitat improvement area. However, the creation of some new habitats requires the powers within the development consent order to:

		(i) acquire the land in the case of the Fen Meadow Strategy (Volume 3, Appendix 2.9.D of the **ES Addendum** (Doc Ref. 6.14)), and (ii) undertake the excavations for the new wetlands in the marsh harrier habitat improvement area. In addition, the habitats proposed on existing arable land within the temporary construction area, as set out in the oLEMP (Doc Ref. 8.2) [APP-588], can only be established once the temporary construction area has been removed. Once the habitats are established in accordance with the various landscape masterplans, the three oLEMPs and compensatory habitats established for the permanent landtake of 6.58ha of Sizewell marshes SSSI landtake, the **Biodiversity Net Gain Reports** appended to the **ES (Volume 2**, **Appendix 14E** (Doc Ref. 6.3) [APP-266]) demonstrate that a net gain of over 10% across the development would be achieved.
Support for the project on the grounds that it may bring new jobs and economic benefits.	4	Recognition of the urgency of need for the development of a new nuclear power station at Sizewell and the significant national and regional benefits that such a development would bring is welcomed. Further information on the Project benefits is detailed within the Planning Statement (Doc Ref. 8.4).

General support for the project, without providing further details.	7	We would like to thank those who have confirmed their support for the proposed changes and the Project more widely.
Support for the project on the grounds that the impacts have been appropriately mitigated.	5	SZC Co. is pleased that stakeholders have welcomed the efforts made to provide additional mitigation and compensation measures as part of the proposed changes submission, as well as noting the additional detail provided on measures that had already been identified in the Application. Refer to the **Mitigation Routemap Addendum** (Doc Ref. 8.12Ad) for details, as well as the **Mitigation Routemap** (Doc Ref 8.12) submitted in support of the Application and the details submitted to the Planning Authority in relation to the development of the Terms of Reference to be included in the **Section 106 Agreement (**Doc. Ref. 8.17Ad) [AS-012]. SZC Co. continues to engage with stakeholders and in the event that further mitigation measures are identified these will be included with the appropriate securing mechanism.