



The Sizewell C Project

9.36 Written Summaries of Oral Statements at the Accompanied Site Inspections Part 1 of 2

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INSPECTIONS

1 WRITTEN SUMMARIES OF ORAL STATEMENTS AT THE ACCOMPANIED SITE INSPECTIONS

1.1 Introduction

1.1.1 The Accompanied Site Inspection (ASI) for the Sizewell C site were attended by Carly Vince (Chief Planning Officer), Richard Bull (Transport and Associated Development Lead), Tom McGarry (Head of Communications), and from the Planning Team Richard Jones, Steve Mannings, Alan Lewis, Niki Pieri, Poppy Carmody-Morgan and Hannah Whiting on behalf of the applicant.

1.1.2 The plans that were provided to attendees at the site inspections relating to the main development site are provided at **Appendix A** of this document and the plans relating to the associated development provided at **Appendix B**.

1.1.3 The final version of the itinerary for the SZC ASI are provided at **Appendix C** of this document.

1.1.4 The notes summarising the oral representations given by the SZC Co. team on the three days, together with the questions raised and answers, are provided in **Table 1.1**.

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Table 1.1: SZC Co. Speaker Notes and Question Responses

ASI Time	Point of Interest	SZC Co. Speaker Notes	Question raised at ASI with SZC Co. Response
Day 1 – Tuesday			
Main Construction Area			
10.00am -12.30pm	<p>Sizewell C main construction area (MDS5).</p> <p>Sizewell Drain.</p> <p>Sizewell Marshes SSSI.</p>	<ul style="list-style-type: none"> We are standing broadly on the western boundary of the main platform. Sizewell Drain and the Sizewell Marshes SSSI in front of us. At this point, Sizewell Drain will be realigned to run north along the outside edge of the main platform where it will meet Leiston Drain. This creates a triangle of land that will be removed from the SSSI to allow the NW corner of the main platform to be constructed. The bank of conifer trees in the distance is Goose Hill, which is where the Temporary Construction Area begins – we will visit that area later on. 	<p>Question How tall is the SZB Dome? SZC Co. response 73m</p> <p>Question How tall are the proposed pylons? SZC Co. response 65m x 1 48m x 3</p> <p>Question What is the noise coming from SZB? SZC Co. response SZB is currently in outage and emergency generators are being tested.</p>

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		<ul style="list-style-type: none"> • The SSSI Crossing will be placed to the right. • To the further right is the existing Northern Mound. • You will see as we drive through the Main Construction Area that there are three main fields – please look out for the flags, as these denote the centre of the Reactor buildings. The domes will project upwards approximately 65m. • These fields are only part of the Main Construction Area – ancillary parts of Sizewell B will be relocated. It is broadly at this point that we are leaving the MCA. • The Intermediate Level Waste Store, which would extend up approximately 20m, would be mostly within the area of reclaimed land to the north. 	
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		<ul style="list-style-type: none"> • The Interim Spent Fuel Store would be mostly beyond the line of trees to the south and on the site of the current SZB North Car Park. The ISFS would be approximately 30m tall. • During construction, the access road would run north-south roughly where we are now, and the cut off-wall would follow the same alignment slightly further back. The whole area to the east of us and down to beyond the car park where we started, would be within the cut-off wall and part of the deep excavations. • The Very Heavy Lifting Crane (or Big Carl as it is known at Hinkley) would be stationed broadly on the field line in front of us. The maximum height of that crane is 250m AOD. • Finally, on the ground in front of us you can see groundwater monitoring stations – these 	
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		small pipes coming out of the ground are being used to take water depth samples.	
	Northern mound (MDS6).	<ul style="list-style-type: none"> This is the current Northern Mound. It was constructed as part of the Sizewell B project and tree planting has established on it. SZC Co. propose to replace this mound with a new Northern Mound, as this one does not meet the strict requirements necessary to satisfy the Nuclear Safety Case. The replacement will form part of the Sizewell C sea defences. It will be approximately the same height and in approximately the same place, but fundamentally it will meet the necessary specification to protect the Sizewell C site. From where we are standing, the Permanent Beach Landing Facility access road will pass 	<p>Question What is the age of the existing vegetation on Northern Mound?</p> <p>SZC Co. response Approximately 30 years.</p>

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		<p>broadly in front of us and out towards the beach to the right – we will visit the beach later to familiarise ourselves with that area and the proposals.</p> <ul style="list-style-type: none"> To the left will be the SSSI Crossing, which I will describe in more detail at our next stop. <p>Then in front of us we can see:</p> <ul style="list-style-type: none"> Southwold in the far distance. Coastguard cottages, which we can see as a line of white terraced properties with black roofs in the distance. Coastguard cottages is a non-designated heritage asset. Extending out from the beach is the outfall from Minsmere Sluice with the New Cut extending straight inland from that. To the north of the New Cut is the area known as the North Levels, and to the south is the South Levels, both of which form part of Minsmere Nature Reserve, which is 	
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		<p>managed by the RSPB. EDF also owns part of South Levels.</p> <ul style="list-style-type: none"> Just to the south of the New Cut is a public right of way that takes you through to Eastbridge. The main other public right of way we can see is the Suffolk Coast Path which runs along the coast before cutting inland slightly at Coastguard Cottages. In terms of designated sites – we are standing on AONB and Heritage Coast. To our north is the Minsmere-Walberswick Heaths and Marshes Site of Special Scientific Interest, Special Area of Conservation, Special Protection Area and Ramsar. Out to sea is the Outer Thames Estuary Special Protection Area. 	
	SSSI Crossing (MDS7).	<ul style="list-style-type: none"> Where we are standing we have Goose Hill and the Temporary Construction Area behind us and the Main 	<p>Question Clarification requested on orientation of SSSI Crossing. SZC Co. response Confirmed on site as approximately NW-SE</p>

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		<p>Construction Area in front of us.</p> <ul style="list-style-type: none"> The road of the crossing will be approximately 7½m above us. We are standing on the far side of Leiston Drain and within the proposed embankments for the SSSI Crossing. There are currently two drains at this point: Sizewell Drain and Leiston Drain. Sizewell Drain will be realigned as we discussed earlier to merge with Leiston Drain to our west. The 30m long bridge of the SSSI Crossing will be 40m wide during construction. We have recently announced in our Deadline 2 response that its width would be reduced to approximately 15m post-construction by removal of the deck of the haul road. During operation, Sizewell C car park will be behind us and adjacent to the access road 	<p>Question Clarification requested on width of the crossing.</p> <p>SZC Co. response 40 m during construction reducing to approximately 15m width for operations is proposed as part of recent Deadline 2 submission. Plans not yet submitted, these will be submitted as part of Deadline 5.</p> <p>Question Query of location of drains.</p> <p>SZC Co. response Drains are more distinct in the south west but are somewhat less distinct in the area we were located because of standing water but the two small footbridges do cross the (1) Sizewell Drain and (2) the Leiston Drain. The drains run in clearly defined channels for much of their length but merge into open water areas within the SSSI triangle.</p> <p>Question Clarification on footprint width of the permanent crossing.</p> <p>SZC Co. response Full width is 70m at base – width paced out for clarity.</p> <p>Question What vegetation would be retained.</p> <p>SZC Co. response</p>
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		<p>that follows on from the SSSI Crossing.</p> <ul style="list-style-type: none"> The permissive path that we are standing on will be closed during construction and re-provided to our east post construction. The habitat visible in this location in the SSSI triangle is primarily wet woodland, dominated by alders and willows 	<p>Reference made to the Landscape Retention Plan [AS-120] to indicate what landscaping would be retained.</p>
	<p>Existing Sizewell B site and sites for relocated facilities.</p> <p>Coronation Wood development area (MDS1).</p> <p>Sizewell A land to be used for relocated facilities (MDS2).</p>	<ul style="list-style-type: none"> Relocation and demolition of existing SZB facilities to make land available to the north for SZC proposals. TCPA permissions have been granted for 2 schemes by ESC – the first of which includes Pillbox Field as the SZB outage car park. The second of which benefits from the use of the Sizewell A land and therefore doesn't require Pillbox Field for an outage car park. As a result the existing SZB car park would in part be used to provide the outage car 	

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		<p>parking area. The operational car parking element will be on Coronation Wood development area.</p> <ul style="list-style-type: none"> • The dDCO includes two Options: Option 1, which is the relocated facilities including SZA land and therefore no use of Pillbox Field as an outage car park; and, Option 2, excluding SZA land and therefore the outage car park will be developed on Pillbox Field. The SZA land would provide the outage laydown area, which is the working area primarily used during outages, where plant and equipment is stored. • The proposals include the Outage Store building and an Outline Development Zone for storage, welfare and canteen facilities. • Coronation Wood development area will provide replacement operational car parking (forming the majority of the Coronation Wood development area) with the proposed 	
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		<p>training centre and administration building to the north-east, the proposed visitors centre to the south east and the proposed western access road to the west.</p> <ul style="list-style-type: none"> It was noted that it was not possible to view the fen meadow areas of the SSSI through the trees from this location. 	
	Pillbox Field (MDS3), note Rosery cottages (MDS4).	<ul style="list-style-type: none"> Tree planting has commenced on Pillbox Field as agreed under the condition for replacement planting pursuant to DC/19/1637/FUL. Landscape proposals include - <ol style="list-style-type: none"> Early planting (as can be seen) <ul style="list-style-type: none"> woodland (approximately 1500 trees) Woodland edge (approximately 900) <p>Total early planting - approximately 2,402</p> <ol style="list-style-type: none"> Remaining planting (still to be planted) 	<p>Question When was the early planting planted? SZC Co. Response December 2020.</p>

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		<ul style="list-style-type: none"> - Woodlands (approximately 2,150 trees) - Woodland edge (approximately 1,550 trees) <p>Total still to be planted - approximately 3,700.</p> <ul style="list-style-type: none"> • The southern extent of the Sizewell Marshes SSSI, comprising a strip of alder and willow woodland was pointed out. 	
	<p>North-eastern end of the reptile mitigation area (MDS21).</p> <p>Note acid grassland and heathland creation and reptile receptor site at Broom Covert.</p>	<ul style="list-style-type: none"> • Advise people to stay on the track because there are ground nesting skylarks. • This group of fields, known as the Studio Field complex, will provide approximately 42ha of reptile translocation habitat. • Like the marsh harrier habitat area, this area was an area of arable fields, other than the broom covert field to the east, but is being converted to acid grassland/heathland with areas of scrub. Studio field itself was taken out of arable use around 8 years ago. 	N/A

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		<ul style="list-style-type: none"> • All of the habitats are becoming more established over time. • Note the areas of scrub planting, the raised banks which provide 'hibernation habitats for reptiles. • The area has already been colonised by notable invertebrates including a population of the scarce Grayling butterfly. • Properties in the distance to the north are privately-owned along Sandy Lane. • 	
Temporary Construction Area			
13:00 - 16:00	<p>Visit Water Management Zone 1 and Natterjack toad area (MDS 8). Note – the oral presentation made in respect of MDS8 were given at the Natterjack toad breeding pond which lies outside of our order limits not in the precise location of MDS 8 shown on the plan.</p>	<ul style="list-style-type: none"> • This site is Grade 3B agricultural land. • A County Wildlife Site – linking into the wider Sizewell Levels and South Minsmere Levels. • Minsmere-Walberswick Heaths and Marshes Site of Special Scientific Interest, Special Area of Conservation, Special Protection Area and Ramsar in close proximity. • In the AONB and Heritage Coast 	<p>Question Clarification on what is meant by Water Management Zone, what will it look like and where will the water go?</p> <p>SZC Co. response The Temporary and Main Construction Areas are divided into 10 Water Management Zones. On this site a basin would be created to temporarily store water that cannot be infiltrated within Water Management Zone 1 on the main part of the TCA, which will be on the other side of Goose Hill and Dunwich Forest.</p>

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		<ul style="list-style-type: none"> • Old Leiston Abbey nearby is a Scheduled Monument. • Suffolk Coast Path runs along the coast east-west. • The footpath to Eastbridge runs along The New Cut to our north. • During construction it will be a Water Management Zone and also used for ecology mitigation. • Post-construction it is intended to become Open Grassland. • The large grassy field is 'Retsom's' Field and is the only location for Natterjack Toad on the EDF Energy estate. • Natterjack toads were introduced, under licence, by EDF Energy, working with partners including SWT, to this location in 2005. • The field was previously an arable field but was converted to grassland to support the natterjack toad introduction. • Note the Natterjack breeding pond (outside the proposed order limits) surrounded by a fence and the extensive areas 	<p>We expect it to be used mainly during storm events or when water levels are such that they exceed the infiltration capacity of roadside infiltration trenches – and it will work by controlling the rate of water release into the ground to greenfield rates. In practical terms it is likely to look like a pond.</p> <p>Question When will the detailed drainage information be submitted?</p> <p>SZC Co. response It will be submitted post-consent, prior to the works on this particular area of works commencing.</p>
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		<p>of rabbit warrens (partly within the proposed order limits).</p> <ul style="list-style-type: none"> • The toads feed in the grassland areas and sheep grazing is used to manage the grassland habitats. • The population is currently small but stable. • The existing WMZ design if built to the full extent of the proposed order limits would lead to the loss of several rabbit warrens. • SZC Co. is currently developing a new smaller design which will avoid all of the rabbit warrens which has been shared with SWT/RSPB and will be submitted into the examination shortly. • A translocation exercise will still be required to ensure toads are removed from the grassland areas in the WMZ footprint. • Mitigation proposals included in the draft protected species licence include creating a new breeding pond and also creating additional hibernation 	
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		habitats. The draft licence will be submitted to Natural England shortly.	
	Goose Hill and Dunwich Forest (MDS9).	<ul style="list-style-type: none"> In this location we can see the eastern edge of Goose Hill and Dunwich Forest. The eastern edge will be retained. Beyond this area the woodland would be cleared to make way for construction activities such as the haul road, batching plant, pre-fabrication area and access road. Post construction that area will comprise the access road, permanent car parking and landscaping. 	N/A
	Temporary construction area, main spoil management area, railhead location and bat corridor (MDS10)	<ul style="list-style-type: none"> Behind us are Ash Wood and Ash Wood Cottages, which are outside of the application boundary. The agricultural land in front of us is typically Grade 4, rising to Grade 3 over towards our right. We remain within the AONB and are now outside the Heritage Coast area. During construction, we are standing outside of the 	<p>Question How many car parking spaces are proposed as part of the permanent development at Goose Hill.</p> <p>SZC Co. Response 770 car parking spaces for the Sizewell C operational car park and 600 for the outage car park.</p> <p>Question What is the soil type?</p> <p>SZC Co. Response</p>

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		<p>application boundary and the other side of a 5m high acoustic fence.</p> <ul style="list-style-type: none"> • That fence broadly follows the track we have just driven on and skirts the outside edge of construction activity up to the SSSI Crossing all the way up to north of the Round House that we will see shortly. • In front of us will be a significant part of the TCA and associated site clearance. The Landscape Retention Plan is included in the packs showing where vegetation will be retained. • This area will contain many contractor compounds, workshops, storage buildings, yards, offices and both mobile and tower cranes would be a common site across this area. • To our right will be the main stockpile area, which will be up to 35m tall, with Water Management Zone basins to the left. • Concrete batching plants, fabrication area and associated 	<p>The soil in this location typically comprises a sandy loam.</p> <p>Question How would surface water in the TCA be drained during the construction period?</p> <p>SZC Co. Response The TCA is sub-divided into separate Water Management Zones (WMZs) where surface water would be managed in accordance with the uses within each of the WMZs, using SuDS techniques, infiltrating where possible. Detention basins within each WMZ would store excess runoff.</p> <p>Question What is the area of the TCA?</p> <p>SZC Co. Response The area between Abbey Road to the west and the SSSI Crossing to the east is approximately 170 hectares (accommodation campus area is not included, but forms approximately 16 hectares).</p>
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		<p>cranes would be over to the far left towards the SSSI Crossing – which will also make regular use of tall cranes.</p> <ul style="list-style-type: none"> • The haul road will follow a similar line to this track, taking material between the Main Construction Area, stockpile areas and borrow pits. • The access road will be run east-west, broadly where the first line of trees are located. Beyond the access road will be the contractor compound area. • The tall trees in the background are part of Kenton Hills, which would be retained – and between those retained trees and the contractor compound area would be the Green Rail Route and the Southern Bund. • Once construction works are complete, this area would form a mixture of Mixed Woodland and Grassland. 	
	<p>Ash Wood Cottages (MDS11).</p> <p>Marsh harrier mitigation area (MDS12).</p>	<ul style="list-style-type: none"> • This is the south west corner of the Marsh Harrier habitat area. 	<p>Question What is the distance of nearest borrow pit to the mitigation area.</p>

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		<p>and this location is outside the application boundary.</p> <ul style="list-style-type: none"> • This will provide compensatory foraging for the marsh harriers which nest to the north at Minsmere. This is provided on a precautionary basis in the event that the temporary construction area provides a barrier to them as they currently forage for part for their time on the Sizewell Marshes SSSI to the south. • The whole area is 48.7ha and was previously arable. • Note the main habitat is a rough 'tussocky' grassland sward sown about four years ago. Note also the new north-south hedgelines were planted in 2020. • All of the habitats are becoming more established over time. • The southern parts of the area will also provide reptile translocation habitats. • A new wetland area which was introduced into the proposals in January 2021, which combined 	<p>SZC Co. Response</p> <p>At its closest point, the western part of the mitigation area is likely to be approximately 50m from the eastern part of the eastern borrow pit, separated by retained trees and a 5m high acoustic screen.</p>
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		<p>with an existing wetland corridor will provide 3.7ha of open water and reedbeds for marsh harriers. This is in the far north east corner of this area viewable on the next stop.</p> <ul style="list-style-type: none"> • A small area (0.7ha) of wet woodland is also proposed here. 	
	<p>Lower Abbey Farm (MDS13)</p> <p>Proposed bat barn, the combined flood mitigation area and wetlands.</p>	<ul style="list-style-type: none"> • Lower Abbey Farm is a private residence outside of the application boundary. • Agricultural land that we see is all classified at Grade 4. • Looking north and east is Minsmere Nature Reserve. Minsmere starts where the line of scrub and reeds is visible to the east. • A public right of way runs east to west in the cutting which travels between Eastbridge and Minsmere Sluice. • Note Leiston Abbey (first site) – Scheduled Monument. • Minsmere-Walberswick Heath, SAC, Ramsar and SPA is on the other side of the New Cut. 	<p>Question Clarification on whether AONB boundary could be seen and also SSSI boundary.</p> <p>SZC Co. Response It was confirmed that the nearest AONB boundary is Eastbridge Road and is not visible from this location point. The entire visible onshore area was agreed as AONB. The Minsmere-Walberswick Heaths and Marshes SSSI lies beyond the application boundary and mainly to the north (beyond the Public Right of Way).</p>

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		<ul style="list-style-type: none"> • Inside the AONB and outside the Heritage Coast. <p>Bat barn</p> <ul style="list-style-type: none"> • It will provide mitigation for bats if the bat roost at Upper Abbey Farm is displaced, although this is not predicted by the EIA. • Note that the location of the proposed bat barn is identified to be connected by hedgelines along bridleway 19 and the Great Mount Walk shelter belts to the south. <p>Flood Mitigation Area and wetlands</p> <ul style="list-style-type: none"> • The flood mitigation area will provide 100,000 m3 of compensatory storage to partially off-set the loss of floodplain volume associated with the SSSI crossing. • The new wetlands are integrated within this area and were introduced into the proposals in January 2021 when the temporary water storage area was removed to another location. The new wetlands will be combined with 	
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		<p>a wetland corridor included in the May 2020 application to provide 3.7ha of open water and reedbeds for foraging marsh harriers.</p> <ul style="list-style-type: none"> A small area (0.7ha) of wet woodland is also proposed here and forms part of the wet woodland strategy. 	
	<p>Borrow pits (MDS15)</p> <p>Round House (MDS14).</p>	<ul style="list-style-type: none"> This location is proposed for borrow pits, where material would be excavated to a level that would retain 2m thickness of unsaturated zone above the groundwater table for mitigation purposes. Once it has been backfilled with material from the main construction area, it would be used as a temporary stockpile area with a maximum stockpile height of 5m above existing ground level. The location of the Round House was noted. 	<p>Question Confirmation on whether the land to the north of the borrow pits would be returned to arable land post-construction.</p> <p>SZC Co. Response The landscape masterplan identifies this site for arable land following the construction period.</p> <p>Question What is the difference between Water Management Zone (WMZ) and water resource storage area?</p> <p>SZC Co. Response WMZs typically include constructed water basins for attenuation prior to discharge to ground, surface water and/or sea when excess surface run-off is generated. The water resource storage area would provide non-potable water storage for use in the construction process (e.g. dust suppression) and would provide the ability</p>

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			to store water over winter period for use during the summer. It would be artificially fed and separated from groundwater by a lining.
	Potter's Farmhouse (MDS16). Main development site access roundabout (MDS19)	<ul style="list-style-type: none"> Views out of the farmyard at ground level are generally restricted. Early in the construction phase, activity at the accommodation campus would be partially screened by the existing shelter planting. As construction progresses, at-height activity and the taller elements of the campus, specifically the accommodation blocks, would become more visible. Planting in existing hedgerows along Eastbridge Road within the application boundary (on the boundary between the accommodation campus and borrow pits) would be strengthened – as set out in the oLEMP. 	N/A

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		<ul style="list-style-type: none"> Following a short walk south from MDS16, the location and setting of MDS 19 (main development site access roundabout) was noted. 	
	<p>Bridleway 19</p> <p>Accommodation campus site (MDS17), including sandpit.</p>	<ul style="list-style-type: none"> The field at location MDS17 is proposed to be split into three sections. To the right will be a borrow pit area, which will be excavated and backfilled as per the previous field To our left will be a two level car park for campus residents, accommodating around 1,250 parking spaces. Beyond that will be the accommodation buildings, which will be aligned east-west. Buildings on the near side are expected to be 4 storeys, dropping to three storeys closer to Eastbridge Road. The former sand pit area to our south, enclosed by trees, would be removed to facilitate construction. To the far south of the field will be the amenity buildings and 	N/A

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		<p>additional parking, which are expected to typically be no more than two storeys.</p> <ul style="list-style-type: none"> • Post construction the entire field would be converted to grassland. • The main access roundabout onto the B1122, lies beyond the SW corner of this field. • The sand pit was pointed out; when surveyed only relatively common species were present, the main habitat is species-poor hawthorn scrub and some rough grassland. 	
	<p>Upper Abbey Farm and Cottages (MDS18)</p> <p>Temporary Combined Heat and Power plant for Accommodation Campus</p>	<ul style="list-style-type: none"> • Upper Abbey Farmhouse is a Grade II Listed building. • The Barn, north of the Farmhouse is also Grade II Listed in its own right. It is listed as an 18th century timber-framed and thatched barn. • Upper Abbey Farmhouse was built in the 17th century and extended in the late-18th century. 	<p>Question Are there bat roosts in Kenton Hills?</p> <p>SZC Co. Response Updated report on bats was submitted as part of Deadline 2 submission.</p> <p>Question Clarification requested on the location of the CHP plant.</p> <p>SZC Co. Response The approximate location, which is shown on the Construction Parameter Plan [REP2-008] was identified on site.</p>

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		<ul style="list-style-type: none"> The Farmhouse suffered from a fire in 2009 which damaged the roof and much of the interior. Following extensive restoration, the Farmhouse was divided into two separated properties in 2016. During construction, a CHP plant is proposed at the farm. Adjacent to the farm, to the south, the main site entrance hub, comprising car parks, set down areas, site offices, bus pick-up/drop off and parking, and a sub-station are proposed and, to the west, the accommodation campus will be developed. To the east of Bridleway 19, the existing agricultural fields will be used for stockpiling and as borrow pits. Beyond the immediate surroundings of the farmyard, the existing agricultural landscape would be replaced by construction activity. 	
	Main site access roundabout (MDS19). Greenhouse Plantation.	<ul style="list-style-type: none"> See notes for MDS16 	

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	Abbey Care Home at Old Abbey Farm (MDS20).	<ul style="list-style-type: none"> The Care Home at Old Abbey Farm is not part of the application boundary. The boundary begins on the other side of the boundary planting to the east. Landscaping in this area would be retained and a 5m acoustic fence would be installed within the application boundary. The Green Rail Route, Main Site Access road and Site Entrance Hub are nearby to the east. 	<p>Question What intervisibility would there be between the Old Abbey Care Home habitable windows and both the acoustic fence and construction activity.</p> <p>SZC Co. Response It was not possible to view this area on site. SZC Co. will provide further details by Deadline 5.</p>
	<p>Walk along Leiston drain towards Sizewell B site, where possible (subject to site conditions), otherwise, stop along the way.</p> <p>Kenton Hills and reptile receptor site (MDS22).</p>	<ul style="list-style-type: none"> This walk was not undertaken as Leiston Drain would be largely concealed from view. It was viewed earlier in the day at locations MDS5 and MDS7. The translocation site for reptiles was viewed. The purpose of the fence is to exclude reptiles to reserve the 	<p>Question When reptiles are relocated here, will the fence be retained?</p> <p>SZC Co. Response Parts of the fence may be retained to stop reptiles moving towards the temporary construction area, but the intention would be to integrate these areas into the wider landscape, noting the proximity of the SSSI.</p>

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		area until it is required for the reptile translocation.	
16.00-17.30	Permanent BLF (MDS24). Temporary BLF (MDS25).	<p>Preamble</p> <ul style="list-style-type: none"> Markers were placed along the beach to help demark the geographical extent of the sea defences. The most seaward line (which ran mostly along the eastern (seaward) flank of the dune crest (the “5m bund” extended from the Bent Hills that form part of the SZB sea defences) marked the line of the toe of the Hard Coastal Defence Feature (HCDF). The toe of the HCDF, will remain buried beneath the overlying Soft Coastal Defence Feature (SCDF). Approximately 7m landward of the markers for the toe, another set of markers were laid out to mark where the HCDF would start to rise from ground level. This was necessarily approximate because due to the landscaping of the HCDF the crest and width will expand and contract along the line of the 	<p>Question</p> <p>There has been a suggestion that the discharge plume of SZB effectively causes a hydraulic groyne and so acts to alter sediment transport locally. Has this been carried forward in the assessments?</p> <p>SZC Co. Response</p> <p>That’s correct that there was once a suggestion that the SZB discharge altered sediment dynamics in that way. Whilst it does form a scour pit locally the suggestion of a hydraulic groyne was disproved by the work of Professor John Pethick in his role as independent geomorphology expert for the Sizewell B Shoreline Management Group. This suggested impact has not, therefore, been carried forward in the assessments; when Sizewell B stops generating the majority of discharge flow will cease and the scour pit will revert, but no other impacts are predicted.</p> <p>Question</p> <p>Where will the coastal path lay in relation to the markers that we can see here for the toe of the completed hard coastal defence feature (HCDF) during construction when there is a temporary sea defence.</p>

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		<p>frontage - as a result footpath will vary in width between 5 and 12.5m.</p> <p>Permanent BLF</p> <ul style="list-style-type: none"> The permanent BLF (Parameter Zone C16) is proposed to enable deliveries of very large loads such as Abnormal Indivisible Loads (AILs) to support construction of the power station. An access road would link the permanent BLF to the main platform via the lower levels of the Northern Mound. The permanent BLF would consist of a piled platform, fenders (located at the seaward end), a ramp, a grounding platform on the sea bed and mooring dolphins. It would require approximately 28 permanent piles in total. No pile driving would take place between May and August (inclusive). The approximate 	<p>SZC Co. Response</p> <p>The temporary defence will comprise a sheet-piled structure that will lie approximately 17m landward of the markers depicting the toe and 12m landward of the markers depicting where the HCDF will rise above the ground.</p> <p>During construction the security fence will be approximately 12m landward of the markers depicting the toe and 7m landward of the markers depicting where the HCDF will rise above the ground. The footpath will run along the eastern (seaward) boundary of the security fence.</p> <p>During operation the footpath will lay to the east of where the HCDF rises above the ground (where the markers were) with a width out to directly above the toe (again where the markers were). So on the visit the line along the dune crest (the '5m bund') depicts the approximate most seaward edge of the footpath.</p> <p>Question</p> <p>How tall is the SZB sea defence?</p> <p>SZC Co. Response</p> <p>The SZB defence has two elements: a 5m bund (which is what the party walked along as it extends north of the SZB site) and a 10m bund which is the large crest</p>
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		<p>dimensions of the piles are as follows:</p> <ul style="list-style-type: none"> • 24 of these piles are expected to have a diameter of approximately one metre and would be spaced a minimum of approximately 9m apart, excluding fender piles and mooring dolphins. • Four fender piles and mooring dolphins are expected to have a diameter of approximately 2.5 metres. • The BLF would extend up to approximately 100m seaward of the HCDF. Any coatings or treatments applied to the BLF would be suitable for use in the marine environment. • To increase the amount of abnormal indivisible loads that could be delivered by sea during construction, it is necessary to make the seabed in front of the permanent beach landing facility better able to receive more regular deliveries 	<p>immediately in front of the SZB station. Both are landscaped. The SZC HCDF will vary between 12.6m and 14.6m.</p>
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		<p>by barge without requiring additional maintenance dredging works. The proposed change would add a grounding platform, which is assumed to be made of a combination of concrete, timber and steel, or similar.</p> <ul style="list-style-type: none"> Construction Parameters – Zone 16 refer to the Parameters plan – 25m AOD (and 60 AOD – exceptional circumstances). During the operation of the permanent beach landing facility, effects from dredging would be limited and remain not significant on any marine ecology receptors. <p>Temporary BLF</p> <ul style="list-style-type: none"> To reduce the amount of construction material that would otherwise need to be delivered by land, a new temporary beach landing facility is proposed predominantly for the delivery 	
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		<p>of bulk construction materials, such as aggregates.</p> <ul style="list-style-type: none"> • A temporary Beach Landing Facility (BLF) is proposed, which is expected to allow around 1,275,000 tonnes of construction material per year to be imported by sea. • The temporary BLF would be up to approximately 505m in length and up to approximately 12m in width for the main jetty. An enlarged unloading area would form a jetty head with dimensions of up to approximately 62m in width. • Construction Parameters – Zone 16 refer to the Parameters plan – 25m AOD (and 60 AOD – exceptional circumstances). • The temporary BLF would be in operation for approximately 8 years. • The temporary beach landing facility includes a covered 	
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		conveyor to transport materials into the construction site. The conveyor would pass over the Coast Path on the deck of the temporary beach landing facility.	
	Temporary surface water drainage outfall (MDS26)	<ul style="list-style-type: none"> Marked out on site. 	N/A
	<p>Suffolk Shingle Beaches County Wildlife Site</p> <p>Coastal defences</p> <p>Sizewell B coastal defences and Suffolk Coast Path (MDS23)</p>	<ul style="list-style-type: none"> The construction of the new coastal defences, as well as the establishment of the Sizewell C main platform, would require the removal of the existing habitats from the CWS within the footprint of these structures. The reinstatement approach will be similar to that successfully used for Sizewell B re-established in the 1990s. A new coastal defence will be constructed to protect Sizewell C from coastal flooding. It will have a rock armour core and will be landscaped to complement the existing landscape. The crest of the 	N/A

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		<p>sea defence will be between 12.6 m and 14.6 m ODN, the variance is caused by the deliberate undulating landscaping. The height is set in line with nuclear safety requirements for extreme storms and sea levels based on the latest predictions available for climate change and potential sea-level rise. The design incorporates the ability to increase the crest to 18 m ODN at 2140 or sooner should sea-level rise faster than predicted.</p> <ul style="list-style-type: none"> • In front of the new main sea defence, a soft coastal defence feature will be installed, which would comprise a sacrificial shingle barrier with sandy cap. This feature is deliberately sacrificial, that is it would be allowed to erode to a predefined level before being replaced. Erosion would typically occur during storms, and this would release sediment from the beach face downshore of the prevailing wave direction. The release of sediment in this manner serves to 	
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		prevent/reduce the erosion of the existing beach and maintain alongshore sediment transport.	
	Boundary of Minsmere to Walberswick SPA/SAC/Ramsar site.	<ul style="list-style-type: none"> Location marked out on site 	N/A
Day 2 - Wednesday			
9.00-10.00	<p>Walk to Land East of Eastlands Industrial Estate (LEEIE) (MDS27):</p> <ul style="list-style-type: none"> - Explain LEEIE site layout, note location for caravan site. - Note Crown Lodge (MDS28). - Note proposed pedestrian access A1/5 opposite houses on Valley Road 	<ul style="list-style-type: none"> LEEIE which includes the area to the north of Sizewell Halt and King George's Avenue, would be used to support construction on the main platform and TCA. This land is bounded to the north by Valley Road, to the east by Lover's Lane, to the south by Grimsey's Lane, and to the west by Eastlands Industrial Estate The main features of the scheme were identified on site, including: temporary park and ride; acoustic screens; logistics compound; stockpile areas; material transfer laydown; rail head and associated retaining wall where it is in cutting; HGV parking; caravan park; water management zone; and, internal and private pedestrian 	<p>Question</p> <p>Will there still be stockpile/laydown areas within this site even with GRR is no longer in use.</p> <p>SZC Co. Response</p> <p>Confirmation that it would remain available for use throughout the construction period.</p>

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		<p>routes between the caravan park and both the Park and Ride and Valley Road.</p> <ul style="list-style-type: none"> The location of the pedestrian entrance from Valley Road to LEEIE was identified on site. The location of the HGV access junction, which is broadly equidistant between Crown Lodge and Common Farm was noted. 	
10.00-13.00	<p>Aldhurst Farm habitat creation scheme (MDS29):</p> <ul style="list-style-type: none"> - Stop at Aldhurst Farm car park, walk east along new pathways up to Lover's Lane, note Leiston Drain discharge, new paths and fencing, newly created grasslands, tree/scrub plantings and possible water vole translocation area. 	<p>The site as a whole is 67ha and provides compensation and mitigation for the construction of Sizewell C. A planning application for the construction of the wetlands was granted in 2015.</p> <p><u>Wetlands</u></p> <ul style="list-style-type: none"> The wetland components (total 6ha) of Adlhurst Farm were completed in 2016 and were created as compensatory habitats for the loss of reedbed and ditch habitats (total 3ha) from within Sizewell Marshes SSSI which will arise from direct land take associated with 	<p>Question Query was made on the levels we were at when stood at the STW outfall.</p> <p>SZC Co. Response Approx. 2m AOD.</p> <p>It was pointed out that the ditch was Leiston Drain and the this was its principal source. It was noted that it is a very slow-moving watercourse given how flat the area is.</p> <p>Question Could the new Bridleway alignment be pointed out?</p> <p>SZC Co. Response</p>

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		<p>the construction of the main platform.</p> <ul style="list-style-type: none"> Note breeding marsh harriers have been present since 2019 and a pair of otters recorded by camera trap in early 2021 The site is considered to be a suitable water vole receptor site for translocation from the Sizewell C main platform area. However the 2020 draft license update that translocation of water voles may not be required and using 'displacement techniques' is likely to be more suitable. <p><u>Dry habitats</u></p> <ul style="list-style-type: none"> The creation of dry Sandlings grassland on former arable land at Aldhurst Farm is primary mitigation within the reptile mitigation strategy. Three of the southern fields within the new grassland areas at Aldhurst Farm have recently been opened to the public to provide access to this area and to mitigate the potential of 	<p>The approximate alignment of the proposed bridleway culvert was indicated, immediately to the west of Lover's Lane, using the strip of land to the east of the lagoons. It was confirmed that there would be no habitat loss of the new wetland habitats in the easternmost lagoon.</p> <p>Question Where is the proposed mammal culvert?</p> <p>SZC Co. Response The approximate location of the proposed mammal culvert was indicated, to the south of the existing Leiston Drain culvert.</p> <p>Question Is water within Leiston drain 'perched'?</p> <p>SZC Co. Response No, the drain is a deeply incised channel and the bed of the drain is lower than the basins.</p> <p>Question Is the ditch in hydraulic continuity with the groundwater basins?</p> <p>SZC Co. Response Yes, although each of the basins is equipped with an adjustable weir that allows fine tuning of the water levels in the wetland. Water flows from the basins to the ditch.</p>
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		<p>recreational displacement approach in the HRA context.</p> <ul style="list-style-type: none"> These open access areas at Aldhurst Farm will provide alternative areas for dog walking in the event that users of the Sizewell Beach (or from elsewhere in the Sizewell C environs) are displaced. This is anticipated to reduce the extent of displacement to nearby European Sites and so reduce the potential for adverse recreational impacts to sensitive habitats and species in those areas. <p><u>Hydrology of Reedbeds</u></p> <ul style="list-style-type: none"> 4 wetland lagoons. Water that can be seen is groundwater exposed through ground lowering. Compensation flow from a borehole into Leiston drain to protect Sizewell Marshes from potential loss of water due to evapotranspiration of reeds. Triggered if levels in drain get below a certain level. 	<p>Question How is compensation flow secured?</p> <p>SZC Co. Response Through a condition on the planning permission and water impoundment licence.</p>
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		<ul style="list-style-type: none"> Back up – never been used. <p>The location of the western extent of the Sizewell Marshes SSSI to the east of Lovers Lane was indicated.</p>	
	<p>Kenton Hills car park (MDS30):</p> <ul style="list-style-type: none"> - Pick up from Lover's Lane and drive to Kenton Hills car park - Note Leiston drain, proposed mammal crossing on Lover's Lane, proposals for Lover's Lane realignment, proposed bridleway link and improvements to Kenton Hills car park - Waste recycling centre 	<p>The mammal culvert under Lover's Lane will provide greater connectivity for otters and water voles along the Leiston Beck between the new habitats on Aldhurst Farm and the Sizewell Marshes SSSI.</p> <p>As with Aldhurst farm, the enhanced car park at Kenton Hills and retained permissive path network here will provide alternative areas for dog walking in the event that users of the Sizewell Beach (or from elsewhere in the Sizewell C environs) are displaced. This is anticipated to reduce the extent of displacement to nearby European Sites and so reduce the potential for adverse recreational impacts to sensitive habitats and species in those areas.</p>	N/A

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11.50-12.50	<p>Green Rail Route:</p> <ul style="list-style-type: none"> - Stop at Aldhurst Farm (GRR1) - walk down E363/006/0. - Walk up E-363/003/0 (GRR2) to north or south of Buckleswood Road, south of Buckle's Wood (ancient woodland) 	<p>[Refer to GRR PLANS].</p> <p><u>Abbey Road</u></p> <ul style="list-style-type: none"> • Indicate location of level crossing and re-aligned Lovers Lane junction • Indicate alignment of GRR in landscape towards the west • 1.8km of line from the branch line to Abbey Road • Line predominantly at grade but in cut as the line approaches Abbey Road/B1122 • Drainage to include swales alongside the track with the potential for a larger infiltration pond at low points or adjacent to the cuttings, if required. • Two PRoW which currently cross the GRR alignment would be temporarily diverted as shown on the masterplan <p>GRR1 Aldhurst Fm, Abbey Lane</p> <ul style="list-style-type: none"> • Indicate alignment of GRR in the landscape 	<p>Question Clarity sought as to whether this was a private rail route or network rail?</p> <p>SZC Co. Response Private track.</p> <p>Question Why divert the PRoW when track/train movement at night – only 1 during the day</p> <p>SZC Co. Response The Office of Road and Rail does not support the creation of new level crossings where there is a reasonably practicable alternative such as an alternative route for the road or path. The guidance is that these alternatives should be fully explored and delivered where it is reasonably practicable to do so. For the Green rail route a nearby PRoW diversion has been provided for the users of the footpaths that currently cross the alignment. The fact that the SZC trains will operate predominantly overnight does not change the requirement that new level crossings should be avoided where possible.</p>
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		<p>GRR2 Buckleswood Rd</p> <ul style="list-style-type: none"> • Indicate location of proposed alignment of GRR • Indicate location of the level crossing • Indicate location of the branch line • Indicate location of the temporary constructor compound • Indicate temporary PRow diversion 	
13.45 – 14.00	<p>Main Site Entrance</p> <p><i>Bus to travel on the B1122 and stop in lay-by at Eastbridge Rd</i></p>	<p>The roundabout would have five arms, clockwise from the north as follows:</p> <ol style="list-style-type: none"> 1. B1122 north; 2. Eastbridge Road; 3. Access for buses, cars and cyclists, with an adjacent footway for pedestrians 4. Access for HGVs; and 5. B1122 south. <p>Cycle/bridleway link to Eastridge Rd</p> <ul style="list-style-type: none"> • The roundabout would include an over-runnable strip in the centre to allow AILs to drive across the centre of the roundabout and into the HGV entrance. 	N/A

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		<ul style="list-style-type: none"> The roundabout would be largely constructed offline, avoiding the need for long-term temporary road closures or the diversion of the B1122 in this location. Following the construction stage the roundabout would become part of the adopted highway and would comprise a four-arm roundabout, reduced from five-arms during the construction stage. 	
14.00-18.15	Sizewell link road (SLR)	<p>SLR General comments</p> <ul style="list-style-type: none"> SLR is 6.8 km in length, 7.3m wide with a design speed of 60mph. The SLR includes a roundabout joining the A12, a single span railway bridge, a link from the SLR to the B1122 called the 'Middleton Moor Link', a link to the B1125 and an overbridge at Pretty Road, additional links to side roads and a number of public rights of way (PRoWs) diversions. 	N/A

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	<p>Sizewell link road (SLR) – Moat Road</p>	<ul style="list-style-type: none"> Existing Moat Road/Theberton Grange junction is on the proposed alignment at grade As the SLR joins the existing B1122 near Browns Plantation it will be on a (~2m) embankment The SLR goes into a (~2m) cutting as it moves to the south of Theberton Moat Rd proposed to be stopped up with new access to SLR B1122 proposed to join the SLR with a new junction Footpath E-515/013/0 would be diverted approximately 25m east of its existing alignment 	<p>Question Will tree loss in Brown's Plantation occur and if so, can it be reduced? Why does the red line need to extend into this area?</p> <p>SZC Co. Response An area of woodland at Brown's Plantation is shown to be removed on the Sizewell Link Road Site Clearance Plan Sheet 4 of 4 (SZC-SZ0701-XX-000-DRAW-100177 [AS-138]). The red line is drawn where it is in this area to allow sufficient working area to construct the proposals. SZC Co. however confirmed that they are seeking to minimise tree loss wherever possible across the sites.</p> <p>Question How will traffic management work along the B1122 when the Sizewell link road is being constructed?</p> <p>SZC Co. Response SZC Co. is currently working with the supply chain to establish construction working methods but in principle they would like to see the least disruption possible.</p>
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			<p>Question Why can't the proposed alignment at Brown's Planation be straighter as that would avoid taking so much land and would reduce tree loss?</p> <p>SZC Co. Response A straighter road alignment for the tie in of the Sizewell link road to the B1122 would move the road corridor 40m closer to Theberton Grange and Granary Cottage thereby increasing the impact on that group of properties. The resulting realignment of George Road would impact the Theberton Grange land to a greater extent, and the proposed link to Moat Road would need to move westwards. The woodland to the east of Theberton Grange and gardens would also be impacted.</p>
	<p>Sizewell link road (SLR) – Theberton Hall (The owner of Theberton Hall showed the group the view to where the proposed Sizewell link road would be located from within the boundary of their property)</p>	<ul style="list-style-type: none"> • <i>Indicate the location of an access road to Theberton Hall on Pretty Road</i> • This access will remain in place. 	N/A

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	Sizewell link road (SLR) - Pretty Road Bridge	<ul style="list-style-type: none"> Non-Motorised User bridge up to 44m long currently proposed within the application with a new junction from the SLR to Pretty Rd to facilitate a safe public crossing point. Notification submitted of proposed change from a Non-Motorised User bridge to a vehicular bridge up to 60m long to avoid the closure of Pretty Road and increase connectivity across the route of the Sizewell link road. The junction between Pretty Road and the Sizewell link road on the south west side of the route would no longer to be included in the proposals. SLR will be in cutting in this location. Access maintained to grazing land to the south of the road. 	<p>Question</p> <p>Why does the proposed alignment involve so much cut and fill and why can't it utilise the existing topography of the land more?</p> <p>SZC Co. Response</p> <p>The level of the road and how much cut and fill is required is necessary to ensure the road meets DMRB highway standards and to limit amenity impacts of the road. The level of the road is also in part fixed by the culvert crossings of the watercourses. The height of the culverts has been set to meet SCC/EA expectations on light and access.</p>
	Sizewell link road (SLR) - existing B1122/B1125 junction	<p>On route indicate the existing B1122/B1125 junction</p> <ul style="list-style-type: none"> Proposed 300m link from the B1125 to join the SLR. Creating new staggered junction for the B1122/B1125. 	N/A

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		<p>SL5 Hawthorn Rd (view as coach passes on the B1122)</p> <ul style="list-style-type: none"> • Junction proposed with Hawthorn Rd and SLR with realignment of existing road. • New access provided for property to the south of the SLR alignment. • Hawthorn Road stopped up to the north of the SLR with proposed vehicle turning head and access to attenuation basins. • Proposed attenuation basins each side of the SLR alignment. • SLR will be on an embankment at this location (~1m). • Footpath [E-396/020/0] from the existing Hawthorn Road would be extended along the proposed route of the Sizewell link road approximately 50m to the east to cross the route before heading west along the north side of the route to re-join Hawthorn Road. 	
	Sizewell link road – Trust Farm	<ul style="list-style-type: none"> • SLR alignment crosses existing access road to Trust Farm. 	<p>Question Why are such significant PRow diversions necessary in this location? SZC Co. Response</p>

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		<ul style="list-style-type: none"> • New staggered junction proposed to provide access to the SLR and B1122 • Proposed screening planting south of the SLR • SLR in cut of ~2m at this point • The landscape to the east is now more undulating with the SLR initially on embankment (up to ~4m) • Users of footpath E-396/023/0 would be diverted to run alongside the realigned access road, and cross the route between the northern and southern junctions of the proposed staggered crossroads. 	<p>The PRow diversions are proposed as they are as they need to pass road safety audits. The crossing of the Sizewell link road has to be located a safe distance away from the road junction in order to allow sufficient visibility.</p> <p>Question What is the height of the proposed carriageway where the alignment passes between properties at Hawthorn Road?</p> <p>SZC Co. Response As shown on drawing SZC-SZ0204-XX-000-DRAW-100058 [AS-136] the profile of the Sizewell link road is at a low point of 11.5m AOD between the properties Hawthorn Road compared to an existing ground level of 9.3m AOD. The road alignment includes for a watercourse culvert and flood relief culvert to maintain existing overland surface water flows in consideration of Environment Agency Requirements. The proposed road profile is therefore provided in consideration of the topography and</p>
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			Flood Risk Assessment requirements.
	Fordley Rd/Oakfield House	<ul style="list-style-type: none"> The alignment of the Sizewell Link Road (SLR) at Fordley Road is located 100m north of Oakfield House. Fordley Rd proposed to be stopped up to the north from Middleton Moor with a vehicle turning head and access to attenuation basin and fields. There is a new Fordley Rd/SLR junction proposed from the south where Fordley Rd would be realigned, the road at this point would be on embankment (~2.5m) for ~150m. To the east SLR will be in cutting (~2m) for ~150m and as the alignment runs to the west towards the SLR Middleton Moor link the road will be in ~3m cut. The watercourse is proposed to be diverted in this area with a flood relief culvert to the west of Fordley Rd before re-joining the existing watercourse adjacent to the road. 	<p>Question What sort of planting would be proposed to screen properties from the Sizewell link road?</p> <p>SZC Co. Response The detail of species, planting mixes and sizes is not indicated at this stage and will form part of the detailed design. The Associated Development Design Principles [REP2-041] confirm that native trees and shrubs will be used in hedgerows and woodland planting. SZC Co. would be very happy to engage further with residents to understand their preferences.</p> <p>Question What depth of screening would there be between Oakfield house and the Sizewell link road?</p> <p>SZC Co. Response To the north-east of the property and east of the proposed junction there is a proposed belt of woodland planting approximately 30m wide along the</p>

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		<ul style="list-style-type: none"> The watercourse is typical of the small watercourses and drains crossed on the SLR route and water voles and otters are not present. However portal culverts will be used to retain the beds and banks of the watercourses and reduce fragmentation effects. Planting proposed on this section to screen views from Oakfield House and Middleton Moor. Diversion of Footpath E-396/017/0 west along the proposed road alignment, to cross the route of the proposed Sizewell link road at grade approximately 60m west of its existing location. A new footpath would be provided to connect Footpath E-396/017/0 to Fordley Road on the south side of the proposed route of the Sizewell link road. 	<p>southern edge of the Sizewell link road. To the north of the property and west of the proposed junction there is a proposed belt of woodland planting approximately 15m wide along the southern edge of the Sizewell link road. SZC Co. is undertaking further engagement with the residents of Oakfield House regarding the type of planting that will be delivered.</p> <p>Question Why is a vehicular bridge now possible at Pretty Road but it is not at Fordley Road? The owner of Oakfield House raised their concerns with this proposal.</p> <p>Inspectors noted that this was not a point to be discussed on the site visit.</p> <p>Question Is there a proposal to pump water from the west side of the East Suffolk Line to the east side?</p> <p>SZC Co. Response The drainage design is indicative at this stage. SZC Co. is aiming to</p>
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			provide a solution which will not involve pumping in this location.
	Sizewell link road - East Suffolk Railway crossing - did not view this on the site visit but the proposals in this location were explained as shown in next column.	A single span railway bridge approximately 50m in length to cross over the East Suffolk line. At that point the East Suffolk line is in an approximate 6m deep existing cutting. The proposed Sizewell link road would rise up on a 2.5m embankment and cross the railway via the bridge to provide sufficient headroom as required by Network Rail (with 5.2m needed from rail level to soffit (underside) of bridge deck).	N/A
	Sizewell link road (SLR) - Littlemoor Road	<p><i>Indicate the point where the SLR alignment crosses Littlemoor Rd</i></p> <p><i>Indicate the point where the Middleton Moor link would cross Littlemoor Rd</i></p> <ul style="list-style-type: none"> • The SLR alignment is predominantly at grade from this point to the A12. • Littlemoor Rd would be stopped up from the north and south with vehicle turning heads provided. • The SLR alignment continues east to cross the East Suffolk line. 	N/A

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		<ul style="list-style-type: none"> A crossing point would be provided to the east of the Middleton Moor link to enable safe crossing. 	
	Sizewell link road – Middleton Moor	<i>Indicate the location of Middleton Moor</i>	N/A
	Sizewell link road (SLR) – Middleton Moor roundabout	<i>Indicate the location of the proposed roundabout and alignment of road</i> <ul style="list-style-type: none"> Existing highway (A12) to be converted to footpath. The roundabout will be located just south of the existing B1122 which would be stopped up in that location. Attenuation basins and accommodation track located to the south west of the roundabout. Great Crested Newts are present along much of the SLR route and several mitigation ponds are proposed in this area to replace those lost. A total of 14 new ponds are proposed on the SLR landscape masterplan. 	N/A
	Sizewell link road/A12	<ul style="list-style-type: none"> A new three arm roundabout would be constructed to the east of the existing A12 alignment. 	N/A

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		<ul style="list-style-type: none"> This location would be used for a temporary contractor compound. Attenuation basins located near to the proposed roundabout with potential requirement for a surface water pumping station. Attenuation basins also located 300m east on the alignment. 	
	Sizewell link road – Theberton	Return journey to follow the B1122 through Theberton and return to Sports and Social Club.	<p>Question Please can SCZ Co. confirm the latest proposals for the B1122 in the early years?</p> <p>SZC Co. Response SZC Co. acknowledged the concerns raised and SZC Co. are considering whether there is any further mitigation that should be offered.</p>
Day 3 - Thursday 10 June			
10.15-11.00	Northern Park and Ride	<ul style="list-style-type: none"> The site comprises approximately 27.8 hectares (ha) of predominantly agricultural land but also includes sections of the A12 and Willow Marsh Lane towards the north of the site. It is located west of the village of Darsham and west of the A12, to the east of the East Suffolk line, and to the north of Darsham railway station 	<p>Question Please clarify how the farmer access would work near Willow Marsh Lane.</p> <p>SZC Co. Response The field is accessed directly from White House Farm. The existing access from A12 to White House Farm is retained and field access is from the track that runs parallel with A12 within the property.</p>

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		<p>The proposed development would comprise:</p> <ul style="list-style-type: none"> • 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 measuring up to 3 x 5 x 10 m (H x W x L). • Bus terminus area, including shelters measuring up to 3 x 5 x 10 m (H x W x L). • Security fencing and lighting. • An amenity and welfare building comprising toilets and staff room, measuring up to 4 x 7 x 14 m (H x W x L). • A security building including an administration office, measuring up to 4 x 5 x 12 m (H x W x L). • A security booth, adjacent to an exit loop for errant vehicles, 	<p>Question Please can SZC Co. clarify how the cycle access would work near Willow Marsh Lane?</p> <p>SZC Co. Response The existing cycle lane to the west of A12 adjacent to White House Farm terminates at Willow Marsh Lane. The section of Willow Marsh Lane between A12 and the access road would be converted to shared footway/cycleway.</p>
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		<p>measuring up to 4 x 5 x 12 m (H x W x L).</p> <ul style="list-style-type: none"> • A smoking shelter measuring up to 3 x 5 x 10 m (H x W x L). • Two landscape bunds and additional planting. • Up to three infiltration basins, an existing pond and nine swales forming part of the Sustainable Drainage System (SuDS). • A temporary three arm roundabout on the A12, situated approximately 125 metres (m) to the north of the existing Willow Marsh Lane junction, to access the site. • Realignment of the A12 via the temporary roundabout. • A section of Willow Marsh Lane will be closed for vehicular traffic from the A12 but retained for use by non-motorised users and as a private vehicular access for White House Farm. A dropped kerb would be provided where Willow Marsh Lane meets the A12 to facilitate access for cycles and pedestrians only. 	
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		<ul style="list-style-type: none"> An access road will run from the new roundabout through the centre of the site to the car parking areas and proposed buildings. Provision of a separate agricultural track, on the west side of the proposed roundabout, north of Willow Marsh Lane. Soft landscaping, comprising grassed areas and suitably sited tree and shrub planting, would be provided whilst the site is operational and would be removed as part of the removal and reinstatement of the site. However, where agreed with the landowner of the site, the screen planting provided around all boundaries of the site during construction and operation would be left in situ following the removal of the proposed development and reinstatement of the site. 	
11:15 - 11:45	Yoxford Roundabout Bus to park up in cul-de-sac adjacent to existing A12/B1122 junction	<ul style="list-style-type: none"> The proposed Yoxford roundabout would be a permanent, three-arm roundabout, and would replace the existing ghost island for this junction to the east of Yoxford. 	N/A

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	<p>A visit was also made to Cockfield Hall, Yoxford.</p>	<p>The roundabout would increase capacity of the existing A12 and B1122 junction</p> <ul style="list-style-type: none"> • The new roundabout would be approximately 90 metres (m) north of the existing junction, largely on grazing land adjacent to the existing A12. It would have a diameter of 60m and would include a realignment of the A12 in order to connect to the roundabout. • The eastern side of the roundabout would be in a cutting approximately 2m deep and would be closer to grade where it ties-in to the B1122 to the south-east. • As part of the works, a new access road, measuring approximately 75m in length, would be provided off the realigned B1122 to the south of the roundabout to maintain access to properties and PRow E-584/020/0 • The Roadside Nature Reserve 197, on the southern side of the B1122, is situated outside of the site boundary. 	
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		<ul style="list-style-type: none"> An infiltration basin located to the south of the roundabout Proposed route for AILs through the central section of the roundabout. 	
12:45 – 16:00	Two village bypass walkover	<p>General comments</p> <ul style="list-style-type: none"> 2.4km in length, 60mph speed limit, 7.3m width with 1m hardstrips. New 4 arm roundabout at Parkgate Fm and new four arm roundabout at Friday Street. The permanent land take for the two village bypass site is approximately 39.2ha with a temporary land take of approximately 11.6ha. 	N/A
	Two village bypass – Friday Street Farm	<ul style="list-style-type: none"> Access maintained to Friday Street Farm. Note location of infiltration basin and temporary construction compound. The alignment starts to enter cut 100m south of the roundabout. Indicate trees on alignment to be removed between Friday Street and Molletts' Farm. 	<p>Question Where will the construction accesses be located (particularly interested in the temporary construction access to the compound near Friday Street Farm) but also wanted to know this information for the whole scheme?</p> <p>SZC Co. Response With regards to temporary construction accesses, please see</p>

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			the article 19(1)(b) power in the draft DCO (Doc. Ref. 3.1(C)) and the justification for its inclusion as set out in the Applicant's response to question 8(1) of the ES/DCO clarification questions submitted at Deadline 1 [REP1-015].
	Two village bypass – Molletts' Farm	The group visited Molletts' Farm and viewed their home and business (including self catering accommodation and caravan/camping sites).	<p>Question Will SZC Co. confirm the type of planting that will be proposed near Molletts' Farm? and please can SZC Co. consider how the new plants would be watered as the land often gets very dry.</p> <p>SZC Co. Response SZC Co. confirmed that they would be very happy to engage with Molletts' Farm regarding the level and type of planting that is proposed to mitigate the impacts of the route.</p> <p>The Sizewell link road oLEMP [AS-264] states that planting should be aligned with appropriate seasons (spring and late autumn) to reduce the requirement for watering. The Contractor shall monitor watering requirements for all new seeding and</p>

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			planting until all establishment works are completed. Any losses are to be replanted in the next dormant season. This will be the responsibility of the landscape contractor prior to handover to the Local Authority (or potentially other parties if some areas might be handed back to existing landowners).
	Two village bypass - Foxborough Wood	<ul style="list-style-type: none"> Note ancient tree lined lane – Note proposed location of footbridge 2.5m in height above existing ground level, maintaining the minimum headroom clearance of 5.7m to the footbridge Road in cutting at this point 4.5m. Native tree and shrub planting is proposed along the western side of the cutting as the route of as well as along the western side of the proposed embankment up to the footbridge to provide visual screening. A 15m buffer from proposed earthworks to the ancient woodland would be maintained. Notification of change for the removal of the proposed upgrade 	<p>Question Please can SZC. Co. confirm the number of ancient trees that are going to be removed in this location (and also whether a Hornbeam tree in this location is ancient and confirm if it is proposed to be removed).</p> <p>SZC Co. Response As requested by the ExA this information will be submitted to the examination on 1 July.</p> <p>Question Have hydrology surveys been undertaken near Foxborough Wood?</p> <p>SZC Co. Response SZC Co. confirm that ground investigation has been undertaken in the area of Foxborough Wood. Boreholes were excavated to establish the nature of the strata along</p>

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		of existing footpaths E-243/003/0 and E-243/011/0 to a bridleway. E-243/003/0 runs from Walk Barn Farm to Farnham and E-243/011/0 passes to the east of Walk Barn Farm. The Order limits would be reduced as a result of this change.	the line of Foxborough Wood. This established that there is a layer of stiff clay to a depth of 3.5 metres overlaying sand/gravelly sand down to the depth of the boreholes at 15 m depth. One piezometer was installed in the clay and one in the underlaying sand to a depth of 25 m. Piezometer readings were taken on a regular basis over a period between July and September 2020. The piezometer in the clay was found to be dry at each reading. Water was encountered in the piezometer in the sand and a maximum water level at a depth of 17.6 m was recorded. The above data has been shared with SCC and discussions are ongoing regarding hydrology.
	Two village bypass - Farnham Hall properties	Indicate location of properties.	N/A
	Two village bypass - The Old Vicarage	Indicate location of Parkgate Farm and Alde Valley in the landscape.	N/A
	Two village bypass - Pond Wood & TVBP6 Nuttery Belt	<ul style="list-style-type: none"> A staggered junction would be provided between Nuttery Belt and Pond Wood to maintain access on both sides of the route of the 	<p>Question Have the ponds in Pond Wood been surveyed?</p> <p>SZC Co. Response</p>

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		<p>proposed two village bypass. On the south side, this includes the realignment of the accommodation access track from Pond Barn Cottages for approximately 75m. On the north side, the accommodation access track would be realigned for approximately 350m to provide access to Farnham Hall.</p>	<p>Great crested newt habitat suitability index (HSI) and environmental DNA surveys were undertaken in ponds within the study area of the two-village bypass. Details are provided in Volume 5 Two Village Bypass Chapter 7 of the ES [APP-425]. At Pond Wood this included Pond 300 and Pond 016 (see Figure 7.6 in Appendix 7A of Volume 5 of the ES for pond locations) [APP-427].</p> <p>Question Has Nuttery Belt been surveyed?</p> <p>SZC Co. Response Volume 5, Chapter 7 of the ES [APP-425], updated by Volume 1, Chapter 5 of the ES Addendum [AS-184], as well as supplementary baseline information (as summarised in the ES Signposting Document [REP2-018]), provided information on the ecology baseline for the two village bypass site and an assessment of Important Ecological features, in accordance with CIEEM guidance. The two village bypass site has been subject to a Phase 1 Habitat survey [APP-426], including external views of</p>
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			<p>Nuttery Belt, which enabled it to be mapped as broadleaf woodland. However, despite some misnumbering of the Target Notes for the Phase 1 survey in Table 5.1 [APP-426] and Figure 7.3 [APP-427], Nuttery Belt was not directly visited. It is not unusual to have some areas of a route corridor which are not visited directly, and this does not undermine the baseline. SZC Co. considers that the assessments presented in the ES and ES Addendum are robust. A detailed tree survey for the two village bypass site is currently being undertaken and the report will be shared with the examination at the earliest opportunity. In addition to this, further ecological surveys are being undertaken for the two village bypass site, where access is possible, to inform the examination, as requested in the Examining Authority's Rule 8(3) letter published on 18 June 2021 [PD-027].</p> <p>Question</p> <p>Please can SZC Co. confirm the distance between Pond Wood and the Order Limits and between Pond Wood</p>
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			<p>and the proposed alignment of the two village bypass?</p> <p>SZC Co. Response</p> <p>The location of Pond Wood is shown on Figure 7.3 in Appendix 7A of Volume 5 Chapter 7 of the ES [APP-427], marked as 'TN6'. The distance between TN6 to the Order Limits is 6.2m; TN6 to the proposed highway boundary/fence is 33.7m and TN6 to the proposed carriageway is 48.2m.</p>
	Two village bypass - River Alde	<ul style="list-style-type: none"> • 60m overbridge which would be 7.5m in height from ground level to the road surface. • The Two village bypass would result in the permanent loss of 2.91ha of floodplain grassland, creation of new and enhanced habitats to mitigate the loss of the floodplain grazing marsh habitat is proposed. • Around 2.77ha of land would be used to create these mitigation habitats. In addition, new wetland channels would be created in this area to mitigate the loss of approximately 143m of ditches associated with the land take from 	N/A

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		the bypass, which form the most valuable element of the existing floodplain grassland in this location.	
	Two village bypass - Parkgate Farm	<ul style="list-style-type: none"> Four arm roundabout with re-aligned A12 with link into Tinker Brook and the farm. Indicate location of temporary construction compound. 	<p>Question Please can SZC Co. confirm where the proposed temporary construction access will be located.</p> <p>SZC Co. Response Please see response given above regarding temporary construction access near Friday Street Farm.</p>
16:45– 17:30	On the drive to southern park and ride, stop over at Glemham Hall.	Note Little Glemham and Marlesford on the A12. At Marlesford SZC Co. confirmed that SZC Co. are in discussions with the parish council to see if pedestrian enhancements and a reduction of speed limits through the village can be made.	N/A
	Southern park and ride	<p>LVIA Viewpoints R1 and R2 can be accessed on PRow</p> <ul style="list-style-type: none"> LVIA viewpoint R1 LVIA viewpoint R2 The site comprises approximately 26.4 hectares (ha) of predominantly agricultural land. <p>The part of the site which would</p>	<p>Question Please can SZC Co. confirm whether the location of the access barriers is unnecessarily requiring the removal of trees/hedges and whether moving its location would reduce vegetation loss.</p> <p>SZC Co. Response</p>

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		<p>contain the parking and buildings, postal consolidation building and Traffic Incident Management Area (TIMA) is approximately 18ha in size, and located to the east of the B1078/B1116, to the north of the A12. The remainder of the site encompasses a section of the A12, and an associated slip road where highway improvements are proposed to form the site access, and associated signage and road markings.</p> <ul style="list-style-type: none"> • The proposed development would comprise: • Car parking areas for up to 1,250 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 measuring up to 3 x 5 x 10 m (H x W x L). 	<p>The access barrier and access road are located towards the northern edge of the DCO area. The Site Clearance Plan [AS-125] was updated in the January 2021 submission to reduce the extent of hedgerow removal indicated and indicating that a mature oak tree within the hedgerow south of the access barrier could be retained to address concerns raised by Wickham Market Parish Council. The extent of hedgerow removal would be the same if the access barrier was elsewhere along the access road – the vegetation removal is related to the access road, not the access barrier specifically.</p> <p>Question Please can SZC Co. confirm the distance between the existing bridleway running along the western boundary of the site and the proposals.</p> <p>SZC Co. Response The closest points are:</p> <ul style="list-style-type: none"> • 550mm between the edge of the track and the ecological fencing
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		<ul style="list-style-type: none"> • Bus terminus area, including shelters measuring up to 3 x 5 x 10 m (H x W x L). • Security fencing and lighting. • An amenity and welfare building comprising toilets and staff room, measuring up to 4 x 7 x 14 m (H x W x L). • A security building including an administration office, measuring up to 4 x 5 x 12 m (H x W x L). • A security booth, adjacent to an exit loop for errant vehicles, measuring up to 4 x 5 x 12 m (H x W x L). • A smoking shelter measuring up to 3 x 5 x 10 m (H x W x L). • A postal consolidation building at the western part of the site to handle and process deliveries, measuring up to 4 x 12 x 19 m (H x W x L). • Two landscape bunds and additional planting. • A proposed access point to the site from the existing slip road leading onto the A12. 	<p>around the landscape bund that wraps around the on-site buildings area.</p> <ul style="list-style-type: none"> • 1.4m from the edge of the track to the security fence adjacent to the TIMA access road (to the north of the landscape bund). <p>Question Please can SZC Co. provide a lighting plan for the TIMA.</p> <p>SZC Co. Response No permanent lighting is proposed in the TIMA, as shown on the Southern Park and Ride Plans Not For Approval [AS-126]. The only apparatus in this area consists of CCTV cameras for security. The TIMA would be unused for the majority of the time, only to be used in the event that an incident requires HGVs to be held off the public road network. The TIMA is only one area in which HGVs would be held in the event of an incident, the others being the Freight Management Facility and the main development site. When such incidents occur, the</p>
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		<ul style="list-style-type: none"> • A temporary diversion of bridleway E-288/008/0 around the construction area for the proposed access road. • Up to three infiltration ponds and up to seven swales forming part of the Sustainable Drainage System (SuDS). • Protection of a medium pressure (below two bar) Cadent gas main. • A TIMA at the north of the site to enable construction-related vehicles (including HGVs) to be held in the event of an incident within the Sizewell C main development site or external to the Sizewell C main development site on the local road network. • Soft landscaping, comprising grassed areas and suitably sited tree and shrub planting, would be provided whilst the site is operational and would be removed as part of the removal and reinstatement of the site. However, where agreed with the landowner of the site, the screen planting provided around all 	<p>protocols of the Traffic Incident Management Plan (TIMP) [REP2-053] would be engaged.</p> <p>Question Could more legacy planting be provided on the southern boundary of the site, along the main road, to provide further screening?</p> <p>SZC Co. Response There will be an enhancement of the existing hedgerow along the southern boundary of the main area of the site, planting up gaps and incorporating hedgerow trees, to provide screening in combination with the landscaped bunds. Additional screening along the main road is not proposed.</p>
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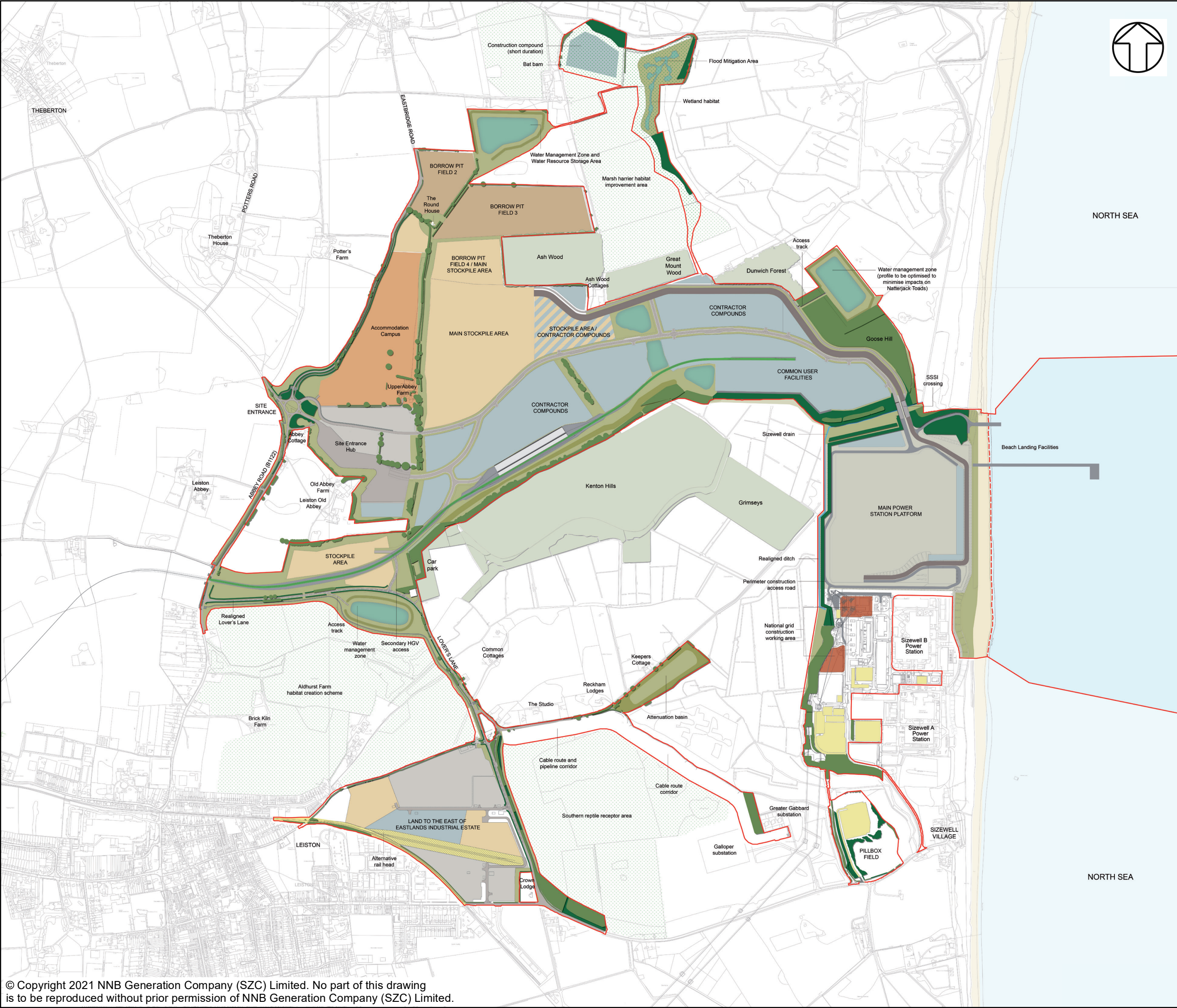
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		<p>boundaries of the site during construction and operation would be left in situ following the removal of the proposed development and reinstatement of the site.</p> <p>Drive through Wickham Market, note B1078 junction, as well as parking between Border Cot Lane and River Deben bridge noting street parking.</p>	
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APPENDIX A: MAIN DEVELOPMENT SITE DRAWING PACK



NOTES

KEY

- Sizewell C Main Development Site Boundary
- Demarcation Line

Main Land Uses

- Main Power Station Platform
- Contractor Compounds
- National Grid Construction Working Area
- Materials Storage Areas
- Borrow Pit Areas
- Accommodation Campus
- Site Entrance Hub
- Water Management Zone
- Relocated facilities construction areas

Site Infrastructure

- Access Road
- Haul Road
- Rail Head
- Rail Route and Corridor

Other Land Uses

- Existing vegetation to be retained (woodland/hedgerows/trees)
- Existing principal woodland areas outside redline boundary
- Proposed construction phase planting
- Buffer zone
- Land to be used for mitigation or compensation

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DOCUMENT:
ENVIRONMENTAL STATEMENT ADDENDUM
VOLUME 2
CHAPTER 2
MAIN DEVELOPMENT SITE

DRAWING TITLE:
CONSTRUCTION MASTERPLAN

DRAWING NO:
FIGURE 2.2.33

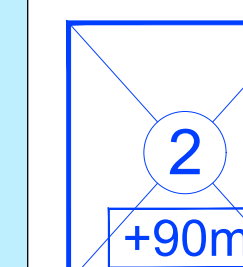
DATE: JAN 2021 DRAWN: LDA SCALE: NTS REVISION: 1.0

SCALE BAR
NTS

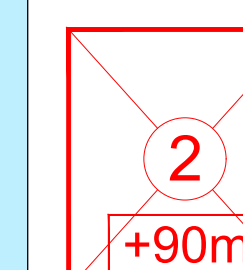


1. ALL HEIGHTS ARE ABOVE ORNANCE DATUM (AOD).
2. PARTS OF ZONES C5, C6 & C7 THAT ARE FIRST USED AS BORROW PITS WILL NOT SUBSEQUENTLY EXCEED A STOCKPILE HEIGHT OF 5m ABOVE EXISTING GROUND LEVEL.
3. SHORT TERM CONSTRUCTION ACTIVITIES MAY TAKE PLACE OUTSIDE OF PARAMETER ZONES WITHIN THE MAIN DEVELOPMENT SITE FOR THE SPECIFIC PURPOSES OF REALISING THE CONSTRUCTION METHODOLOGY. SUCH ACTIVITY WOULD TYPICALLY COMPRISE MINOR WORKS USING EXISTING PLANT TO EXCAVATE 5m ABN GROUND LEVEL.
4. REFER TO DRAWING NUMBERS: S201001-X-000-DRW-100092, 100093, 100094 & 100095 FOR SHEET NOS. 1, 2, 3 & 4.







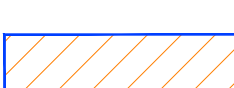
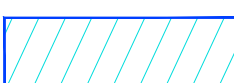
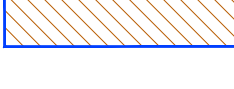




KEY:



CONSTRUCTION ZONE GENERAL CONDITION:
POTENTIAL HEIGHT & WORKING
PARAMETERS REQUIRED DURING
CONSTRUCTION PHASE.



CONSTRUCTION ZONE EXCEPTIONAL
CONDITION:
POTENTIAL HEIGHT & WORKING
PARAMETERS REQUIRED DURING
CONSTRUCTION PHASE.

- | | |
|---|--|
|  | APPROX. LOCATION OF SITE ACCESS ROADS |
|  | APPROX. LOCATION OF SITE HAUL ROADS |
|  | APPROX. RAIL ROUTE |
|  | LOVER'S LANE REALIGNMENT |
|  | APPROX. LOCATION OF ACOUSTIC FENCE/BUND |
|  | INDICATIVE LOCATION OF SITE ACCESS |
| C8 | ZONE NUMBER |
|  | HARD COASTAL DEFENCE FEATURE |
|  | <div style="border: 1px solid blue; padding: 2px; display: inline-block;">+15m</div> <div style="border: 1px solid red; padding: 2px; display: inline-block;">+35m</div> |
|  | APPROX. LOCATION OF SOUTHERN BUND |
|  | RELOCATED FACILITIES |
|  | SITE DEVELOPMENT BOUNDARY |
|  | PROPOSED TEMPORARY MARINE OUTFALL |
|  | APPROXIMATE LOCATION OF CHP STACK |

05	JUN 2021	SB	NP	DCO APPLICATION - DEADLINE 2 SUBMISSION (Dated 2 Jun 2021)	SZC CC
04	MAR 2021	SB	NP	CORRECTION TO BLF PARAMETER	SZC CC
03	FEB 2021	SB	NP	RESPONSE TO PINS PROCEDURAL DECISION 5 (Dated 22 Jan 2021)	SZC CC
02	JAN 2021	SB	NP	PROPOSED CHANGES TO THE DCO APPLICATION - JANUARY 2021	SZC CC
01	FEB 2020	SB	NP	DCO SUBMISSION	SZC CC
REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISION / COMMENTS	APPROVAL

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PROJECT:
SIZEWELL C

DOCUMENT:
APPLICATION DRAWING - FOR APPROVAL
REGULATION 5(2)(o)


DRAWING TITLE:

MAIN DEVELOPMENT SITE
CONSTRUCTION PARAMETER PLAN
KEY PLAN

DRAWING NO:	REVISION:
SZC-SZ0100-XX-000-DRW-100046	05

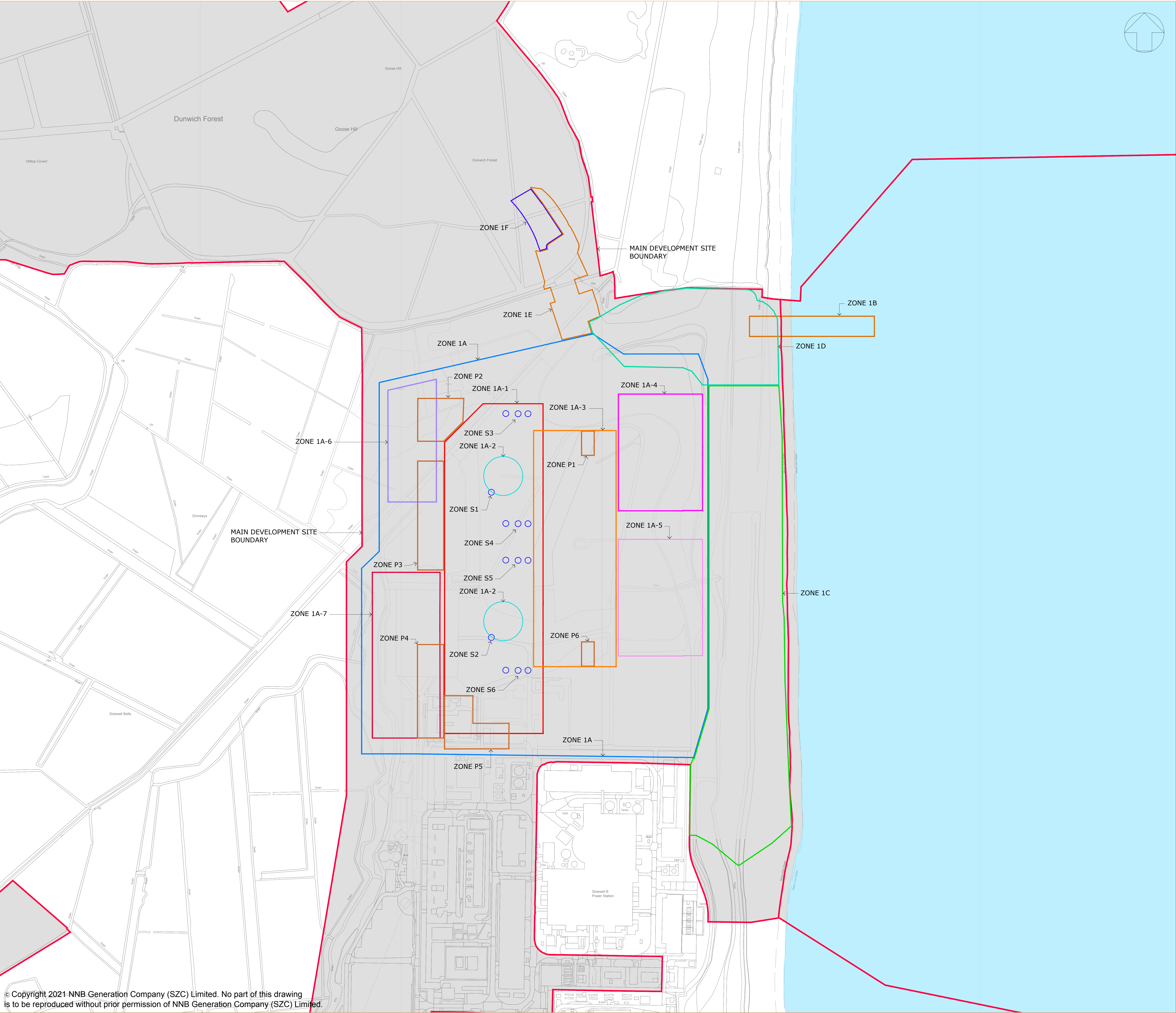
DATE:	DRAWN:	SCALE:
JUN 2021	SB	1:5000@A0

SCALE BAR:



100m 0 100 200 300m

SCALE IN METRES
1:5000



NOTES:

1. THE MAXIMUM BUILDING/STRUCTURE HEIGHTS & SITING ZONES ARE SPECIFIED IN TABLES 2.1, 2.2, 2.3, 2.5 & 2.7 OF CHAPTER 2 OF VOLUME 2 OF THE ENVIRONMENTAL STATEMENT.

- KEY:
- MAIN DEVELOPMENT SITE BOUNDARY
 - ZONE 1A
 - ZONE 1A-1
 - ZONE 1A-2
 - ZONE 1A-3
 - ZONE 1A-4
 - ZONE 1A-5
 - ZONE 1A-6
 - ZONE 1A-7
 - ZONE 1B
 - ZONE 1C
 - ZONE 1D
 - ZONE 1E
 - ZONE 1F
 - ZONES P1-P6
 - ZONES S1-S6

REFER TO DRAWING No. SZC-SZ0100-XX-000-DRW-100050 FOR THE LOCATION PLAN

03	JUN 2021	SB	NP	DCO APPLICATION - DEADLINE 2 SUBMISSION (dated 2 June 2021)	SZC Co
02	JAN 2021	SB	NP	PROPOSED CHANGES TO THE DCO APPLICATION - JANUARY 2021	SZC Co
01	FEB 2020	SB	NP	DCO SUBMISSION	SZC Co
REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISION / COMMENTS	APPROVED

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PROJECT:
SIZEWELL C

DOCUMENT:
APPLICATION DRAWING - FOR APPROVAL
REGULATION 5(2)(o)

DRAWING TITLE:
MAIN DEVELOPMENT SITE
OPERATIONAL PARAMETER PLAN
OPERATIONAL PLATFORM
SHEET 1 OF 4

DRAWING NO:
SZC-SZ0100-XX-000-DRW-100043

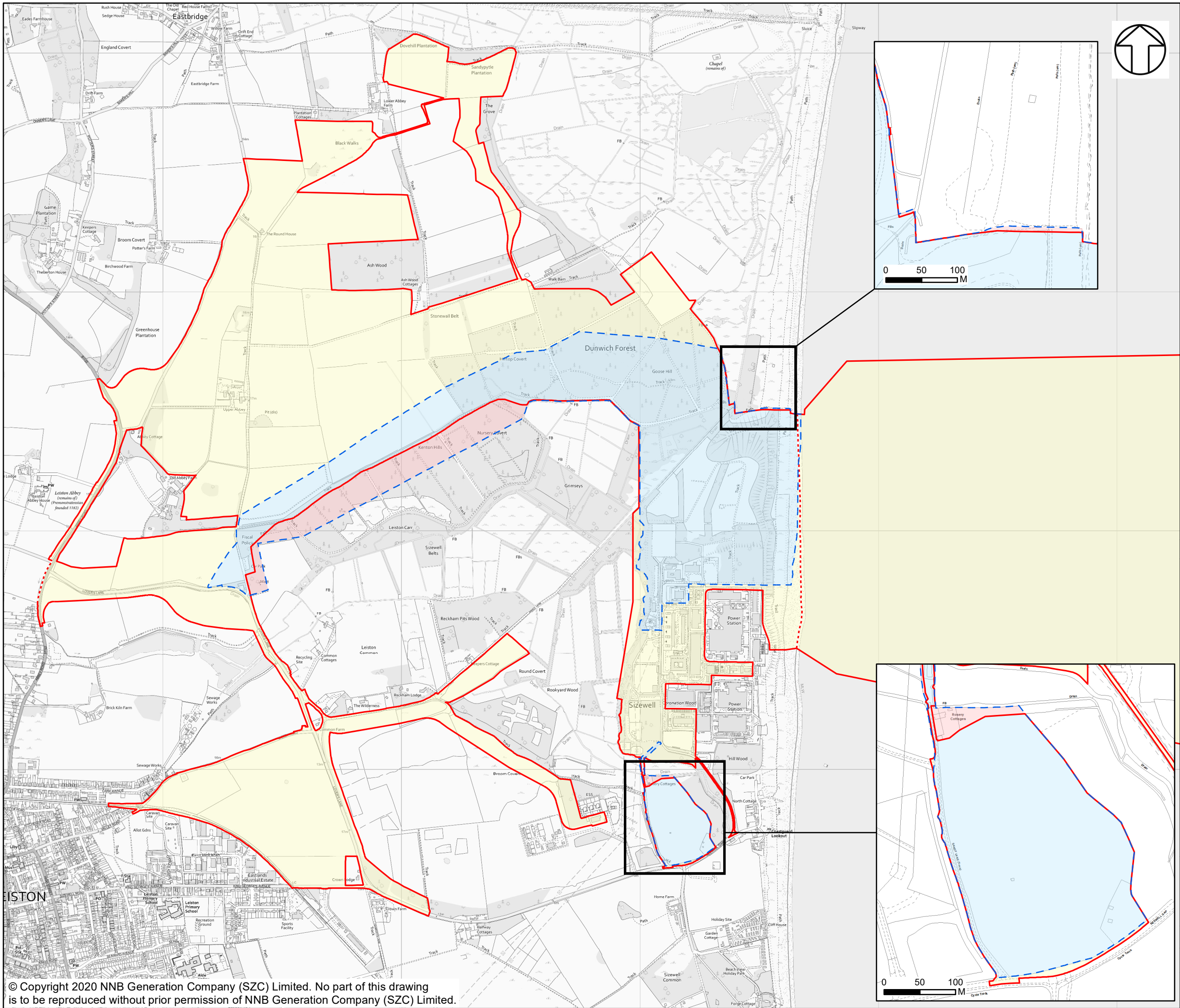
REVISION:
03

DATE:
JUN 2021

DRAWN:
SB

SCALE:
1:2000@A0

SCALE BAR:
40m 0 40 80 120m
SCALE IN METRES
1:2000



NOTES

KEY

- SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY
- DEMARCATION LINE
- NOMINATED SITE AREA
- NOMINATED SITE AREA - REQUIRED
- NOMINATED SITE AREA - NOT REQUIRED
- ADDITIONAL LAND

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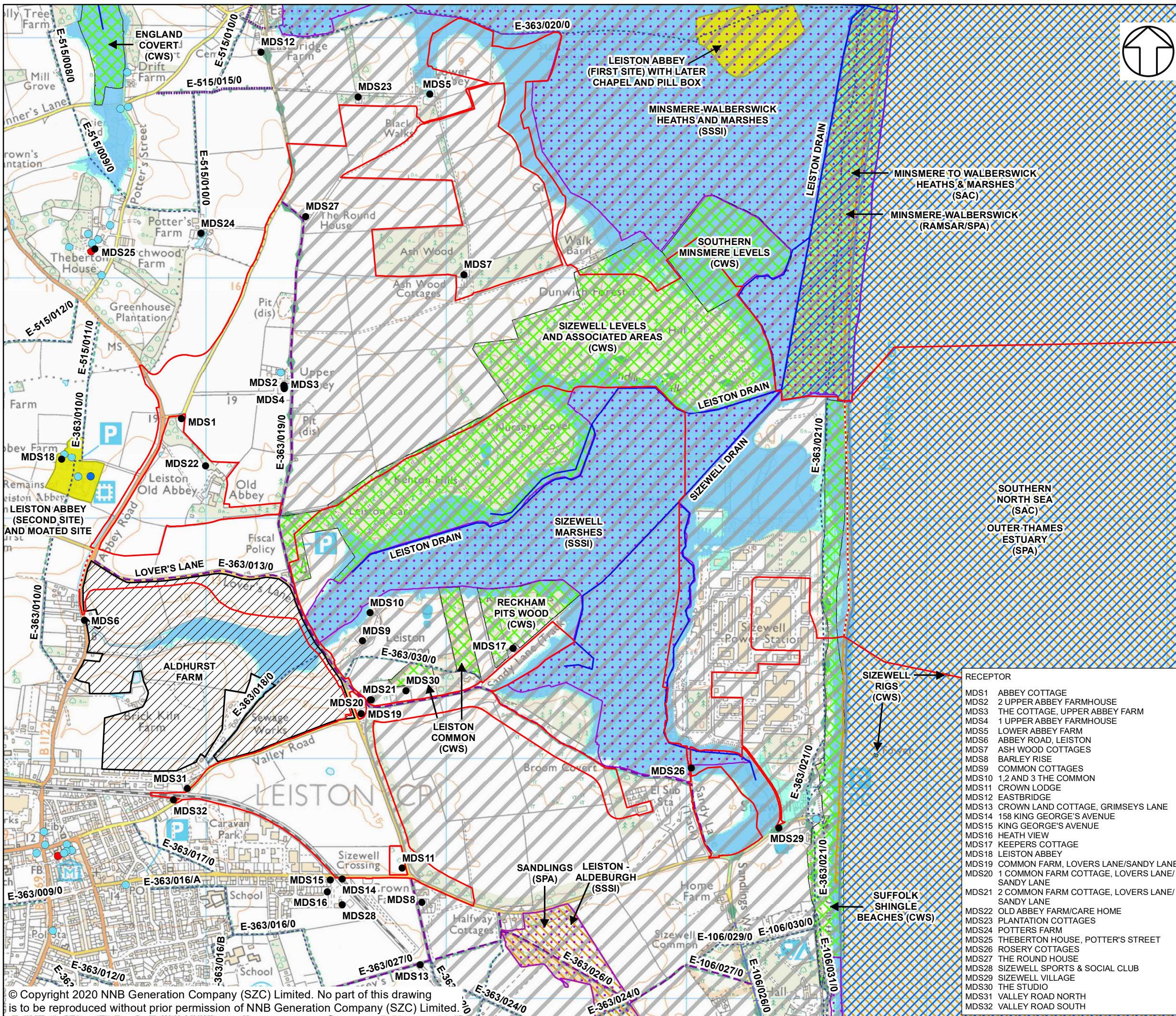
DOCUMENT:
SIZEWELL C
EXAMINATION
EXAMINATION ROUND 1
G.1.1

DRAWING TITLE:
MAIN DEVELOPMENT SITE BOUNDARY AND
NOMINATED SITE AREA FOR SIZEWELL C
FROM NPS EN-6

DRAWING NO:
FIGURE 2.1

DATE: MAY 2021 **DRAWN:** C.N. **SCALE:** 1:15,000 @A3

SCALE BAR
0 120 240 360 480 600 M



NOTES

KEY

- SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY
- DEMARCATION LINE
- LISTED BUILDING GRADE I
- LISTED BUILDING GRADE II*
- LISTED BUILDING GRADE II
- FOOTPATH
- BRIDLEWAY
- BYWAY
- RESTRICTED BYWAY
- WATERCOURSE
- ALDHURST FARM
- AREA OF OUTSTANDING NATURAL BEAUTY (AONB)
- COUNTY WILDLIFE SITES (CWS)
- SCHEDULED MONUMENT
- SPECIAL AREA OF CONSERVATION (SAC)
- SPECIAL PROTECTION AREA (SPA)
- SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
- RAMSAR
- FLOOD ZONE 2
- FLOOD ZONE 3
- WOODLAND
- CLOSEST RECEPTORS

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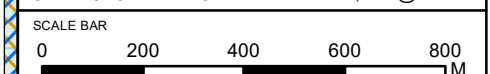


DOCUMENT:
SIZEWELL C
ENVIRONMENTAL STATEMENT
VOLUME 2
CHAPTER 1
INTRODUCTION

DRAWING TITLE:
MAIN DEVELOPMENT SITE
AND SURROUNDING CONTEXT

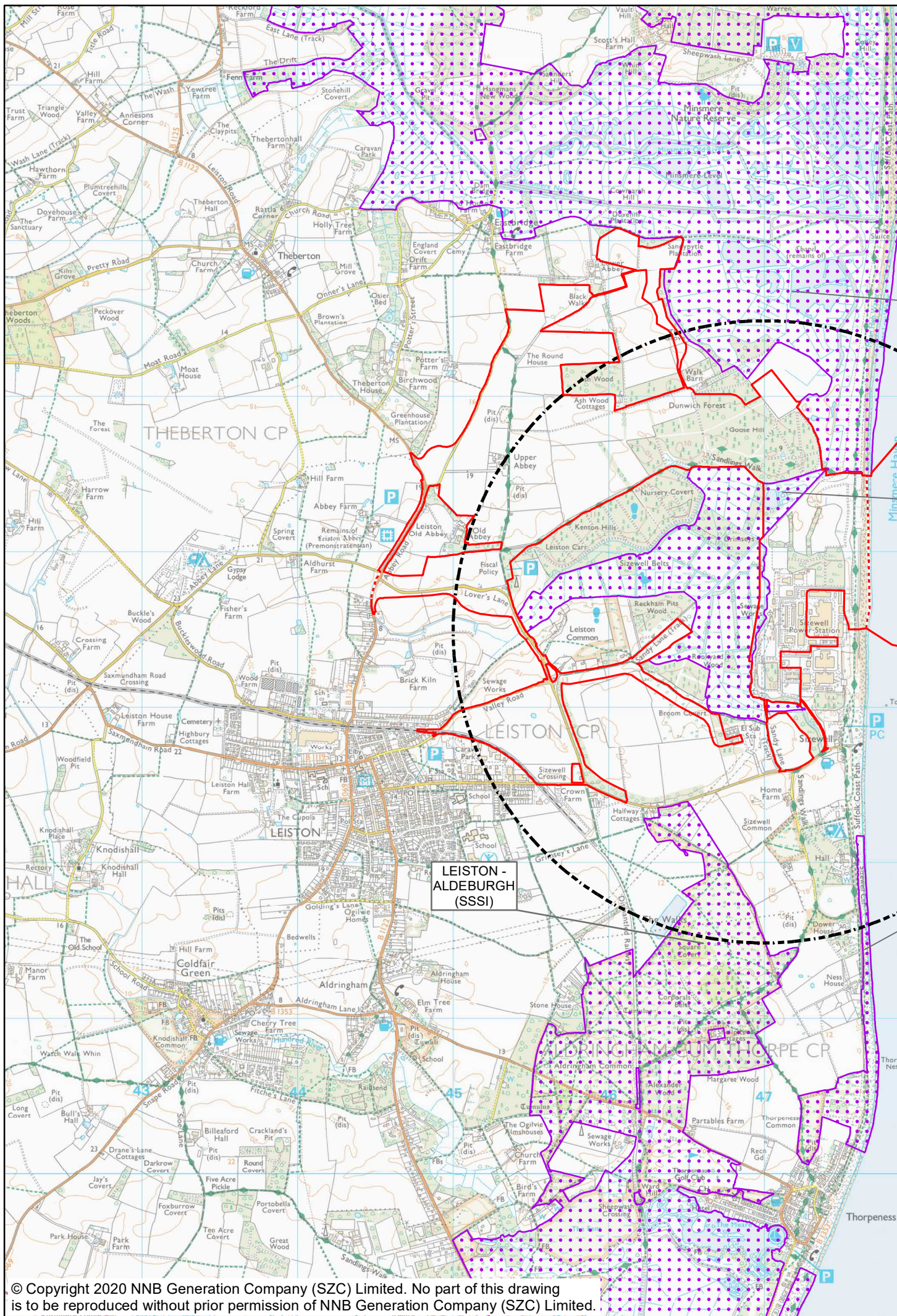
DRAWING NO:
FIGURE 1.7

DATE: JAN 2020 DRAWN: J.W. SCALE: 1:15,000 @A3



RECEPTOR

- MDS1 ABBEY COTTAGE
- MDS2 2 UPPER ABBEY FARMHOUSE
- MDS3 THE COTTAGE, UPPER ABBEY FARM
- MDS4 1 UPPER ABBEY FARMHOUSE
- MDS5 LOWER ABBEY FARM
- MDS6 ABBEY ROAD, LEISTON
- MDS7 ASH WOOD COTTAGES
- MDS8 BARLEY RISE
- MDS9 COMMON COTTAGES
- MDS10 1,2 AND 3 THE COMMON
- MDS11 CROWN LODGE
- MDS12 EASTBRIDGE
- MDS13 CROWN LAND COTTAGE, GRIMSEYS LANE
- MDS14 158 KING GEORGE'S AVENUE
- MDS15 KING GEORGE'S AVENUE
- MDS16 HEATH VIEW
- MDS17 KEEPERS COTTAGE
- MDS18 LEISTON ABBEY
- MDS19 COMMON FARM, LOVERS LANE/SANDY LANE
- MDS20 1 COMMON FARM COTTAGE, LOVERS LANE/SANDY LANE
- MDS21 2 COMMON FARM COTTAGE, LOVERS LANE/SANDY LANE
- MDS22 OLD ABBEY FARM/CARE HOME
- MDS23 PLANTATION COTTAGES
- MDS24 POTTERS FARM
- MDS25 THEBERTON HOUSE, POTTER'S STREET
- MDS26 ROSERY COTTAGES
- MDS27 THE ROUND HOUSE
- MDS28 SIZEWELL SPORTS & SOCIAL CLUB
- MDS29 SIZEWELL VILLAGE
- MDS30 THE STUDIO
- MDS31 VALLEY ROAD NORTH
- MDS32 VALLEY ROAD SOUTH



NOTES

KEY

- SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY
- DEMARCATION LINE
- STUDY AREA 2KM - SITE CENTERED
- SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)

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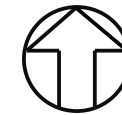
DOCUMENT:
SIZEWELL C
ENVIRONMENTAL STATEMENT
VOLUME 2
APPENDIX 14A2
DESIGNATED SITES

DRAWING TITLE:
LOCATION OF NATIONAL STATUTORY
DESIGNATED SITES WITHIN 2KM OF
THE MAIN DEVELOPMENT SITE

DRAWING NO:
FIGURE 14A2.2B

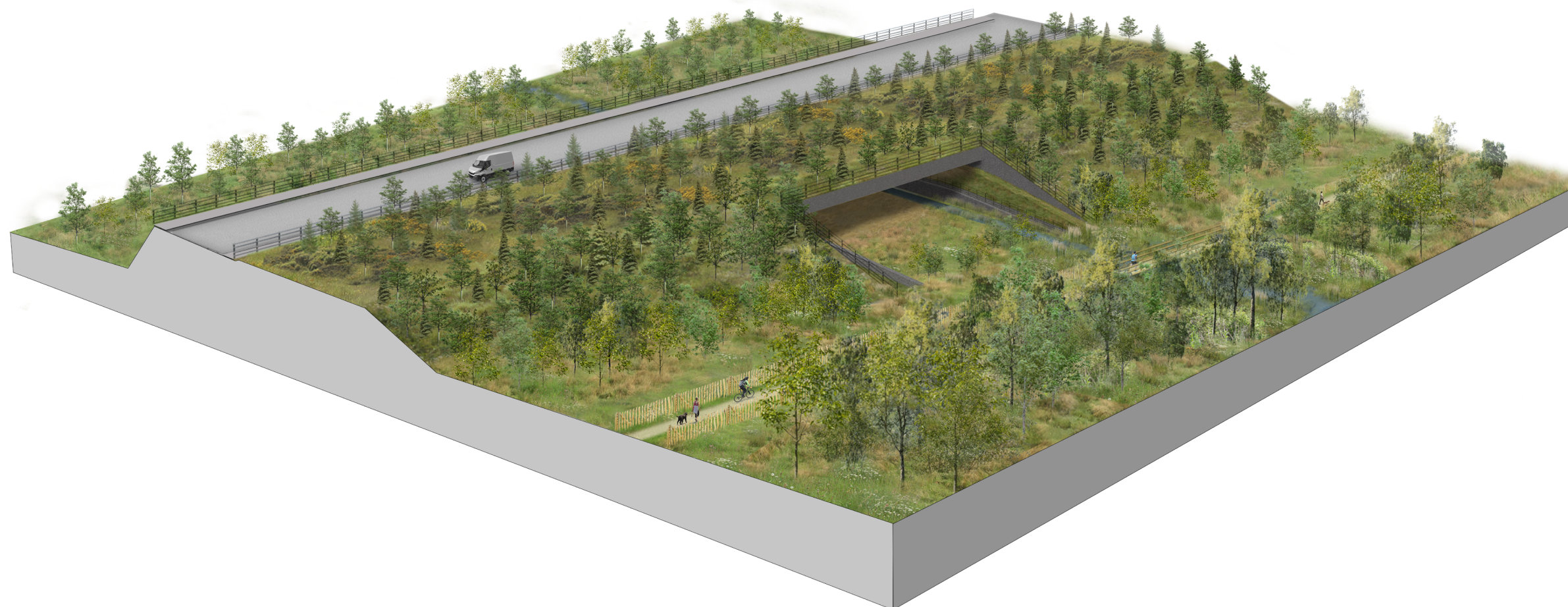
DATE: JAN 2020 DRAWN: R.G. SCALE: 1:30,029 @A3

SCALE BAR
0 0.5 1 1.5 KM



NOTES

KEY



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DOCUMENT:
ENVIRONMENTAL STATEMENT ADDENDUM
VOLUME 2
CHAPTER 2
MAIN DEVELOPMENT SITE

DRAWING TITLE:
ILLUSTRATIVE VIEW OF THE PROPOSED
CHANGE TO SSSI CROSSING

DRAWING NO:
FIGURE 2.2.16

DATE:	DRAWN:	SCALE :	REVISION:
JAN 2021	LDA	NTS	1.0

SCALE BAR
NTS



NOTES

KEY

- Sizewell C Main Development Site Boundary
- Demarcation Line
- Hedgerows
- Mixed Woodland/Trees
- Dry Sandlings Grassland
- Semi-Improved Grassland
- Arable Land
- Amenity Landscape
- Marsh, Fen and Reedbed
- Vegetated Dunes and Shingle Beach

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DOCUMENT:
ENVIRONMENTAL STATEMENT ADDENDUM
VOLUME 2
CHAPTER 2
MAIN DEVELOPMENT SITE

DRAWING TITLE:
LANDSCAPE MASTERPLAN (OPERATIONAL)

DRAWING NO:
FIGURE 2.2.41

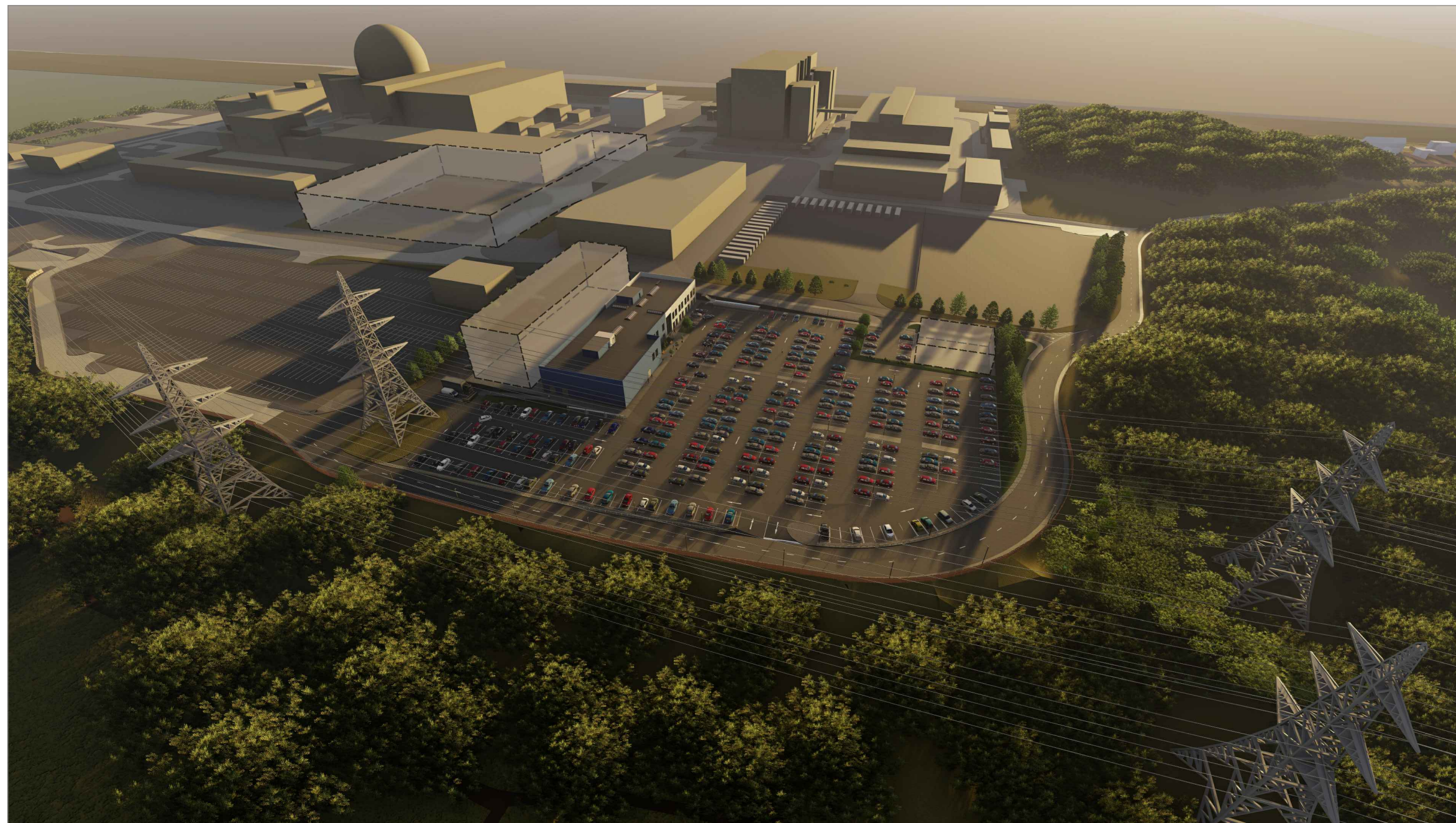
DATE: JAN 2021	DRAWN: LDA	SCALE : NTS	REVISION: 1.0
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SCALE BAR
NTS



NOTES:

KEY:



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DOCUMENT:

ENVIRONMENTAL STATEMENT ADDENDUM
VOLUME 2
CHAPTER 2
MAIN DEVELOPMENT SITE

DRAWING TITLE:

ILLUSTRATIVE VIEW OF CORONATION WOOD
DEVELOPMENT AREA (OPTION 1)

DRAWING NO:

FIGURE 2.2.9

DATE:	DRAWN:	SCALE:	REV:
JAN 2021	SB	NTS	01

SCALE BAR:

NTS



NOTES:

KEY:



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DOCUMENT:

ENVIRONMENTAL STATEMENT ADDENDUM
VOLUME 2
CHAPTER 2
MAIN DEVELOPMENT SITE

DRAWING TITLE:

ILLUSTRATIVE VIEW OF PILLBOX FIELD (OPTION 1)

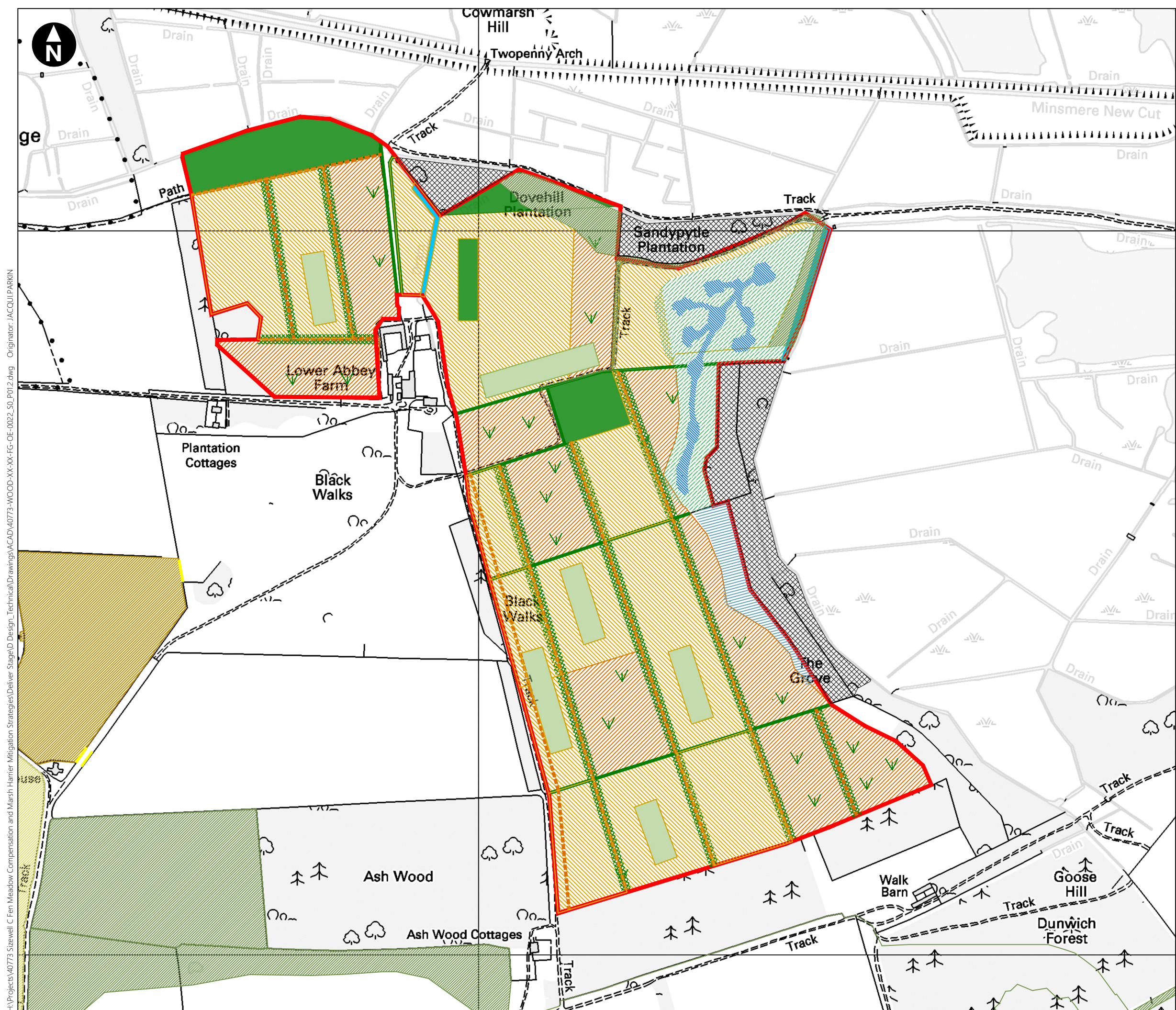
DRAWING NO:

FIGURE 2.2.10

DATE:	DRAWN:	SCALE:	REV:
JAN 2021	SB	NTS	01

SCALE BAR:

NTS



- Key
- Mitigation area boundary
 - ELS wildflower seed and nectar mix
 - Wildflower and nectar seed mix planting
 - Existing hedge
 - Tall tussocky grassland
 - Short grassland
 - Scrub foci
 - Hedge / scrub belt / bank combined
 - Stand alone bank
 - Water
 - Existing woodland
 - Proposed woodland
 - Proposed wet woodland
 - Proposed reed bed
 - Open water channel

Note:
North to south hedge / band can be tweaked eastwards

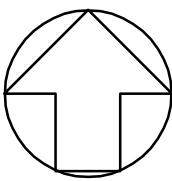
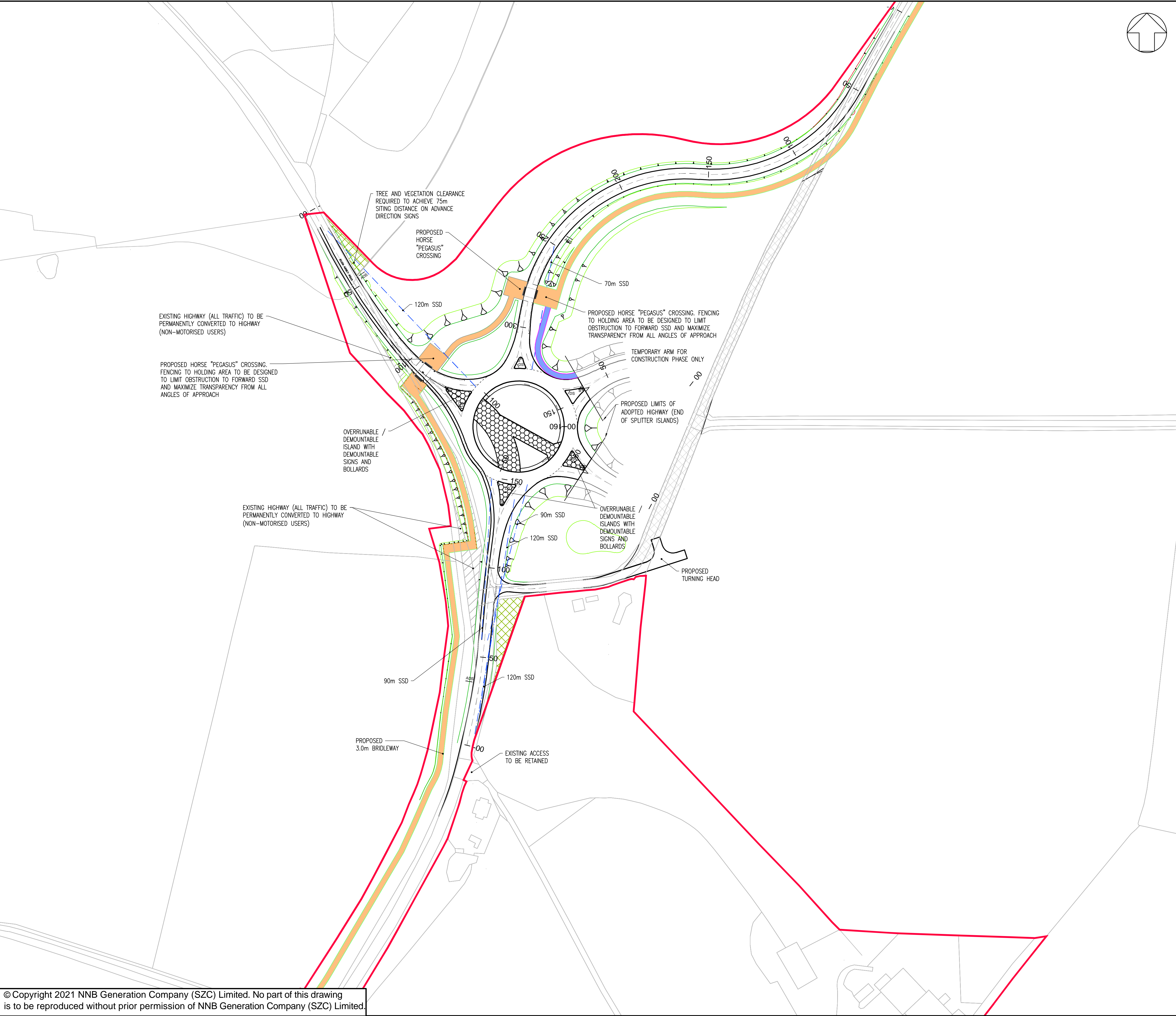
0 m 300 m
Scale 1:5000 @ A3

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Sizewell C
Marsh Harrier Compensation Area Design Update

Figure 3.1
Option 2a amended with proposed new habitat elements.

November 2020



NOTES:

1. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND SHALL NOT BE USED FOR CONSTRUCTION OR ANY OTHER PURPOSE.
2. THE SCHEME DESIGN IS BASED ON ORDNANCE SURVEY MAPPING DATA. THE EXISTING GROUND TERRAIN AND PROPOSED SURFACES ARE BASED ON THE UK GOVERNMENT'S OPEN SOURCE LIDAR DIGITAL TERRAIN MAPPING DATA. ALL POSITIONS AND LEVELS ARE TO BE REVIEWED FOLLOWING COMPLETION OF A DETAILED SITE TOPOGRAPHICAL SURVEY.
3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
4. ALL LEVELS IN METRES UNLESS STATED OTHERWISE.
5. ALL EARTHWORKS BATTER SLOPES ARE SHOWN AT A GRADIENT OF 1 IN 3
6. THE PROPOSED CARRIAGEWAY WIDTH IS 7.3M WIDE WITH 1.0M HARDSTRIPS ON
7. ALL PROPOSED ROADWORKS ARE TO BE IN ACCORDANCE WITH THE DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB OR AS AGREED WITH LOCAL AUTHORITY).
8. UPON COMPLETION OF CONSTRUCTION PHASE, THE TEMPORARY ARM SHALL BE REMOVED AND LAND RESTORED.

KEY:

- DEVELOPMENT SITE BOUNDARY
- POTENTIAL WIDENING OF BRIDLEWAY
- VISIBILITY SPLAY
- EXTENT OF EARTHWORKS (CUT)
- EXTENT OF EARTHWORKS (FILL)
- BRIDLEWAY
- SHARED USE PATH
- VERRUNNABLE ISLAND FOR AIL VEHICLES
- ADS | ADVANCE DIRECTION SIGN
- DS | DIRECTION SIGN
- B □ KEEP LEFT BOLLARD
- PERMANENT STOPPING UP OF HIGHWAY (ALL TRAFFIC)
- TREE AND VEGETATION CLEARANCE AREA
- EXISTING HIGHWAY (ALL TRAFFIC) TO BE PERMANENTLY CONVERTED TO HIGHWAY (NON-MOTORISED USERS)

02	JAN 2021	MW	NS	PROPOSED CHANGES TO THE DCO APPLICATION - JANUARY 2021	SZC Co
01	FEB 2020	MW	NS	DCO SUBMISSION	SZC Co
REVISION	DATE	DRAWN/CHECKED	REASONS FOR REVISION / COMMENTS		APPROVED

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PROJECT:
SIZEWELL C

DOCUMENT:
APPLICATION DRAWING - FOR APPROVAL
REGULATION 5(2)(o)

DRAWING TITLE:
MAIN DEVELOPMENT SITE
HIGHWAYS WORKS
PROPOSED GENERAL ARRANGEMENT
SHEET 1 OF 9

DRAWING NO:
SZC-SZ0204-XX-000-DRW-100000

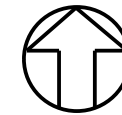
REVISION:
02

DATE:
JAN 2021

DRAWN:
LMM

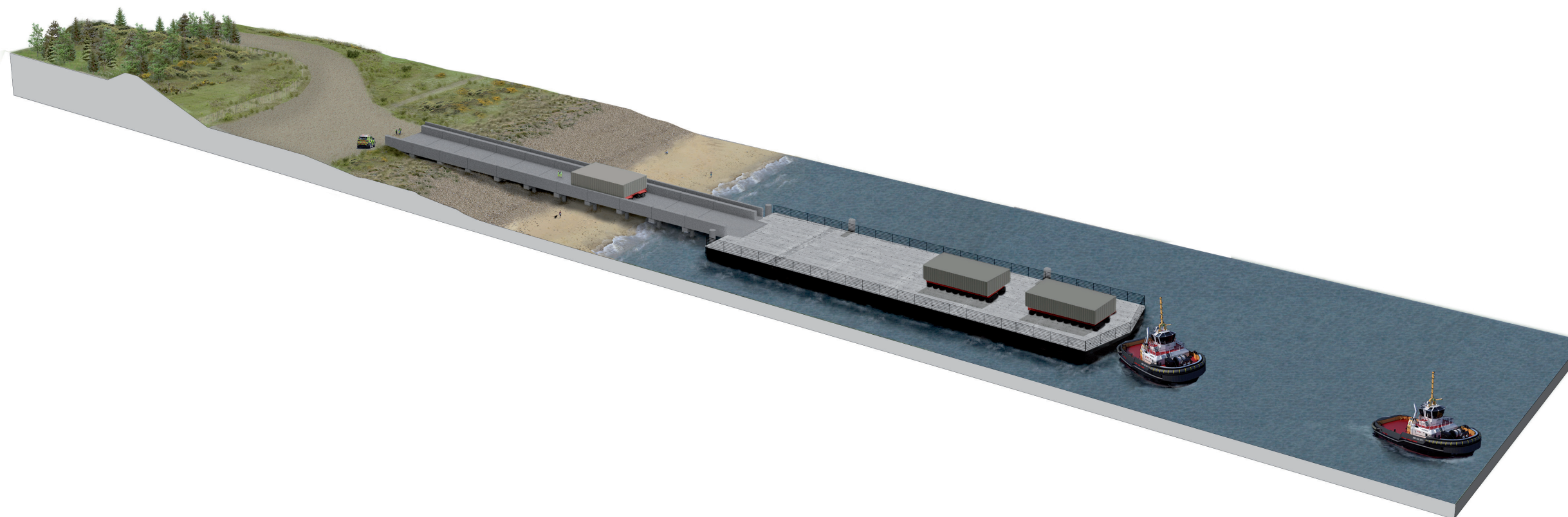
SCALE:
1:1,000 @ A1

SCALE BAR:
0 1:1000 50 metres



NOTES

KEY



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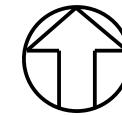
DOCUMENT:
RESPONSE TO PINS PROCEDURAL DECISION 5
(DATED 22 JAN 2021)

DRAWING TITLE:
ILLUSTRATIVE VIEW OF THE PERMANENT
BEACH LANDING FACILITY WHILST IN USE
(DURING OPERATIONAL PHASE)

DRAWING NO:
FIGURE 2.2.3A

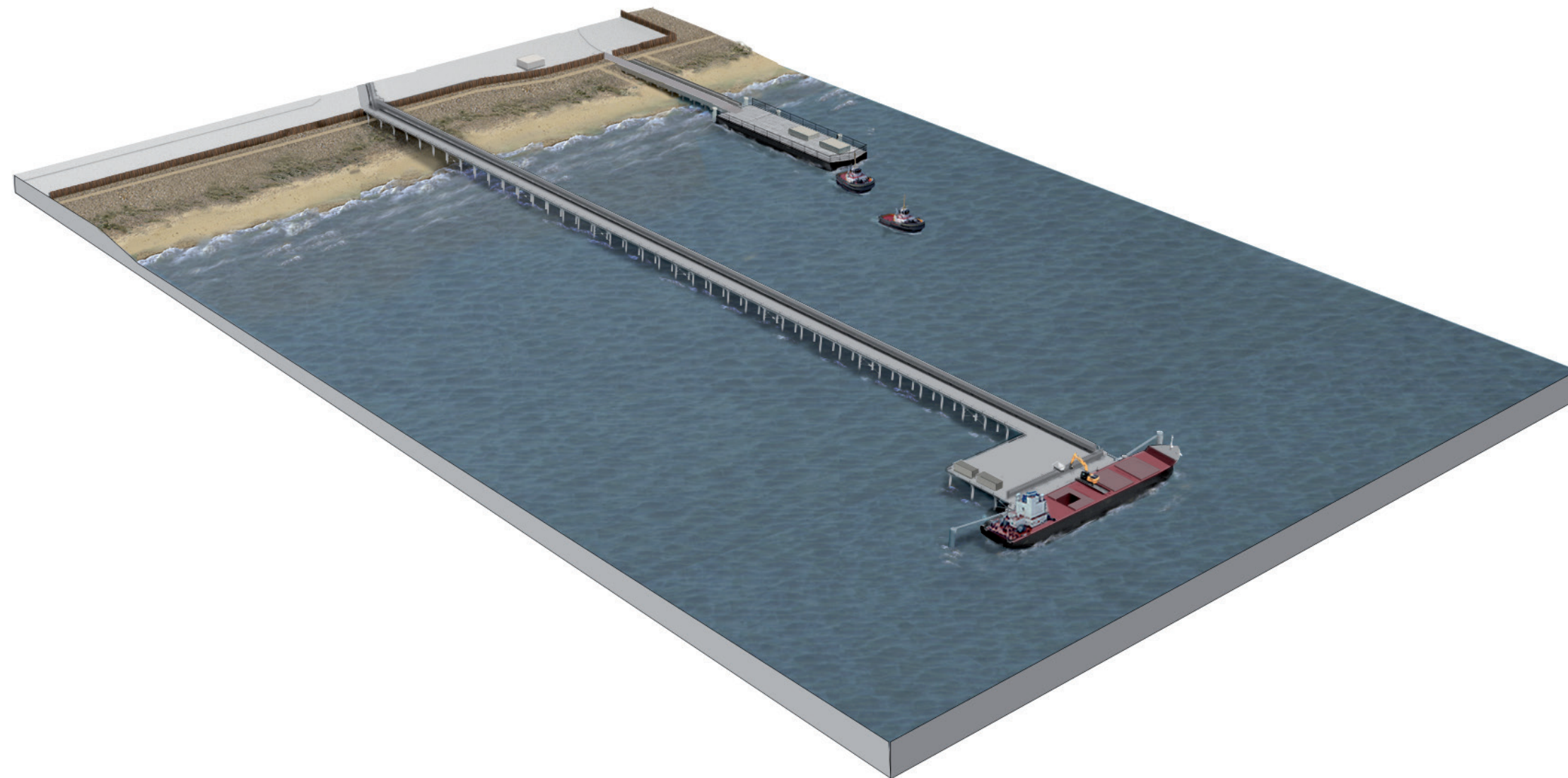
DATE:	DRAWN:	SCALE :	REVISION:
FEB 2021	LDA	NTS	1.0

SCALE BAR
NTS



NOTES

KEY



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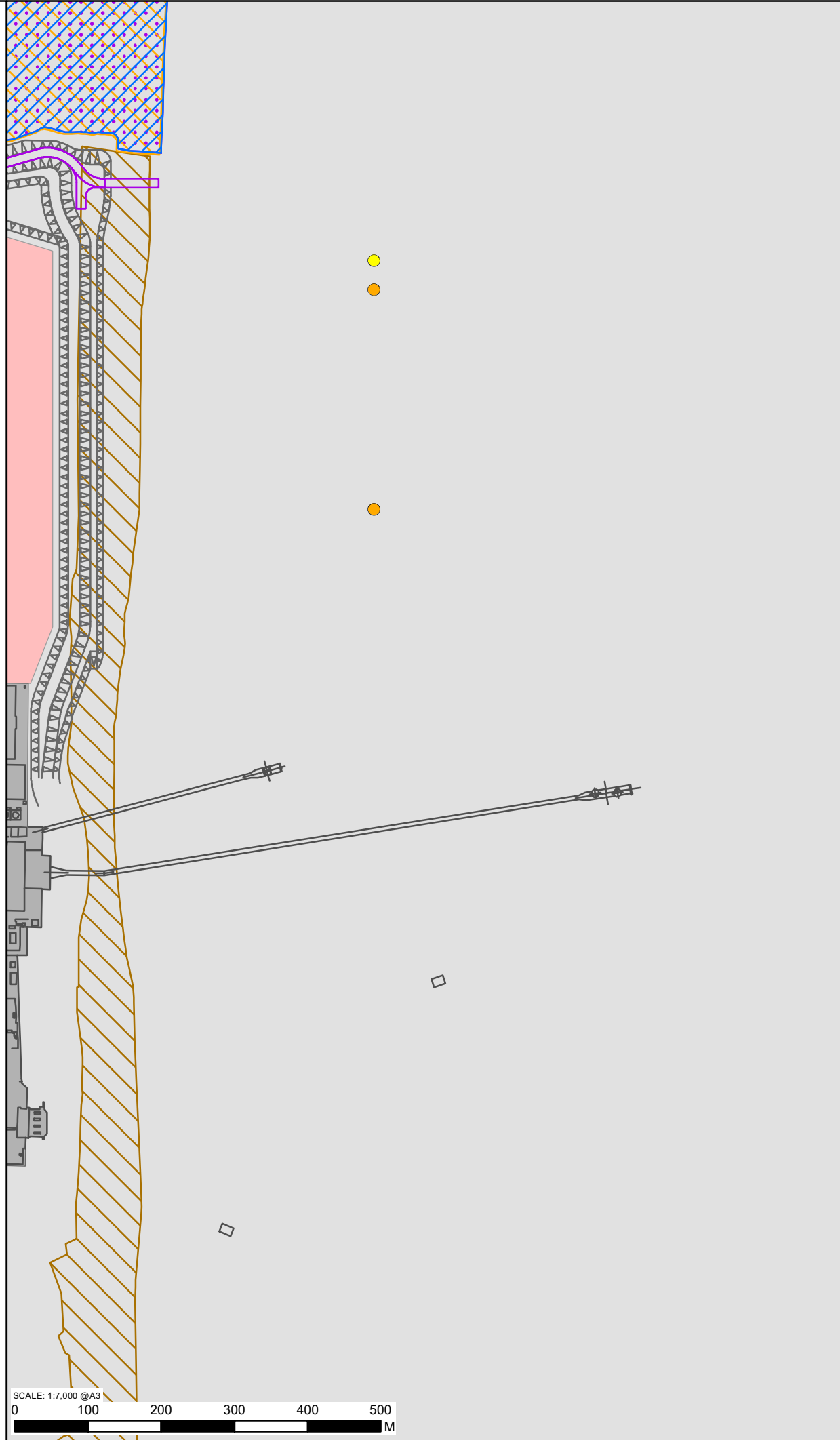
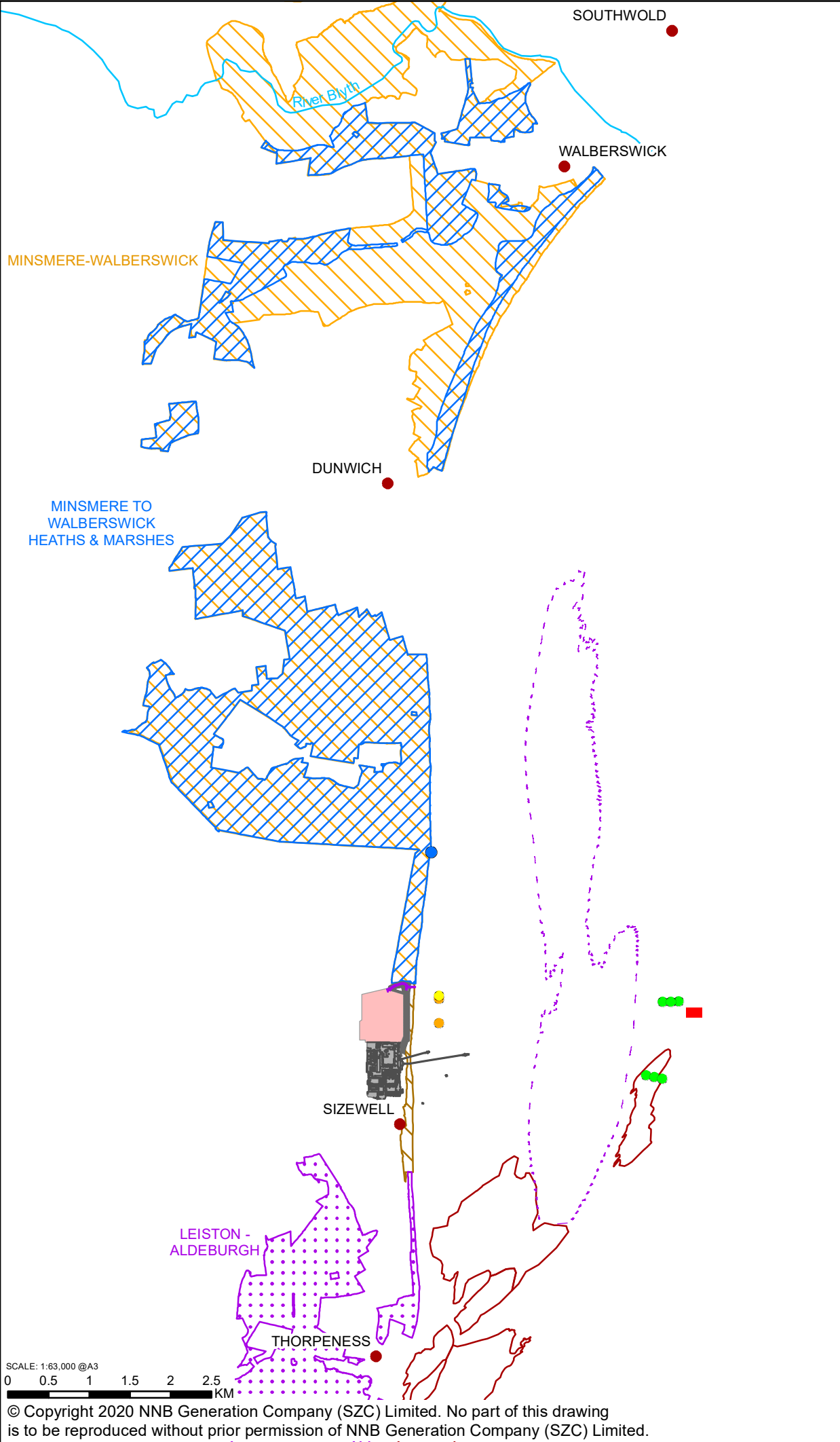
DOCUMENT:
RESPONSE TO PINS PROCEDURAL DECISION 5
(DATED 22 JAN 2021)

DRAWING TITLE:
ILLUSTRATIVE VIEW OF THE BOTH
TEMPORARY AND PERMANENT BEACH
LANDING FACILITIES WHILST IN USE
(DURING CONSTRUCTION PHASE)

DRAWING NO:
FIGURE 2.2.4A

DATE:	DRAWN:	SCALE :	REVISION:
FEB 2021	LDA	NTS	1.0

SCALE BAR
NTS



NOTES

KEY

- SIZEWELL C
- SIZEWELL B
- SIZEWELL C INTAKES
- SIZEWELL C OUTFALL
- SIZEWELL A AND SIZEWELL B INFRASTRUCTURE
- COMBINED DRAINAGE OUTFALL (CDO)
- FISH RECOVERY AND RETURN (FRR)
- MINSMERE OUTFALL
- HARD COASTAL DEFENCE FEATURE (HCDF)
- SIZEWELL DUNWICH BANK
- BEACH LANDING FACILITY (BLF)
- GREATER SIZEWELL BAY
- CORALLINE CRAG
- SPECIAL AREA OF CONSERVATION
- COUNTY WILDLIFE SITE
- SPECIAL PROTECTION AREA
- SITE OF SPECIAL SCIENTIFIC INTEREST

DEPTH ODN (M)

High : 0

Low : -15

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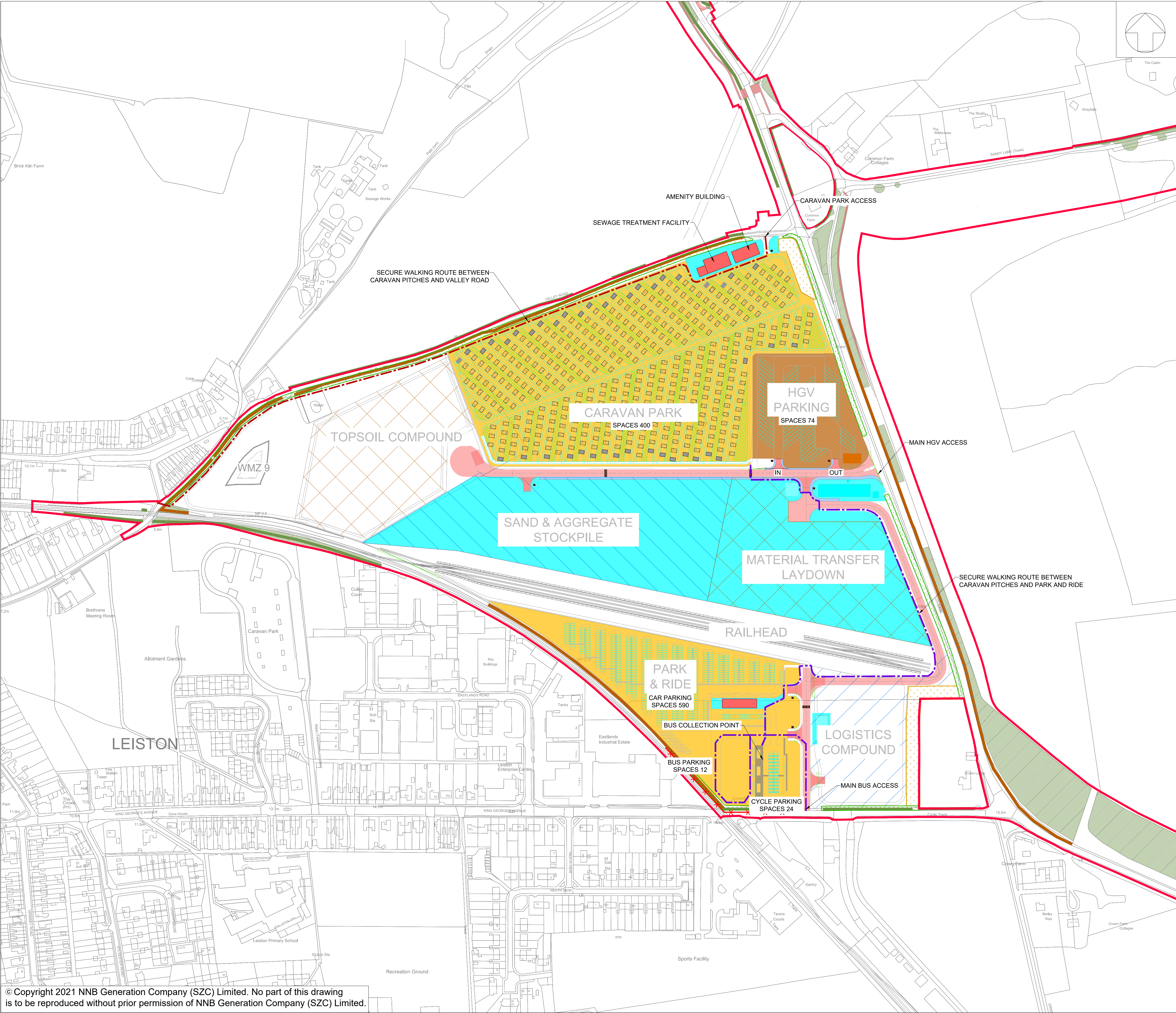
DOCUMENT:
SIZEWELL C
ENVIRONMENTAL STATEMENT
VOLUME 2
CHAPTER 20
COASTAL GEOMORPHOLOGY
AND HYDRODYNAMICS

DRAWING TITLE:
GREATER SIZEWELL BAY, GEOMORPHIC
ELEMENTS, SZC MARINE INFRASTRUCTURE AND
STATUTORY DESIGNATED SITES (MINSMERE TO
WALBERSWICK HEATHS AND MARSHES SAC,
MINSMERE TO WALBERSWICK SPA AND LEISTON
-ALDEBURGH SSSI).

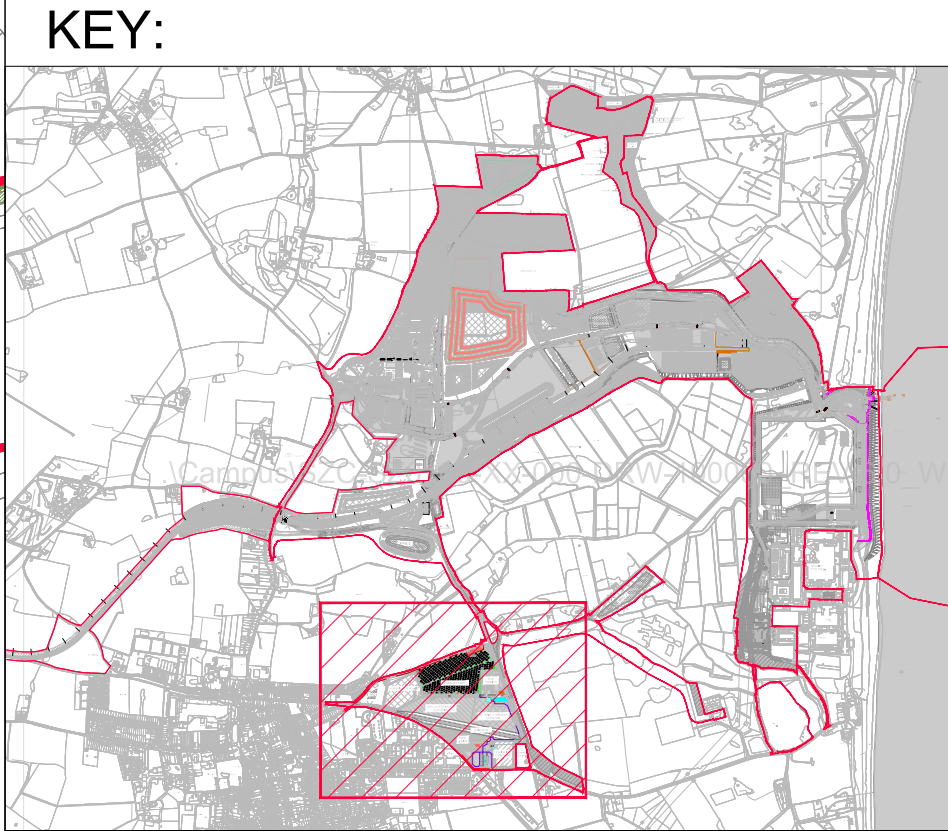
DRAWING NO:
FIGURE 20.1

DATE:
JAN 2020

DRAWN:
R.H.



NOTES:
1) DETAILS SHOWN ARE INDICATIVE AND TEMPORARY CONSTRUCTION-RELATED DEVELOPMENT WILL BE BUILT AND USED AS REQUIRED BY SCHEDULE 2, REQUIREMENT 8 OF THE DEVELOPMENT CONSENT ORDER (DOC. REF. 3.3)



- KEY:**
- PROJECT BOUNDARY
 - BUND
 - CARAVAN PITCHES
 - INDICATIVE TOILET/SHOWER BLOCKS
 - RETAINED VEGETATION
 - RETAINED HEDGEROWS
 - SECURE WALKING ROUTE BETWEEN CARAVAN PITCHES AND VALLEY ROAD
 - SECURE WALKING ROUTE BETWEEN CARAVAN PITCHES AND PARK AND RIDE
 - ACOUSTIC FENCE

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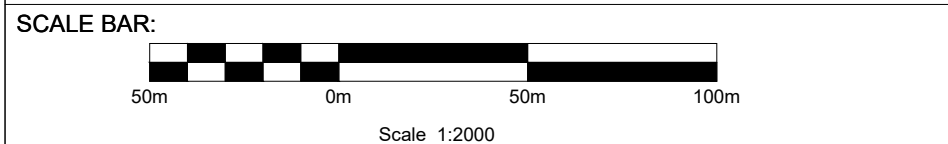


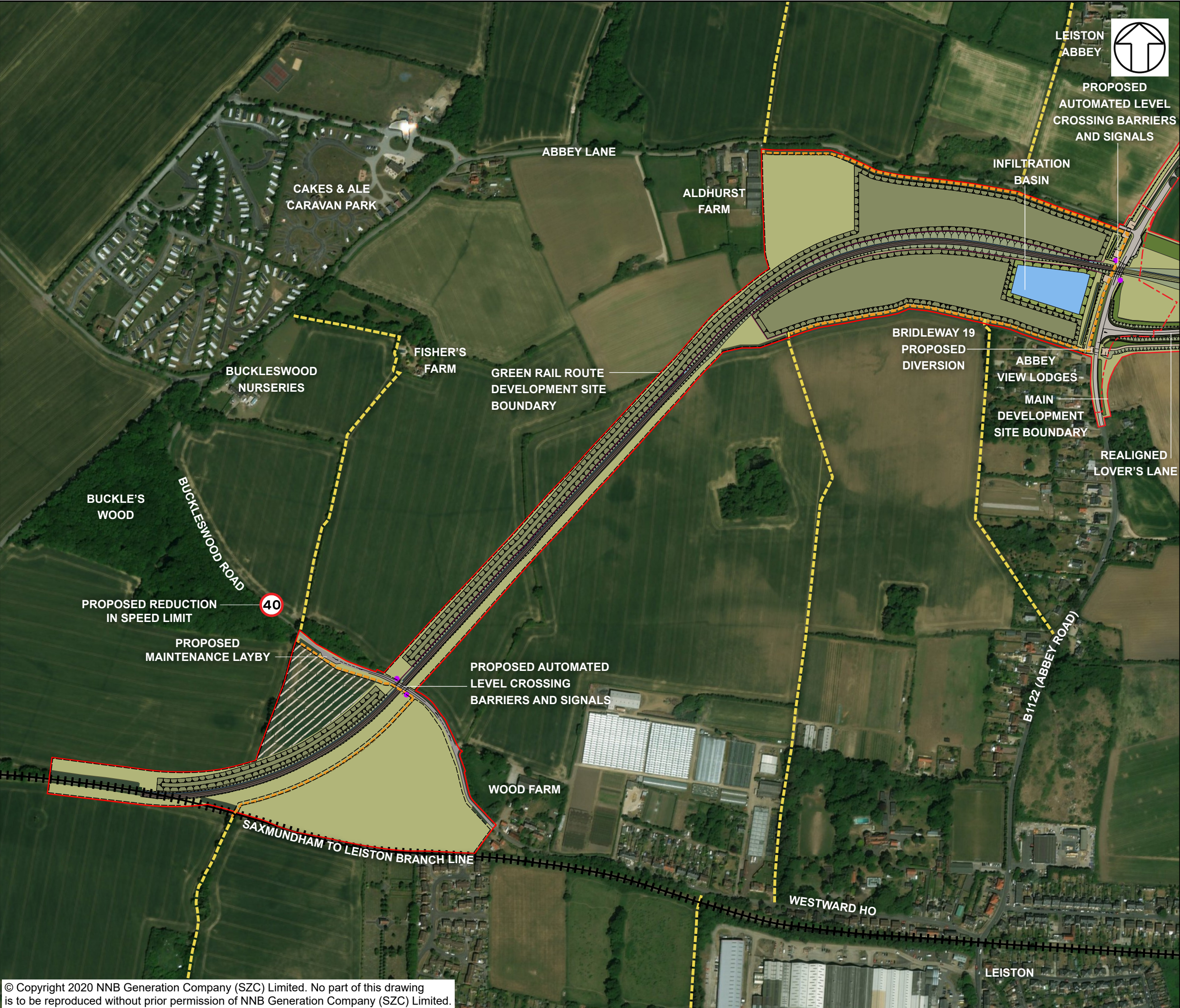
DOCUMENT:
SIZEWELL C PROJECT
RESPONSES TO EXAMINING AUTHORITY'S
WRITTEN QUESTIONS ISSUED ON
21ST APRIL 2021
CHAPTER 2 : GENERAL AND CROSS TOPIC

DRAWING TITLE:
LAND EAST OF EASTLANDS
INDUSTRIAL ESTATE SITE LAYOUT

DRAWING NO:
FIGURE 2.9

DATE: JUNE 2021 **DRAWN:** NJ **SCALE:** 1:2000 @A1





NOTES

KEY

- DEVELOPMENT SITE BOUNDARY
- VOLUME 9 ASSESSMENT AREA
- GREEN RAIL ROUTE
- PROPOSED BOUNDARY FENCE
- ECOLOGICAL FENCE
- TEMPORARY CONSTRUCTION COMPOUND
- PEDESTRIAN SURFACING
- LIGHTING COLUMNS
- LANDSCAPE BUNDS
- GRASSED EMBANKMENTS/CUTTINGS
- PROPOSED PLANTING
- EXISTING VEGETATION
- GRASSED AREAS
- INFILTRATION BASIN
- SWALE
- EXISTING PUBLIC RIGHT OF WAY
- PROPOSED DIVERTED PUBLIC RIGHT OF WAY

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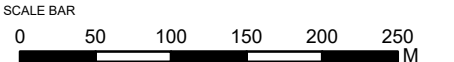


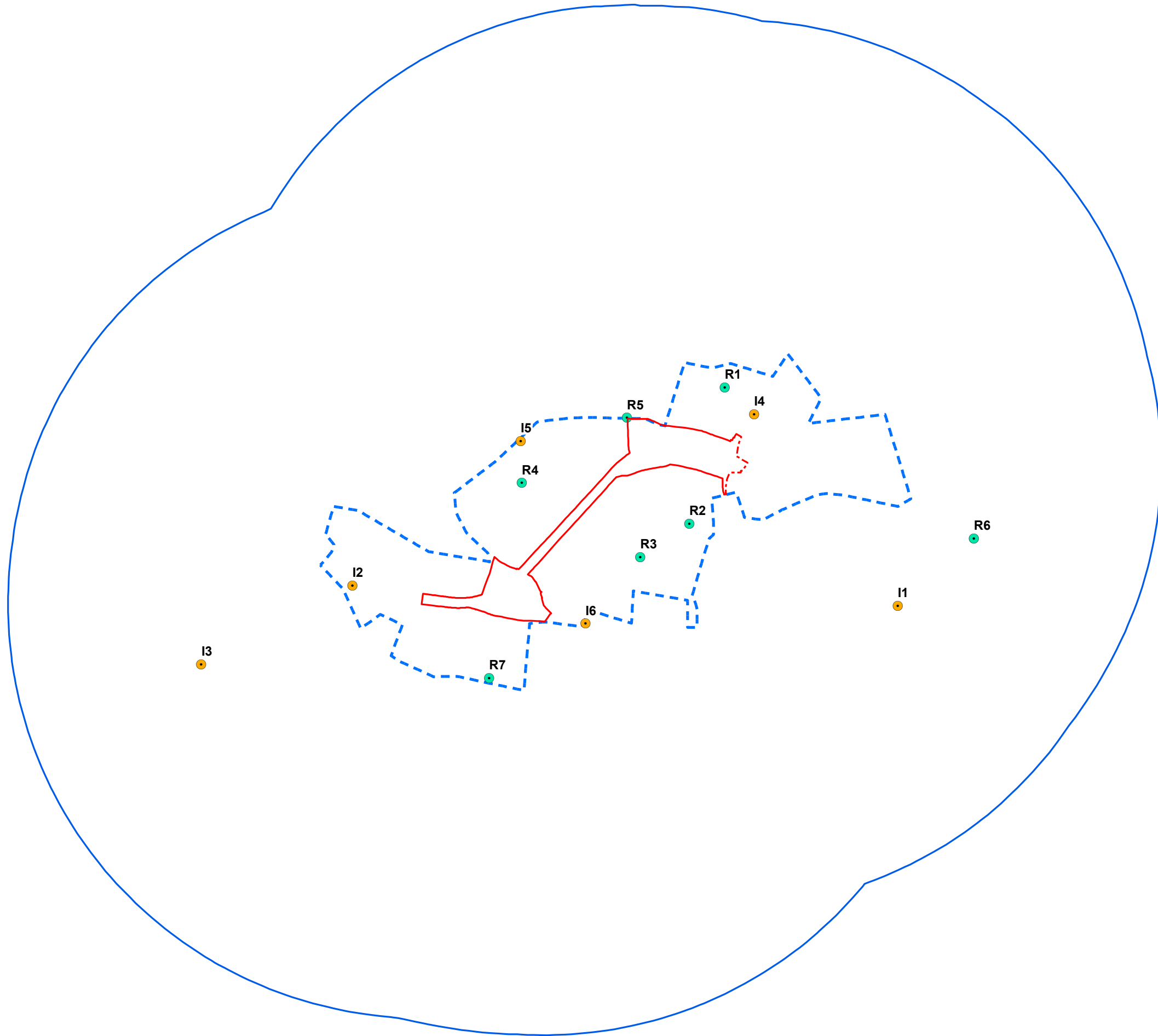
DOCUMENT:
SIZEWELL C
ENVIRONMENTAL STATEMENT
VOLUME 9
CHAPTER 2
DESCRIPTION OF RAIL

DRAWING TITLE:
ILLUSTRATIVE MASTERPLAN OF THE
GREEN RAIL ROUTE

DRAWING NO:
FIGURE 2.1

DATE: JAN 2020 **DRAWN:** V.W. **SCALE:** 1:5,000 @A3





NOTES

THIS DRAWING IS BASED UPON COMPUTER GENERATED ZONE OF THEORETICAL VISIBILITY (ZTV) STUDIES PRODUCED USING THE VIEWSHED ROUTINE IN THE ESRI ARCGIS SUITE. THE AREAS SHOWN ARE THE MAXIMUM THEORETICAL VISIBILITY, TAKING INTO ACCOUNT TOPOGRAPHY, WOODLANDS, MAJOR HEDGEROWS AND BUILDINGS WHICH HAVE BEEN INCLUDED IN THE MODEL WITH THE HEIGHTS OBTAINED FROM LIDAR DIGITAL SURFACE DATA. DUE TO ITS RESOLUTION, THE SURFACE MODEL DOES NOT TAKE INTO ACCOUNT EVERY LOCALISED FEATURE SUCH AS WALLS, SMALL HEDGEROWS OR SMALL TREES AND THEREFORE ONLY GIVES AN IMPRESSION OF THE EXTENT OF VISIBILITY. THE ZTV INCLUDES AN ADJUSTMENT THAT ALLOWS FOR EARTH'S CURVATURE AND LIGHT REFRACTION. IT IS BASED ON SURFACE MODEL TERRAIN WITH A 2M² RESOLUTION.

KEY

- GREEN RAIL ROUTE DEVELOPMENT
- SITE BOUNDARY
- VOLUME 9 ASSESSMENT AREA
- STUDY AREA (2KM FROM SITE BOUNDARY)
- AREA OF OUTSTANDING NATURAL BEAUTY (AONB)
- SPECIAL LANDSCAPE AREA

ZONE OF THEORETICAL VISIBILITY (ZTV)
BASED ON HEIGHTS:

LIGHTING
COLUMNS 10M,
SECURITY FENCE
2.4M, TRACK AT
PROPOSED
GROUND LEVEL

TRACK AT
PROPOSED
GROUND LEVEL
PLUS 4M TO
REPRESENT A
TRAIN ON THE
TRACK

ZONE OF VISUAL INFLUENCE (ZVI) (BASED ON
SITE OBSERVATION)

- REPRESENTATIVE VIEWPOINT
- ILLUSTRATIVE VIEWPOINT

REPRESENTATIVE

- LEISTON ABBEY (FROM TOP OF RUINS)
LOOKING SOUTH
- FOOTPATH E-363/010/0
- FOOTPATH E-363/006/0
- FOOTPATH E-363/003/0 NEAR FISHER'S FARM
- FOOTPATH E-363/006/0
- FOOTPATH E-363/030/0 TO LEISTON COMMON
- SAXMUNDHAM ROAD ALONG PERMISSIVE
FOOTPATH

ILLUSTRATIVE

- ALDHURST FARM SITE
- JUNCTION BETWEEN ABBEY LANE AND
SAXMUNDHAM ROAD
- FOOTPATH E-354/012/0
- ABBAY ROAD
- ABBAY LANE EAST OF CAKES AND ALE
CARAVAN PARK
- BUCKLEWOOD ROAD NEAR WOOD FARM

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DOCUMENT:

SIZEWELL C
ENVIRONMENTAL STATEMENT
VOLUME 9
CHAPTER 6
LANDSCAPE AND VISUAL

DRAWING TITLE:

ZONE OF THEORETICAL VISIBILITY (ZTV)
AND VIEWPOINTS

DRAWING NO:

FIGURE 6.4

DATE:
JAN 2020

DRAWN:
V.W.

SCALE :
1:20,000 @A3

SCALE BAR

0 0.2 0.4 0.6 0.8 1
KM