



The Sizewell C Project

9.55 Comments on Responses to the ExA's First Written Questions (ExQ1) Submitted at Deadline 3

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1 INTRODUCTION

- 1.1.1 This report provides SZC Co.'s comments on the responses submitted by Interested Parties (IP) at Deadline 3 (24th June 2021) to the Examining Authority's First Written Questions and requests for information (ExQ1) [PD-016 to PD-022, [PD-025](#)].
- 1.1.2 SZC Co.'s response to the ExQ1s was submitted to the Examining Authority at Deadline 2 [REP2-100 to REP2-114], with further comments provided at Deadline 3 [[REP3-046](#) and [REP3-047](#)].
- 1.1.3 This document only provides SZC Co.'s further comments on ExQ1s where a response has been provided by an IP at Deadline 3 and only then when it is considered that a further comment may be helpful. For the ease of reading, SZC Co.'s comment at Deadline 5 is provided, as well as any previous responses submitted to this question, so that the comment may be seen in context.
- 1.1.4 This document follows the same structure as the SZC Co.'s Responses to the ExA's First Written Questions (ExQ1) issued at Deadline 2 [[REP2-100](#)], and is arranged as follows:
- Part 1:
 - General and cross-topic questions;
 - Agriculture and Soils;
 - Air Quality;
 - Alternatives;
 - Amenity and Recreation;
 - Part 2:
 - Biodiversity and Ecology;
 - Habitats Regulations Assessment;
 - Part 3:
 - Climate Change;
 - Coastal Geomorphology;

- Compulsory Acquisition;
- Community Issues;
- Cumulative and Transboundary;
- Part 4:
 - Draft Development Consent Order (DCO);
 - Flood Risk and Water;
 - Health and Wellbeing;
 - Historic Environment;
 - Landscape and Visual Impact Assessment and Design;
- Part 5:
 - Marine Water Quality;
 - Marine Navigation;
 - Noise and Vibration;
 - Radiological Consideration;
- Part 6:
 - Socio-economics;
 - Transport; and
 - Waste and Materials.
- Annex:
 - Section 106 Agreement

1.1.5 This report contains Examination Library References in square brackets (e.g. [\[APP-001\]](#)).



**Application by NNB Generation Company (SZC) Limited for an Order Granting Development Consent for
The Sizewell C Project**

The Examining Authority's written questions and requests for information (ExQ1)

PART 1 OF 6

Chapter 2 G. 1	General and Cross-topic Questions
Chapter 3 Ag.1	Agriculture and soils
Chapter 4 AQ.1	Air Quality
Chapter 5 Al.1	Alternatives
Chapter 6 AR.1	Amenity and recreation

ExQ1		Question to:	Question:
Chapter 2 - G.1 General and Cross-topic Questions			
G.1.0	The Applicant		Limits of deviation As drafted the DCO has no limitation on the depth to which works could be undertaken. Please explain how this aligns with the assessment carried out within the ES. In order to reflect the assessment within the ES does the DCO not require a maximum depth of excavation – with a potential for a limit of deviation? If this is not considered to be necessary, please explain how the ES has assessed the potential effects of unlimited excavation.
	Response by SZC Co. at Deadline 2		The depth of excavations at the main development site, where relevant, is described within the Description of Construction chapter of the Environmental Statement (ES) (e.g. refer to Volume 3, Appendix 2.2.B of the ES Addendum, paragraphs 3.4.30, 3.4.176, 3.4.184 [AS-202]). Requirement 8 of the draft Development Consent Order (DCO) (Doc Ref. 3.1(C)) sets out the requirement for the construction works to be undertaken in general compliance with the Construction Method Statement (which comprises the Volume 2, Chapter 3 (Description of Construction) of the ES (refer to Volume 3, Appendix 2.2.B of the ES Addendum (Doc Ref. 6.14(A) for the latest version)). Any material exceedence of the depths of excavations described would therefore be a breach of Requirement 8. The DCO as drafted does therefore effectively limit the depth to which works could be undertaken. The ES has assessed the works as described within the Description of Construction chapter of the ES.
	Response by East Suffolk Council at Deadline 2		ESC shares the ExA's concerns in relation to the apparent lack of limits of deviation in the draft DCO [APP-059]. As currently drafted, Article 4 allows for unlimited vertical limits of deviation, except for works 4C, 11 and 12 for which there are some restrictions. This is troubling as it appears to potentially allow works of any vertical limits of deviation, potentially without this having been environmentally assessed. ESC would welcome an explanation from the Applicant about how, if there are to be restrictions, these are to operate, and if there are not any restrictions, how the extent of excavations has been environmentally assessed.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2 however, for further detail, please also refer to SZC Co.'s response to Question DCO.1.21 [REP2-100] and the associated Appendix 14I – DCO Drafting Note 9 [REP2-111] , which includes reference to the limits of deviation of the Associated Development sites, submitted at Deadline 2
	Response by East Suffolk Council at Deadline 3	ESC's view is that Requirement 8 appears to relate only to Work No.1. It limits the building and use of the buildings comprised in Work No.1 to be in 'general accordance with' the Construction Method Statement and the Main Development Site Construction Parameter Plans. Firstly, ESC queries the use of the term, 'in general accordance' and considers that this is too vague for a commitment to be meaningful and would welcome the wording being amended to 'in accordance'. In addition, although ESC can see that the Main Development Site Construction Parameter Plans (as submitted for Deadline 2: https://infrastructure.planninginspectorate.gov.uk/wpcontent/ipc/uploads/projects/EN010012/EN010012-004671-D2%20-%20Sizewell%20C%20Project%20-%20Other-%20Updated%20Main%20Development%20Site%20Construction%20Parameter%20Plans.pdf) do show some heights, these relate to 'height and working parameters required during the construction phase' and do not relate to finished building heights. The plans also identify 'general' and 'exceptional' condition heights which vary substantially and ESC has not been able to find an explanation of this within the application documents. Could the Applicant please provide a further explanation of this? ESC also considers that the Applicant has not responded to question G.1.0 in full. The question appears to require information on the depth of excavation which the Applicant's answer does not appear to cover.
	Response by SZC Co. at Deadline 5	A definition of typical and exceptional heights during the construction phase is set out at Section 4.1 of the Construction Method Statement [REP3-105]. A further response to limits of deviation is now also set out in SZC Co's Written Summaries of Oral Submissions made at ISH1: Draft DCO and Section 106 Agreement/Deed of Obligation (6 July 2021), which has been submitted at Deadline 5 (Doc Ref. 9.41).

ExQ1	Question to:	Question:
		Requirement 8 has also been updated to secure the Construction Parameter Plans with 'in accordance'. The sequence of the construction phasing set out in the Construction Method Statement is then secured by 'general accordance', which secures that the sequence of construction would be substantively consistent with the details set out.
G.1.1	The Applicant	Plans The Planning Statement, Plate 3.2, identifies the nominated site area for Sizewell C from NPS EN-6. Please provide a set of the Figures from the original Government Appraisal of Sustainability for the site, and an overlay of the DCO Application site highlighting any additional land included or excluded from that assessed including identification of the temporary construction area.
	Response by SZC Co. at Deadline 2	Please refer to Figures 2.1 and 2.2 appended to Part 1. Please also refer to the response to Question G.1.10 in Part 1.
	Response by Together Against Sizewell C at Deadline 3	The Applicant states "Please refer to Figures 2.1 and 2.2 appended to Part 1. Please also refer to the response to Question G.1.10 in Part 1." But no Figures 2.1 and 2.2 are appended to Part 1 of ExQ1 and TASC have been unable to find the overlays elsewhere, so where can these be found?
	Response by SZC Co. at Deadline 5	Figures 2.1 and 2.2 referenced within SZC Co. response to Question G.1.1 are provided within REP2-101 .
G.1.2	The Applicant	Plans On an appropriately scaled ordnance survey plan show the land within the DCO for the main development site and the lines of latitude and longitude referred to in paragraph C.8.88 of NPS-6 Vol II.
	Response by SZC Co. at Deadline 2	Please refer to Figure 2.3 appended to Part 1.

ExQ1	Question to:	Question:
	Response by Together Against Sizewell C at Deadline 3	G.1.2 The response states: "Please refer to Figure 2.3 appended to Part 1" As above, there is no Figure 2.3 appended to Part 1
	Response by SZC Co. at Deadline 5	Figure 2.3 referenced within SZC Co. response to G.1.2 is provided within REP2-101 .
G.1.4	The Applicant	Policy approach The Planning Statement, section 1.7, provides a summary of the Applicant's approach to legislation and policy. Section 3 sets out those matters in more detail. Please provide an update to and/or expansion of that approach including reference to any subsequent Government responses or publications and the changes made to the original application.
	Response by SZC Co. at Deadline 2	The Planning Statement Update (Doc Ref 8.4Ad) provides an update of the planning policy position set out in the Planning Statement [APP-590]. It presents a review of relevant changes and developments in national policy and law which have arisen since the submission of the application in May 2020 and how they may affect the approach to decision making presented in the Planning Statement. This includes a review and assessment of the implications of the following: • Updated Energy and Emissions Projections 2019 (October 2020)¹ • Government response to CCC progress report (October 2020)² • The Ten Point Plan for a Green Industrial Revolution (November 2020)³

¹ DBEIS (2020) Updated Energy and Emissions Projections 2019 (October 2020) Available at: <https://www.gov.uk/government/collections/energy-and-emissions-projections>

² DBEIS (2020) Government response to CCC progress report (October 2020). Available at: <https://www.gov.uk/government/collections/government-responses-to-the-committee-on-climate-change-ccc-annual-progress-reports>

³ HM Government (2020) The Ten Point Plan for a Green Industrial Revolution (November 2020). Available at: <https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution>

ExQ1	Question to:	Question:
		- National Infrastructure Strategy (November 2020)⁴ - Response to the National Infrastructure Assessment (November 2020)⁵ - The Sixth Carbon Budget: The UK's path to Net Zero (December 2020)⁶ - Energy White Paper – Powering our Net Zero Future (December 2020)⁷ The Planning Statement Update also addresses the outcome of challenges in the Courts to the DCO decision on the proposals for two gas-fired generating units at the Drax Power Station, which have arisen since the preparation of the Planning Statement as well as a review of the recommendation report of the ExA on the Wylfa Newydd Power Station Project published after the withdrawal of the application. The Planning Statement Update considers the implications of the above for the application of the NPS policy to the Sizewell C Project. The changes made to the application do not affect the approach and interpretation of legislation or policy set out in the Planning Statement as updated by the Planning Statement Update.
	Response by Together Against Sizewell C at Deadline 3	The response refers to various government statements which we address in the same order, also considering the Applicant's June 2021 Document 8.4 Planning Statement Update ('8.4U') [REP2- 042]. Refer to REP3-139 for full response.
	Response by SZC Co. at Deadline 5	SZC Co. notes TASC's disagreement with government policy; including with the direct statement in the Energy White Paper (at page 55) that "<i>the need for the energy infrastructure set out in energy NPS remains</i>".

⁴ HM Treasury (2020) National Infrastructure Strategy (November 2020). Available at: <https://www.gov.uk/government/publications/national-infrastructure-strategy>

⁵ HM Treasury (2020) Response to the National Infrastructure Assessment (November 2020). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/937949/Response_to_the_NIA_final.pdf

⁶ CCC (2020) The Sixth Carbon Budget: The UK's path to Net Zero (December 2020) Available at: <https://www.theccc.org.uk/wp-content/uploads/2020/12/The-Sixth-Carbon-Budget-The-UKs-path-to-Net-Zero.pdf>

⁷ DBEIS (2020) Energy White Paper – Powering our Net Zero Future (December 2020). Available at: <https://www.gov.uk/government/publications/energy-white-paper-powering-our-net-zero-future>

ExQ1	Question to:	Question:
G.1.5	The Applicant	Policy approach The Planning Statement, paragraph 3.9.11, identifies matters identified in the NPSs as not relevant for the decision-maker, principally because they have already been considered by the Government or because they are subject to control through other regimes. Please explain further why those matters should not be regarded as relevant considerations?
	Response by SZC Co. at Deadline 2	The individual matters identified in paragraph 3.9.11 of the Planning Statement [APP-590] are addressed in turn below. The need for the NSIP (NPS EN-1 paragraph 3.1.3)⁸ The national need for energy NSIPs, including new nuclear power stations, is a matter for consideration by Government through the process of National Policy Statement ("NPS") policy-making and review under the Planning Act 2008 ("PA 2008")⁹. The terms of the policy and its implications for the consideration of need in this case are clear. Recent decisions of the court have emphasised that it is not the role of an examination into an individual application for development consent to consider the merits of that policy or whether it is up to date. As the Supreme Court has explained in <i>R (Friends of the Earth Ltd.) v. Heathrow Airport Ltd.</i>¹⁰, and as reflected in the Judgments of the High Court¹¹ and Court of Appeal¹² in <i>R (ClientEarth) v. Secretary of State for Business, Energy and Industrial Strategy</i>, the objective of the separate statutory system for decision-making on NSIPs under the PA 2008 was for policies on matters such as the need for infrastructure to be formulated and tested through the process leading up the decision to adopt a NPS, and to that extent would not be open to challenge through subsequent

⁸ Department of Energy and Climate Change, Overarching National Policy Statement for Energy (EN-1). (London: The Stationary Office, 2011)

⁹ Parliament of the United Kingdom. Planning Act 2008. (London, 2008)

¹⁰ [2020] EWCA Civ 214, paragraphs 20 to 28. Available at: <https://www.judiciary.uk/wp-content/uploads/2020/02/Heathrow-judgment-on-planning-issues-27-February-2020.pdf>

¹¹ [2020] EWHC 1303 (Admin), paragraphs 26 to 3. Available at: <https://www.judiciary.uk/wp-content/uploads/2020/02/Heathrow-judgment-on-planning-issues-27-February-2020.pdf>

¹² [2021] EWCA Civ 43, paragraph 105. Available at: <https://www.judiciary.uk/wp-content/uploads/2020/02/Heathrow-judgment-on-planning-issues-27-February-2020.pdf>

ExQ1	Question to:	Question:
		consenting procedures¹³. As Holgate J explained, one of the underlying principles reflected in the PA 2008 was that: <i>"New evidence, such as a change in circumstances since the policy was adopted, would be addressed by the Secretary of State making a revision to the policy, in so far as he or she judged that to be appropriate"</i> ([31]). Section 6 of the PA 2008 is of central importance in this respect. Holgate J summarised the implications of section 6 within the overall statutory framework as follows: <i>"Thus the 2008 Act proceeds on the legal principle that significant changes in circumstances affecting the basis for, or content of, a policy may only be taken into account through the statutory process of review under s.6 (Spurrier at [108])."</i> ([38]) The role of section 6 as an exclusive means of considering these matters is reflected in the restrictions to be found in sections 87(3), 94(8) and 106(1) of the PA 2008. The effect of this was summarised by Holgate J at paragraphs 106 to 108 as follows: <i>"The merits of policy set out in a NPS are not open to challenge in the examination process or in the determination of an application for a DCO. That is the object of ss.87(3), 94(8) and 106(1).</i> <i>Furthermore, section 104(7) cannot be used to circumvent s.104(3), so, for example, where a particular NPS stated that there was a need for a particular project and ruled out alternatives, it was not permissible for that subject to be considered under s.104(7), even where a change of circumstances has occurred or material has come into existence after the designation of the NPS (see <u>Thames Blue Green Economy Limited</u> [2015] EWHC (Admin) at [8] to [9] and [37] to [43] and [2016] JPL 157 at [11] to [16]; <u>Spurrier</u> at [103] to [105] and [107]).</i> <i>This inability to use s.104(7) to challenge the merits of policy in a NPS also precludes an argument that there has been a change in circumstance since the policy was designated so that reduced, or even no, weight should be given to it. Although that is a conventional planning argument in development control</i>

¹³ See also paragraph 3.2.2 of the Planning Statement and the reference to what was said about this issue in the contemporaneous Nuclear White Paper in 2008.

ExQ1	Question to:	Question:
		<i>under the TCPA 1990, it "relates to the merits of policy" for the purposes of the PA and therefore is to be disregarded. The appropriate procedure for dealing with a contention that a policy, or the basis for a policy, has been overtaken by events, or has become out of date, is the review mechanism in s. 6 (<u>Spurrier</u> at [107] to [108])."</i> That approach was subsequently upheld by the Court of Appeal¹⁴. Whilst the ClientEarth case was concerned with an application determined under section 104, that does not affect the application of the legal principle identified by Holgate J at paragraph 38. Sections 6, 87(3), 94(8) and 106(1) apply equally to applications dealt with under section 105. As the Planning Statement Update (Doc Ref 8.4Ad) explains, in this case the issue of need has been determined in NPS EN-1, which remains extant Government policy unless and until replaced. Insofar as any issue arises as to whether the assessment of need in the NPS is up to date, that is a matter exclusively for the Government to consider through the process of NPS review pursuant to section 6 of the PA 2008. It is not a matter that can or should be determined on a case-by-case basis in response to individual applications for development consent. The identification of a need for a particular type of development in a NPS which remains extant does not disappear (or change in any material way) simply because an individual application is being considered pursuant to section 105 rather than section 104. The existence of the need is settled by extant Government policy, and the statutory provisions identified above makes clear that the Secretary of State may disregard representations which go to the merits of policy set out in a NPS. The availability of alternatives to the proposed development – either in terms of alternative technologies or alternative sites. In particular, the NPSs are clear that they do not create any requirement to consider alternatives; that there are no alternatives to the sites listed and that these sites are not to be regarded as alternatives to one another (NPS EN-1 paragraph 4.4.1 and EN-6 paragraphs 2.4.3 and 2.5.4).

¹⁴ See paragraphs 100, 103 and 105.

ExQ1	Question to:	Question:
		Where there is a legal obligation to consider alternatives in this case, the relevant obligation has been identified in response to AI.1.0 and an explanation provided as to how it has been complied with. The NPS does not contain any policy obligation to consider alternatives to the proposed development. That policy position remains unchanged whether an individual application falls to be considered pursuant to section 104 or section 105. It is a matter determined by what the policy says (the interpretation of which is a matter of law), and the meaning of policy cannot change from one application to another. In this case, there are three particular factors which mean that the availability of alternatives would not otherwise be "<i>important and relevant</i>" for the purposes of section 105(2)(c)¹⁵ in this case. The first is the fact that the Government has considered the issue of alternatives (both alternatives to new nuclear generating capacity and alternative sites for new nuclear power stations) in the policy-making process (see e.g. NPS EN-1 sections 2 and 3, and EN-6 sections 2.4 and 2.5). The examination of an individual application for development consent cannot properly be used as a vehicle for questioning the merits of the policy which has emerged through that process¹⁶. The failure to appreciate the latter point, and its legal consequences, led the Examining Authority in the ClientEarth (Drax) case into forbidden territory and thus legal error¹⁷. The second and related factor is that the Government is now actively engaged in the process of considering alternatives through its review of the NPS and preparation of a new NPS for nuclear power. As a consequence, if the ExA and the Secretary of State sought to consider those matters themselves in determining an individual application for development consent, they would necessarily be trespassing on – and duplicating – that

¹⁵ And thus an obligatory consideration under section 105(2).

¹⁶ As the Supreme Court noted in the **Heathrow** case at paragraphs 27 to 28, the PA 2008 imposed for the first time a transparent procedure for the public and other consultees to be involved in the formulation of national infrastructure policy in advance of any consideration of an application for a DCO. The draft NPS must go through an appraisal of sustainability, public consultation and publicity, Parliamentary scrutiny and Strategic Environmental Assessment before it can be designated. The rigour, transparency and democratic accountability involved in that process is an important factor in understanding why it is inappropriate and unlawful for the ExA or an individual Secretary of State to seek to use an examination into a particular proposal to bypass those statutory processes and undertake a non-statutory review the merits of such a policy.

¹⁷ See per Holgate J at paragraphs 129 to 136.

ExQ1	Question to:	Question:
		process¹⁸. In the meantime, the Government has provided a clear statement of its position in the Energy White Paper: <i>"This white paper shows that the need for the energy infrastructure set out in energy NPS remains, except in the case of coal-fired generation. While the review is undertaken, the current suite of NPS remain relevant government policy and have effect for the purposes of the Planning Act 2008. They will, therefore, continue to provide a proper basis on which the Planning Inspectorate can examine, and the Secretary of State can make decisions on, applications for development consent."</i>¹⁹ Not only would any duplication of the NPS review and preparation process be inappropriate as a matter of legal principle (see paragraphs 3 to 6 above) and incompatible with the clear statement made in the Energy White Paper, it would also be something for which the process for examining an individual proposal is manifestly unsuited. The ExA could not, for example, properly be asked to review all of the myriad factors involved in forecasting energy demand, balancing issues of energy-security, deliverability, comparative environmental and economic impact etc. required to determine what types of energy generation are required across the United Kingdom over future decades, and at what scale. Nor could it properly be asked to undertake its own review of the comparative merits, impacts and deliverability of the individual sites being considered by the Government in the process of formulating a new NPS for nuclear power. These obvious difficulties were intended to be – and were – overcome by the PA 2008 (see, for example, what was said by the Supreme Court in the Heathrow case at paragraph 21). The third factor is that, even if the ExA was persuaded that for some reason it was subject to a legal obligation to consider alternatives beyond those identified in response to EXAQ Al.1.0, the principles identified in paragraph 4.4.3 of EN-1 would still fall to be applied

¹⁸ The Government's Response to consultation on siting criteria and process for a new NPS for nuclear power (July 2018) explained at paragraph 2.10 that "Government considers that the need for nuclear remains and that the overarching process to assess the potential suitability of sites at a national strategic level prior to statutory licensing and permitting continues to be appropriate". It also explains that the new NPS will identify the sites which are potentially suitable for the deployment of a new nuclear power station between 2026-2035 (p. 10).

¹⁹ P. 55

ExQ1	Question to:	Question:
		having regard to the established level and urgency of the need for new nuclear generating. These principles include, amongst other things, the following: <i>"Where, as in the case of nuclear, there is reason to suppose that the number of sites suitable for deployment on the scale and within the period of time envisaged by the relevant NPSs is constrained, the [ExA] should not reject an application for development of one site simply because fewer adverse impacts would result from developing similar infrastructure on another suitable site, and it should have regard as appropriate to the possibility that all suitable sites for energy infrastructure of the type proposed may be needed for future proposals."</i> In the case of new nuclear the conclusion reached by Government and set out in NPS EN-6 at paragraph 2.5.4 was that it does not believe that there are any alternative sites to those listed that meet the requirements of the NPS. Subject to any contrary legal requirements, the decision-maker should judge an application on a listed site on its own merits and a comparison with any other listed site is unlikely to be important to its decision (paragraph 2.5.5). If the ExA wished to depart from that settled policy approach, it would first need to undertake its own assessment of how many new nuclear power stations are needed and the degree of urgency with which they are needed. It would then have to undertake its own review of the comparative merits of the potentially available sites. That is quite clearly a matter that is exclusively for the Government to consider through the section 6 policy review process, and not one that is suitable of appropriate for this examination (see above). The Government has made clear in the 2020 Energy White Paper that, having regard amongst other things to the associated energy security and climate change benefits, its policy is to bring at least one large scale new nuclear power station to the point of a Final Investment Decision by the end of the current Parliament²⁰. As the Updated Planning Statement (Doc Ref 8.4Ad) explains, only Sizewell C is capable of meeting that objective. No Interested Party has identified an alternative site which is capable of doing so.

²⁰ Page 16

ExQ1	Question to:	Question:
		In the meantime, the Government has made clear that sites listed in EN-6 on which a new nuclear power station is anticipated to deploy after 2025 will continue to be considered appropriate sites and retain strong Government support during the designation of the new NPS²¹. The effects of any necessary Grid connection which can be promoted and assessed separately where this makes sense in terms of timescale and the delivery of the Sizewell C Project (EN-1 paragraph 4.9.2) The approach to Grid connection set out in section 4.9 of NPS EN-1 is of general application and there is no basis on which a different approach could properly be said to be warranted depending on whether a particular application for a generating station fell to be determined under section 104 or section 105. None of the considerations identified in section 4.9 would be any different in either case. Although the Planning Statement makes reference to the effects of any necessary Grid connection being promoted and assessed separately, that is of course subject to the acknowledged need to provide sufficient information to comply with the requirements of the EIA Directive including undertaking an assessment of the indirect, secondary and cumulative effects, which will encompass information on grid connections. Similarly, SZC Co. recognises that it must satisfy the decision-maker that there are no obvious reasons why the necessary approvals for the grid connection are likely to be refused (EN-1, paragraph 4.9.3). The Applicant has provided a Grid Connection Statement (Document 7.1) which addresses these matters. Further information is provided in response to Question Cu.1.20 and in the Statement of Common Ground with National Grid. In due course the necessary Grid connection will be subject to its own assessment in the usual way²². Matters covered by other regimes including pollution control (EN-1 paragraph 4.10.3) The approach set out in paragraph 4.10.3 of EN-1 to the relationship between the planning process and the control of processes, emissions or discharges is clear and

²¹ Government Response to Consultation on Siting Criteria and process for a new NPS for nuclear power, paragraph 3.10.

²² As is reflected in the final part of paragraph 4.9.3 of EN-1.

ExQ1	Question to:	Question:
		unambiguous. The approach applies equally to all energy NSIPs. It is also reflective of both the legal and policy position in the determination of applications for planning permission under the TCPA 1990, which has been held to apply to applications for development consent made pursuant to the PA 2008 (see <i>R (An Taisce (The National Trust for Ireland)) v. Secretary of State for Energy and Climate Change</i>²³. The reasons behind that approach are set out by the Government in paragraph 4.10.1 and 4.10.2, and the merits of the Government's policy position are not for debate in this examination (see above). The focus of attention in examining an application for development consent is on whether the development itself is an acceptable use of land, and on the impacts of that use, rather than the control of processes, emissions or discharges themselves. The ExA should, therefore, work on the assumption that the relevant pollution control regime and other environmental regulatory regimes, including those on land drainage, water abstraction and biodiversity, will be properly applied and enforced by the relevant regulator. It should act to complement but not seek to duplicate these parallel consenting regimes. The same approach is reflected in paragraph 183 of the NPPF, and the essential principle was summarised by Lindblom LJ in <i>Gladman Developments Ltd. v. SSCLG</i>²⁴ as being that '<i>the planning system should not duplicate those other regulatory controls, but should generally assume they will operate effectively</i>'. He went on to explain that the policy in the NPPF to that effect '<i>was directed to situations where some proposed process or operation ... is subject to control under another regulatory regime ... its purpose was to avoid needless duplication between the two systems of statutory control</i>'²⁵. The legal principle does not depend on whether the application is being determined pursuant to section 104 or section 105. It is a matter of general approach, applicable in all cases. Paragraph 4.10.7 of NPS EN-1 provides that the decision-maker should be satisfied that development consent can be granted taking full account of environmental impacts. The impacts on air quality, water quality, land quality etc. are fully assessed in the ES and ES

²³ [2013] EWHC 4161 at paragraphs 177 to 193

²⁴ [2020] Env. L.R. 15 at paragraph 43

²⁵ Paragraph 45

ExQ1	Question to:	Question:
		Addendum, and taken into account in the planning assessment contained in the Planning Statement. Paragraph 4.10.7 also identifies the limited extent to which it is appropriate for the decision-maker to consider matters regulated by the relevant pollution control network, and how it should approach this task in close co-operation with the relevant bodies. Paragraph 4.10.8 of the NPS provides that consent should not be refused on the basis of pollution impacts unless the decision-maker has good reason to believe that any relevant necessary operational pollution control permits or licences or other consents will not subsequently be granted. There are no good reasons to reach such a conclusion in this case. Safety matters which are subject to other regimes (EN-1 paragraph 4.11.3) Paragraph 4.11.3 provides that the same principles apply here as for those set out in section 4.10 on pollution control and other environmental permitting regimes. The same explanation therefore applies here but is not repeated. Health issues, in respect of which NPS EN-1 advises: "Generally those aspects of energy infrastructure which are most likely to have a significantly detrimental impact on health are subject to separate regulation which will constitute effective mitigation of them, so that it is unlikely that health concerns will either constitute a reason to refuse consents or require specific mitigation under the Planning Act 2008. However the IPC will want to take account of health concerns when setting requirements relating to a range of impacts such as noise" (EN-1 paragraph 4.13.5) Again, the same essential principle is engaged. To the extent that health issues are not subject to separate regulation, these are fully assessed in the ES and ES Addendum²⁶, taken into account in the planning assessment contained in the Planning Statement, and reflected in the suite of controls and mitigation that the Applicant has proposed. The question of whether effective arrangements exist to manage and dispose of nuclear waste, because this has been addressed by the Government and the Secretary of State should not consider it further (EN-6, paragraph 2.11.4).

²⁶ See in particular ES Vol. 2, Chapter 28

ExQ1	Question to:	Question:
		Annex B of NPS EN-6 sets out how the Government has satisfied itself that effective arrangements will exist for the management and disposal of the wastes produced by new nuclear power stations. The reasoning is summarised in section 2.11 of the NPS, leading to the conclusion in paragraph 2.11.4 that the decision-maker should not consider this matter further. The merits of that decision are not for consideration in this examination (see above). Furthermore, whether the Government is or is not satisfied that effective arrangements will exist is a matter of fact. The Government made its position on this point clear in the July 2018 Response to consultation on siting criteria and process for a new NPS for nuclear power: <i>"Government policy is that before development consents for new nuclear power stations are granted, the Government will need to be satisfied that effective arrangements exist or will exist to manage and dispose of the waste they will produce. In 2011, the Government set out in the national Policy Statement for Nuclear Power Generation why it was satisfied that such arrangements will exist. The Government considered these conclusions in the production of the 2014 Implementing Geological Disposal White Paper and the draft National Policy Statement for Geological Disposal Infrastructure and continues to be satisfied that they apply."</i>²⁷ Security – where the Centre for the Protection of National Infrastructure, the Office for Civil Nuclear Security (now the Office for Nuclear Regulation) or the Department for Energy and Climate Change (now the Department for Business, Energy & Industrial Strategy) are satisfied that security issues have been adequately addressed in the Sizewell C Project when the application is submitted to the Secretary of State and have confirmed this to the Secretary of State (EN-1 paragraph 4.15.3). Paragraph 4.15.3 of NPS EN-1 both explains and justifies the approach to be taken to security considerations when examining applications for development consent for new energy NSIPs. The merits of that approach are not for consideration through this examination (see above).

²⁷ Paragraph 3.27

ExQ1	Question to:	Question:
		The application is subject to the requirements of the Nuclear Industries Security Regulations (2003) Ionising Radiation Regulations and Security Assessment Principles (SyAPS), 2017 and will be assessed by the Office for Nuclear Regulation Civil Nuclear Security and Safeguards. SZC will need to satisfy the requirements of the SyAPS to allow construction, operation and decommissioning. In accordance with paragraph 4.15.3, the ExA should not need to give any further consideration to the details of the security measures in its examination. Emergency Planning (EN-6, paragraph 3.5.3) Paragraph 3.5.3 contains a list of 'Flags for Local Consideration' for the Office for Nuclear Regulation ("ONR"), and paragraph 3.5.4 makes clear that because these are for the ONR rather than the ExA to consider, they are not covered by detailed policy in the NPS. The list includes emergency planning, in respect of which the ONR will work together with the local authority or other Emergency Planning Authority. This should be considered together with section 2.7 of the NPS which explains the relationship between the regulatory framework for nuclear power stations and the planning regime. Paragraph 2.7.3 explains that when considering an application for development the ExA should act on the basis that the relevant licensing and permitting regimes will be properly applied and enforced, that it should not duplicate the consideration of matters that are within the remit of the nuclear regulators, and that it should not delay a decision as to whether to grant consent until completion of the licensing or permitting process. The Nuclear Regulators are responsible for, amongst other things, those matters listed in paragraph 3.5.3 (see paragraph 2.7.4).
	Response by Together Against Sizewell C at Deadline 3	G.1.5, G.1.6 and G.1.7 The Applicant's lengthy and detailed response to these questions and their repetitive detailed submissions to justify the need for new nuclear in their DCO application, seems to be at odds with the simple message the Applicant appears to be making that it is no business of PINS to consider the policy requirements for the need for Sizewell C. The Applicant does however give weight to the support of the existing set of National Policy Statements (NPSs) even though EN6 and EN1 are clearly out of date, as evidenced by the government's decision to review them. The Applicant also applies a very narrow definition of 'changes in relevant circumstances' when considering the Written Ministerial Statement referred to in the Rule 6 letter, certainly not one that TASC recognises when considering the changed circumstances since the NPSs were first introduced. To understand TASC's view of these matters, we

ExQ1	Question to:	Question:
		refer PINS to our Policy and Need WR [REP2-481b], in particular pages 2-7 and TASC's review of EN6 Volumes I and II in appendices B and C. In order to clarify these issues, TASC request Policy and Need be the subject of an issue specific hearing.
	Response by SZC Co. at Deadline 5	No further response is proposed.
G.1.10	The Applicant	Policy approach The Planning Statement, section 3.8, considers whether there has been a change in circumstances since the EN-6 site specific assessment. Please identify and list all changes to the site area/circumstances for the Sizewell C Project application compared to what was considered by EN-6.
	Response by SZC Co. at Deadline 2	This response is concerned directly with the matters covered by Section 3.8 of the Planning Statement [APP-590] (i.e. matters related to the site boundary). Plate 3.2 of the Planning Statement identifies the boundary of the site that was nominated into the SSA process by EDF Energy in March 2009 and contained within NPS EN-6 Volume II (at page 261). Figure 2.1 shows the comparative extent of the nominated site area and the application site boundary for the main development site. This shows that the main development site application boundary extends beyond the nomination site boundary to accommodate the whole of the temporary construction area (although this is in part within the nomination boundary), the Land east of Eastlands Industrial Estate, the Offshore Works Area and the Sizewell B Relocated Facilities and National Grid land (although again this is in part included within the nomination site boundary). Figure 2.2 overlays the extent of the Permanent Development Site Boundary (as shown on the Main Development Site Main Platform Proposed General Arrangement (Operations) drawing [APP-017]). This shows that the main platform is almost entirely contained within the original nomination site boundary - including the Nuclear Island, Conventional Island, Ancillary buildings, Cooling water pumphouses and associated infrastructure.

ExQ1	Question to:	Question:
		The only exceptions are minor differences where the main platform extends beyond the nomination boundary: 1. to the south of the main platform where its boundary marginally extends beyond the nomination site boundary; and 2. to the south west of the main platform. The nomination boundary was drawn to follow the line of the eastern bank of the Sizewell Drain which would be realigned. The application boundary, therefore, follows the straight western boundary of the platform. The majority of the other permanent development within the main development site is also contained within the extent of the nomination site boundary, including: 1. Power Infrastructure (including Sizewell C pylons, Sizewell C monopoles, National Grid gantries and the National Grid substation) 2. the Operational and ancillary car parks (and Off-site delivery checkpoint). 3. Some of the Sizewell B relocated facilities (namely the Sizewell B outage car park at Pillbox Field) The exceptions to this are the marine works, the remainder of the Sizewell B relocated facilities and peripheral buildings (the Emergency equipment store, Back-up generator and Ancillary substation). The majority of land within the application site boundary for the main development site, but outside the nomination site boundary, is required for construction. The description of construction activities is provided within Volume 3, Appendix 2.2.B of the ES Addendum (Doc Ref. 6.14(A)) which at Figure 2.2.33 [AS-191] provides an illustrative construction masterplan. This shows the locations of the Site Entrance Hub, the Accommodation Campus, borrow pits, stockpile areas, contractor compounds, water management areas etc. The boundary of the nominated site in 2009 included (as described in EDF Energy's nomination report): <i>"land in the Goose and Kenton Hills to provide for an access road and other facilities which may be located outside the nuclear power station boundary" as well as "a secondary area to the south of Sizewell A and B power stations, between Sizewell Wents and the hamlet of Sizewell. This area has been identified because it may be needed to accommodate ancillary facilities to meet operational requirements".</i> The

ExQ1	Question to:	Question:
		nomination also noted that other operational infrastructure would be required outside the boundary but could not yet be defined, stating <i>"It will be necessary to construct cooling water intake and outfall structures and possibly also coastal defences and marine off-loading facilities beyond this boundary. It is not possible to define these features in any detail at this time and their requirement, siting and design would be subject to detailed investigations at the local level. The appropriate measures to mitigate potential adverse environmental effects associated with these facilities would be considered during these detailed investigations"</i>. Figure 2.1 shows that some of the land identified in the nominated site boundary is not included within the application site boundary. This includes land at Kenton Hills which reflected the potential alignment of a site access road. The exclusion of this land from the application site boundary reflects the relocation of the access road north of Kenton Hills (to avoid increased land take within the SSSI) and relocation of the junction to a more favourable location. This change was reflected in EDF Energy's response to the nomination process in November 2018 which included a revised nomination site area (for a new nuclear NPS). This also identified other amendments since the 2009 nomination as a result of operational requirements including the increase in size of the foreshore area to tie into Sizewell B sea defence. The amended boundary also addressed the minor discrepancies between the extent of the main platform and the original 2009 nomination boundary to the south and south west (as noted above). Neither the nomination site submitted in 2009, nor the revised boundary in 2018 identify the full extent of the land required for construction activities. NPS EN-6 is clear that differences between the nomination site and the application site boundary are likely. Paragraph 2.3.3 advises: <i>"The boundary of the nominated area may...vary from the site boundary that is proposed for development consent. It was not considered reasonable to expect nominators to have established, at the time of requesting nominations, detailed lay-outs for the whole of their proposed developments, including for example any additional land needed for construction or decommissioning."</i> Paragraph 2.3.4 goes on to state that: <i>"The SSA has therefore been carried out on the basis that applications for development consent may also include land additional to the boundary of the listed site for other elements of the power station, such as car parks, access roads or marine</i>

ExQ1	Question to:	Question:
		<i>landing facilities, or for the construction and/or decommissioning of the nuclear power station”.</i> Paragraph C.8.117 then states, specifically in relation to Sizewell, that ‘<i>the SSA has not assessed in detail proposals for associated works such as access roads. Such details could change without affecting the overall strategic suitability of the site. The Government believes that this type of proposal is more appropriately considered by the IPC</i>’. In summary, in considering and comparing the nomination site boundary with the application site boundary for the main development site, it is important to note that: • The nomination site boundary was indicative at the time of that nomination. • The extent of the main platform as proposed is entirely within the nomination site boundary (with the exception of some minor boundary alignment). • Most other permanent development as proposed in the application is also within the nomination site boundary. • The NPS recognises that the application boundary may include additional land for other elements of the power station including for construction activities. • The majority of additional land within the main development site boundary is to accommodate construction activities. • The NPS confirms that details relating to construction were not assessed through the SSA process and such details could change without affecting the overall suitability of the site. The response to Question AI.1.5 addresses the relationship of the nomination site boundary and the application site boundary further.
	Response by Mr Ian Galloway at Deadline 3	In answering G.1.10 the Applicant makes a number of statements that seem to question whether they have fully addressed the requirement on them to demonstrate they can accommodate the proposed development within the nomination site boundary. For example; a) “...the main platform is almost entirely contained within the original nomination site boundary...” b) “to the south of the main platform where its boundary marginally extends beyond the nomination site boundary;”

ExQ1	Question to:	Question:
		c) "The majority of the other permanent development within the main development site is also contained within the extent of the nomination site boundary..." d) "The majority of land within the application site boundary for the main development site, but outside the nomination site boundary, is required for construction." It seems to me that the proposed SZC does not sit within the nomination site boundary....period! Or am I missing something? In a similar connection, is it reasonable for the products of mitigating actions required as part of the permission process for Sizewell B, to be removed by SZC in order to obtain sufficient space for the current proposed development? If it is indeed reasonable (and permissible), what value do mitigations really carry for a project with an operational lifetime in excess of 60 years?
	Response by Together Against Sizewell C at Deadline 3	As stated in reference to G.1.1, Figures 2.1 and 2.2 could not be located, so TASC have been unable to comment on those figures and statements. However, as set out in TASC's Critical Review of EN6 Volumes I and II, appendices B and C to TASC's Policy and Need WR [REP2-481b], TASC are of the opinion that the size of the site and scale of the development in Suffolk Coast and Heaths AONB are materially different from that nominated by the applicant in EN6. Examples of our comments in TASC's review of EN6 Vol II, appendix C, relate to paragraphs C.8.80-.82: "According to the HRA Site Report for Sizewell para 2.7, the nominated site for the SZC development amounted to 117 hectares but the DCO application (8.4 Planning Statement para 2.2.1) states the main development site will be 371.7 hectares i.e. 317% the size of that nominated. Virtually all of this is included within the AONB and its hinterlands. The estimated period for construction has risen from 5-7 years in the AoS and HRA to 10-12 years (actually 12-14 years including the SZB facilities relocation works) in the DCO application, although the experiences at Olkiluoto, Flamanville and Hinkley Point C suggest the SZC timelines are likely to be extended, especially given the rural infrastructure that will be used to get materials to the site and the potential cumulative impact of other infrastructure projects. The AoS did not consider impacts on the AONB and its hinterlands that reflect the scale of development now proposed. Examples of significant changes include: the height,

ExQ1	Question to:	Question:
		scale and location of the hard and soft coastal defences; the size of the site; the height of the main platform; the height of the causeway across the SSSI; additional beach landing facility; size of car park on Goose Hill, in Dunwich Forest; additional pylons", and, Paragraph C.8.36: "TASC highlight that the AoS took place 13-16 years ago which points to the appraisal being out of date, e.g. Table 1.2 of the Site Report published in October 2010 refers to a construction period of 5-6 years (now 12-14 years including the relocation of SZB facilities) and a maximum workforce of 4,000 (now 8,500). There are now also 2 Beach Landing Facilities (BLFs) and a hard sea defence up to 16 metres AOD and an SSSI crossing of 7.3/10.4 metres AOD to consider. In addition, climate change predictions have changed significantly since 2008." TASC draw PINS attention to the additional fact that the original nomination did not anticipate the destruction of Coronation Wood. Describing 10-12 years of construction in an Area of Outstanding Natural Beauty as 'temporary', demonstrates that the Applicant has total disregard for the special qualities and environmental sensitivities of the landscape the proposed development will affect. TASC conclude that Applicant is incorrect in asserting that the SZC project now proposed is not materially different from that nominated in EN6.
	Response by SZC Co. at Deadline 5	SZC Co. does not wish to add to the detail of its response at Deadline 2 but does draw the Examining Authority's attention to paragraphs 2.3.3 and 2.3.4 of NPS EN-6 in relation to the status of nominated site boundaries.
G.1.20	The Applicant	Need The Planning Statement, section 3.7, considers the EN-1, EN-6 site specific assessment and amongst other things, asserts that, in principle, Sizewell C is identified as a site suitable for the development of a new nuclear power station. The relevant representation of Walberswick Parish Council [RR-1257] submits that this potential suitability is no longer valid since it was based on an ability to use a sea-based transport strategy. Please provide a specific response to that matter in the light of the changes to the original application.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	The Parish Council's Relevant Representation [RR-1257] is concerned that: <i>"The Government's National Policy Statement for Nuclear Power Generation concluded that Sizewell is a potentially suitable site for new nuclear power stations before 2025. This potential suitability is no longer valid because of the following: o It was based on an ability to use a sea-based transport strategy. Once that was deemed unviable by EDF, the project should have been declared unsuitable because land based transport cannot be properly mitigated."</i> NPS EN-6 explains in sections 2.3 and 2.4 how potentially suitable sites for new nuclear power stations were identified for the purposes of the NPS. The process involved a Strategic Siting Assessment, an Alternative Sites Study and an Appraisal of Sustainability for the NPS policy itself and for individual sites. Transport issues were considered under the heading of <i>Communities: Supporting Infrastructure. The Appraisal of Sustainability: Site Report for Sizewell (October 2020)</i> recognised that the construction of Sizewell C could generate effects on the road network but reported: <i>"5.32... However, these issues are primarily localised and can likely be mitigated, provided the design includes transport management plans, green travel plans and consideration of alternatives to road for the transport of large loads (for example, transport by sea). Nevertheless, further studies should be undertaken by the developer. There is a strategic intent to improve capacity on the East Suffolk Rail Line in order to improve links between Ipswich and Lowestoft. East Suffolk Rail Line improvements would be of strategic importance in developing increased nuclear capacity. A primary access to rail and sea transport routes is the local road and rail infrastructure."</i> Access by sea, therefore, was not a pre-condition of the identification of Sizewell C. Similarly, Annex C of NPS EN-6 sets out <i>'why the sites have been found to be potentially suitable'</i> (paragraph C.1.1). In relation to Sizewell, the Annex confirms (at paragraph C.8.123) that the Appraisal of Sustainability assessed there to be potential for some adverse impacts locally from additional traffic during construction and wider negative effects on regional transport infrastructure but does not state that it set out any requirement or conclusion that the transport solution must be sea-based. Instead, the Annex refers to the general policies on transport in NPS EN-1.

ExQ1	Question to:	Question:
		Those policies are set out in NPS EN-1 at section 5.13. They apply to all of the potentially suitable sites and contain no pre-condition for sea-based transport at Sizewell. Paragraph 5.13.10 expresses a preference for rail or water-borne transport over road transport where cost-effective, but no specific requirement for either.
	Response by Stop Sizewell C at Deadline 3	G.1.20, G.1.21 & G.1.22 Whilst the per kWh emissions of nuclear and renewable generators may be at a similar scale to that of some renewable generators, the point should be made that onshore/offshore wind have a distinct advantage in terms of payback time, so EDF's response here misses the point. Whilst Sizewell C will take around a decade (or more) to build, and will then have to operate for a few years before the carbon emissions investment is repaid, a wind farm can be built in a much shorter period of time, and the emissions investment repaid typically within a year of connection.
	Response by Together Against Sizewell C at Deadline 3	TASC note that the Applicant refers to the AoS October 2020 to substantiate their response. TASC assume the Applicant is referring to the AoS undertaken in October 2010 as TASC have been unable to locate an AoS dated October 2020. The October 2010 AoS states, at 1.1, "This report considers the nominated site at Sizewell in Suffolk as a possible [emphasis added] location for new nuclear power station(s)." The Applicant refers to the AoS's mention of potential adverse impacts in the report, as some sort of licence that allows the Applicant to inflict unrestricted damage on the community and environment. In doing so, the Applicant is not acknowledging that the scale of the development proposed in their DCO application bears little resemblance to the one originally envisaged in EN6. The AoS in Table 1.2 on pages 12/13 refers to a construction timescale of 5-6 years and construction workforce of approximately 4,000. The new project anticipates a maximum workforce of 8,500 during construction and a construction timeline of 10-12 years (plus 2 more years with the relocation of the Sizewell B facilities). So, if the workforce is more than doubled and the timeline is more than doubled, there is in effect a minimum fourfold adverse impact in relation to some issues e.g. contactor journeys and a between double and fourfold increase in other impacts eg HGV journeys/delivery of materials to the site. Walberswick Parish Council made the point that it was not possible to satisfactorily mitigate the adverse impact from the road traffic that will arise from the proposed development, and TASC fully support that statement.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	SZC Co. does not wish to add to its response to the question posed by the Examining Authority. On the additional comments made by TASC, however, SZC Co. notes that the Government has reconfirmed that the NPS remain a proper basis for the examination of applications for energy NSIPs in full knowledge of their characteristics.
G.1.21	The Applicant	Need The Planning Statement, paragraph 7.2.11, states that based on current grid intensity the operation of Sizewell C would displace the equivalent of its construction emissions within the first 6 years of operation. The representation of Ian Marshall [RR-0490], states that <i>"the carbon footprint of Sizewell C's construction will have an adverse impact on carbon targets; it cannot positively contribute to UK's carbon neutral timetable until 2040 at the earliest"</i>. Please comment on that assertion and set out the anticipated timetable for the displacement of construction emissions and the achievement of a positive contribution to the UK carbon neutral timetable.
	Response by SZC Co. at Deadline 2	Volume 2, Chapter 26 of the ES [APP-342] stated that the Sizewell C Project would take 6 years to offset its construction emissions. This estimate was based on a comparison of Sizewell C output with long-term forecasts for the grid average carbon emissions (the grid average comparison approach). The approach used in the ES is consistent with the approach taken in a number of other Environmental Statements for nationally significant infrastructure projects (NSIPs) to contextualise potential offsets. Following the receipt of comments on the assessment, SZC Co. has considered the issue further and concluded that within the context of Sizewell C - and any other new low carbon generation project - the grid average comparison approach used in the ES is overly conservative and has significant limitations as a means of assessing the carbon savings that new low carbon generators can provide. Some of the issues that give rise to this conclusion are explained further below. In summary, the grid average comparison approach involves comparing a new project (such as Sizewell C) with the carbon intensity of a hypothetical future electricity mix (in the years to 2050). It is assumed that any hypothetical future electricity mix will be delivered even without the new project under consideration. The hypothetical electricity mix is based on an assumption that large amounts of new low carbon generation electricity capacity throughout the period will have been delivered (up to a fourfold increase in low carbon electricity between today and 2050). This is because of the large

ExQ1	Question to:	Question:
		amount of new low carbon electricity is needed in order to a) decarbonise the electricity grid and b) meet rising demand for electricity caused by electrification of other parts of the economy (e.g. heating and transport). However, most of the new low carbon generation electricity capacity which is assumed in the hypothetical energy mix is also hypothetical (i.e. is not represented by a project under construction). Therefore, a more appropriate comparison of Sizewell C (or any other new low carbon project) would be to evaluate the new project in the context of the currently unmet need for new low-carbon generation capacity. This does not affect the overall conclusion of the assessment presented within Volume 2, Chapter 26 of the ES [APP-342] namely that the Sizewell C Project will provide a significant contribution to reducing the greenhouse gas (GHG) emissions in the long term. In the short-term the GHG emissions associated with the construction of Sizewell C will not affect the ability of the Government to meet its relevant carbon budgets. These conclusions remain robust. <i>The grid average comparison approach</i> Under the grid average comparison approach, new generation projects are compared with a future projection for the electricity grid. The new project is assumed to displace carbon to an amount equal to the carbon intensity of the forecast grid. In turn, the projected grid intensity would be derived from a long-term forecast for the electricity sector (which would incorporate assumptions about changes in demand and rates of new build technologies and other key variables). To illustrate the grid average comparison approach: If the future grid was assumed to be 20% fossil fuelled, then 20% of the additional output from a new low carbon generator would be assumed to displace fossil fuels. A consequence of this approach is that the lower the carbon intensity of the hypothetical future grid, the lower the carbon saving that any new low carbon project is forecast to have. For example, if the future grid was assumed to be only 10% fossil fuelled (rather than 20% as above), then only 10% of the additional output from a new low carbon generator would be assumed to displace fossil fuels. The grid average comparison approach implicitly assumes that the forecast grid carbon intensity would be achieved without the specific project in question. For example, if Sizewell C was being compared to a grid that was forecast to have decarbonised to a point where only 10% of the power was from fossil fuelled sources (for reference, the

ExQ1	Question to:	Question:
		UK grid is currently around 40-50% fossil fuelled), then it is assumed that this level of decarbonisation would happen without Sizewell C. I.e. Sizewell C would not help the grid reach the level of decarbonisation where only 10% of the grid is fossil fuelled. It is important to note that this is not a Sizewell C (or new nuclear) specific issue. Any new low carbon generation project which was compared to a future grid projection would also be assumed to not be contributing to the level of decarbonisation achieved in the projection. <i>UK power market forecasts are for a low carbon system. Under the grid average approach, this results in low implied carbon savings from new projects.</i> Forecasts for the future UK grid are typically developed through a modelling exercise during which the party undertaking the modelling will set out assumptions and constraints on key parameters which influence the modelling outputs (outputs include generation technology capacities, power demand and the average carbon intensity of the electricity grid). These modelling exercises typically reflect the UK's decarbonisation requirements and objectives (including carbon budgets which require falling levels of UK carbon emissions and the 2050 net zero obligation). For example, the model will be set up so that the output is consistent with net zero in 2050 (in the most recent BEIS Energy and Emissions Projections there are two illustrative scenarios which specifically achieve net zero²⁸). More generally, as the modelling exercises that provide forecasts for the future electricity grid tend to take account of the UK's decarbonisation objectives, it follows that as a result, prevailing electricity forecasts show very low levels of future carbon intensity. Consequently, the grid average comparison, when applied with prevailing forecasts for an electricity system which is mostly decarbonised, implies that any (and all) new low carbon generation projects (nuclear, wind, solar etc) would provide minimal carbon emissions savings. On this basis, new projects appear to take a long time to displace their construction emissions. This can be seen in the Sizewell C calculation in Volume 2, Chapter 26 of the ES [APP-342] and has been highlighted in the relevant

²⁸ DBEIS (2020) Updated Energy and Emissions Projections 2019 (October 2020) Available at: <https://www.gov.uk/government/collections/energy-and-emissions-projections>

ExQ1	Question to:	Question:
		representations, but a similar effect would apply if the new project in question was for any other low carbon technology. Power sector forecasts show a large amount of new build low carbon capacity In order to achieve the low grid average carbon intensities which are implied in the electricity sector forecasts used in the ES calculation (and other forecasts for the UK electricity sector), large increases in low carbon generation output will be required relative to today's levels: • Low carbon generation output would need to roughly double between today and the early 2030s; and • increase 3-4 times compared to today's outputs by 2050 depending on which forecast is considered. In other words, achieving the low future levels of grid carbon intensity assumed in forecasts for the electricity grid would require a significant build of new low carbon projects from today and continuing through to 2050. Importantly, this means continuing to build a large number of low carbon projects after the electricity grid has reached a very low (or even zero) carbon intensity in order to meet the continually increasing demand for low carbon electricity. This increasing demand for low carbon electricity occurs because other sectors within the economy (for example transport, heating, and industry) are anticipated to achieve decarbonisation by electrification (i.e. the energy sources of these sectors will switch from hydrocarbons to low carbon electricity). This is considered extensively in the CCC net zero report and technical appendices and can be seen in the BEIS Energy and Emissions Projections²⁹. Carbon savings calculated using the grid average comparison approach in the context of the forecasts described above If enough low carbon generation is built to achieve the level of carbon intensity assumed in the Government's forecasts, then the new capacity would serve to avoid carbon emissions by:

²⁹ DBEIS (2020) Updated Energy and Emissions Projections 2019 (October 2020) Available at: <https://www.gov.uk/government/collections/energy-and-emissions-projections>

ExQ1	Question to:	Question:
		• reducing the amount of fossil fuelled generation required in the electricity sector to the extent reflected in the model, in effect, this is displacing carbon emissions in electricity production. Within the model, new low carbon generation will be mostly or entirely displacing fossil fuelled power generation; and • meeting increasing demand for low carbon electricity from e.g. heating, transport and industry, in effect new low carbon generation is displacing carbon emissions from other sectors. In other words, the projected new capacity in power market models are effectively modelled to achieve carbon '<i>savings</i>' via either (or both) effects (a) and (b) above. As the grid average comparison assumes that the projected future mix would occur without Sizewell C (or any other new low carbon project) being constructed and becoming operational, the consequence is that an appropriate proportion of the benefits of (a) or (b) is not ascribed to the new project being assessed. Instead, the only benefit implied by the grid average calculation is to remove a proportion of the residual grid emissions in the modelled outcome. This approach does not reflect the following important factors: • the large amount of new build capacity that is required to achieve the future forecast (many times the output that Sizewell C would generate); • the fact that most of this forecast capacity is hypothetical (i.e. not yet operating or committed to be built); and • the fact that a large amount of new build will be required to come online throughout the period to 2050 (including after Sizewell C comes online) for the future forecast to be achieved. Sizewell C and other new build low carbon projects will contribute to achieving the large amount of low carbon generation required to decarbonise the electricity grid and other sectors embedded in power sector forecasts. Having regard to the factors listed above, decarbonisation of the grid (and the resultant carbon savings) can only occur if significant numbers of new low carbon generating stations are authorised and constructed. Therefore, the actual carbon savings delivered from the new low carbon projects are much greater than would be implied through comparison against grid average, as the electricity generated would be consumed instead of fossil fuelled power generation (for example a gas plant) and/ or provide low carbon electricity to replace

ExQ1	Question to:	Question:
		fossil fuels in other sectors (e.g. through the electrification of motor vehicles). Government policy to achieve net zero requires the decarbonisation of these other sectors and cannot be achieved without projects like Sizewell C. To provide some context of how much need there is for new low carbon generation and how much Sizewell C will contribute to meeting that need, using the BEIS UEP net zero 'low demand' scenario, Sizewell C will provide 7% of the total projected 2035 low carbon power and 4% of the total 2050 total; while in the 'high demand' scenario the equivalent numbers are 6% (in 2035) and 4% (in 2050). <i>Illustration of the potential carbon savings provided by Sizewell C's generation and the implied length of time to offset carbon emissions</i> As described above, one of the benefits of new low carbon power generation is that it is expected to replace fossil fuelled power generation that would otherwise be operating. In the UK the fossil fuelled generator would likely be a combined cycle gas turbine (CCGT). If the full output from Sizewell C replaced a CCGT, the carbon emissions saved would be enough to offset the Sizewell C construction emissions in 4 to 5 months. As described above, low carbon power will also help reduce emissions in other sectors such as transport and heating. If the low carbon power were compared to the emissions from a petrol vehicle or gas boiler the carbon savings would be expected to be even greater than the CCGT comparison provided above.
	Response by Stop Sizewell C at Deadline 3	We note EDF's attempt to reframe the question, but in doing so, they have not rebutted the point that the carbon emissions invested in the project will not be recouped (in reduced operating emissions) until 2040 at the earliest. Even if the average grid emission factor expected immediately before Sizewell C connects is used for the calculation (41gCO₂e/kWh), with no further decrease, then the construction emissions debt would still take until around 2040 to be paid off. In their answer, EDF states that "In the short-term the GHG emissions associated with the construction of Sizewell C will not affect the ability of the Government to meet its relevant carbon budgets". This is highly debatable. Whilst the millions of tonnes of emissions invested are modest relative to the Government's budgets, it is clearly the case that if the budgets are eventually exceeded, then the emissions associated with the construction of Sizewell C will have been a contributory factor. As such, those emissions must not be dismissed.

ExQ1	Question to:	Question:
		The point that Sizewell C is likely to displace (unabated) fossil fuel facilities such as CCGT from the grid is contentious. It is likely that insofar as fossil fuel or nuclear generators are needed on the grid, fossil fuel stations will be investing significantly in carbon capture and storage (CCS) by the mid-2030s, and so it is likely that Sizewell C will be an alternative to CCS investments and/or more renewables projects and/or interconnectors, with energy storage. Comments specifically on the LCA (referred to in G.1.21 and .22) are shown below. Carbon focused Life Cycle Assessment of the proposed Sizewell C nuclear power plant development (May 2021) contained within the document 9.11 Responses to the ExA's First Written Questions (ExQ1) – Volume 3 Appendices Part 3). a. Optimism Bias The figure used in the LCA for gross generation over 60 years (approximately 1.694 x 10¹² kWh, or 1,694,000 GWh) is 92% of the maximum possible output from a plant rated at 3.5 GWe, implying a very high level of availability and very little downtime. The net figure is 85%. [Note, also, that the figure for gross generation is greater than 100% of the maximum possible if the plant capacity is taken as 3.2 GWe, as EDF has stated elsewhere rather than the 3.5 GWe stated in the LCA]." Given experience of nuclear energy in the UK to date, these figures appear highly optimistic. Figures from the BEIS Digest of UK Energy Statistics show that the net load factor of the UK nuclear fleet in the five years to 2019 averaged 74%, rather than the 85% implied for Sizewell C. Furthermore, the proposed lifetime of 60 years also appears optimistic given that no nuclear generating facility has survived this long to date. In other words, the LCA has presented a case based on the best possible scenario, with negligible margin for error over a period of 60 years. Alongside this scenario, EDF should present a realistic case, in which the facility operates at a lower net load factor for less than 60 years, and adjust the GWP results per life cycle stage in table 12 accordingly (core operation, core infrastructure - construction, core infrastructure - decommissioning). b. Construction Emissions Inconsistencies Emissions of CO₂e associated with construction have previously been stated as follows:

ExQ1	Question to:	Question:
		• 5,738,084 tCO₂e , then recalculated as 6,237,269 tCO₂e in the Environmental Statement Addendum (The Sizewell C Project – 6.14, Volume 1, Chapter 2, January 2021. Table 2.66) as more specific site information became available. No such figure is presented in the more recent LCA, but the following information is provided which enables a calculation to be made. • Construction of core infrastructure: 2.44 gCO₂e/kWh • Total net generation: 1,569,718,000,000 kWh Multiplying the two implies that the total construction emissions (core infrastructure) are 3,830,112 tCO₂e. It is unclear why these emissions, having been revised upwards from ~5.7 to 6.2 MtCO₂e in January 2021 are now assumed to be only ~3.8MtCO₂e. If the old figures were 'wrong', what was the underlying cause, and what evidence is there that the new figure is less wrong? c. Fuel Cycle – Upstream emissions The upstream emissions (associated with the extraction and preparation of uranium) reported in table 12 of the LCA are given as 2.75 gCO₂e/kWh. Researchers 2 have previously shown how the carbon cost of uranium extraction and preparation may rise in the future under a scenario in which global nuclear generating capacity increases. This is because the industry must move on to ores containing uranium in ever-lower concentrations as the better deposits are used up, as there is now relatively little discovery of previously unknown uranium deposits. EDF should share its analysis of how the supply chain for fuel, and the associated embedded carbon, is likely to develop in response to this challenge.
	Response by Together Against Sizewell C at Deadline 3	The Applicant's answer to this question refers to 'significant limitations' of the 'grid average comparison' as a means of assessing the carbon benefits of a major project, even though this method has been used by many other projects. TASC believe the 'significant limitations' are due to it providing the wrong result for the Applicant. The Applicant prefers to use an unprovable and probably over-optimistic assumption that SZC can operate at a high load factor throughout its planned 60 year operational life, despite there being no evidence that the EPR technology can meet these claims. The Applicant criticises the use of a 'hypothetical future electricity mix' but expects us to accept the alleged benefits of a hypothetical Sizewell C- after all, there are no operational EPR reactors built to European Regulatory requirements and the only operational EPRs built by the Chinese appear to be experiencing a problem regarding

ExQ1	Question to:	Question:
		the build-up of excess noble gases, as reported by various organisations earlier in June 2021 (see comment re question G.1.4). In TASC's opinion, the 60 year planned operational period could be considered hypothetical as TASC are unaware that any nuclear power plants have continued generating electricity for this length of time. A future electricity mix will have to be low/zero carbon by 2050 due to legal requirements and is slated to be much lower carbon intensity by 2035, as it is seen as one of the easier areas to decarbonise. Indeed, the grid has substantially decarbonised without any contribution from new nuclear and this decarbonisation has happened while nuclear energy's share of electricity production has reduced, due to extended outages for maintenance and closure of older plants. TASC also draw to PINS attention, that the 10-12 years it will take before SZC becomes operational, will mean that low carbon alternatives such as offshore/onshore wind, which can be deployed far quicker, will likely be held back due to investment being diverted to the SZC project, leading to higher use of existing gas plants and therefore a higher carbon debt than necessary. TASC also draw to PINS attention, the answer provided to this question does not address the question raised. Presumably, this is because the Applicant cannot counter their own statement that the 6.3 million tonne carbon debt will take at least 6 years to 'pay back'. Due to the expected mix of electricity generation by the time SZC becomes operational, the carbon debt will likely take much longer, if ever, to be repaid. In TASC's opinion, SZC will not help the UK meet its carbon reduction targets and needs to be compared to the much quicker to deploy wind turbines which repay their carbon debt within a year or two.
	Response by SZC Co. at Deadline 5	SZC Co.'s response provided at Deadline 2 remains valid.
G.1.24	The Applicant, Relevant local planning authorities	Benefits - Economic The Planning Statement, paragraph 7.2.18, states that home-based jobs generated by the project would equate to around 1% of all employment in Suffolk. This is regarded by the Applicant as a significant increase in employment and a major beneficial change to employment in the area:

ExQ1	Question to:	Question:
		(i) What reliance can be placed upon the estimate that around 2,000 home based workers would be employed on the main development site at peak? (ii) What weight can be placed upon such relatively temporary employment benefits in the overall balancing exercise?
	Response by SZC Co. at Deadline 2	i) Evidence of strong home-based (HB) recruitment at Hinkley Point C means that the Sizewell C Project is confident of the reliability of its peak recruitment estimates. The assessment of local and regional socio-economic effects for the Sizewell C Project including assumptions on the number of home-based workers at peak and throughout the construction phase – set out and evidenced within Volume 2, Appendix 9A (Technical Note 1 – Workforce Profile) of the ES [APP-196] - draws on evidence from Hinkley Point C. As reported to the Socio-economic Advisory Group for the Project³⁰, this shows there are currently (as at January 2021) 1,717 home-based (HB) workers out of a total workforce of 4,769. Many of these HB workers are in roles that will be available to local residents at Sizewell C, and which are not attractive to non-home-based (NHB) workers, because they do not have a subsistence allowance to support working away from home. Evidence from Hinkley Point C also suggests that higher skilled MEH roles are likely to be filled by local residents, supported by changes in work packages and local training to increase the HB number at peak. For clarity, the 2,000 workers referred to in the question does not include staff operating the Associated Development sites as these are outside of the Main Development Site security gate, or remote, and does not include pre-operational and commissioning staff who have the potential to be home-based. As also set out in response to Question SE.1.33, estimates of the total, HB and NHB employment for each year of construction, by phase/work package are set out in Table 1.9 of Volume 2, Appendix 9A (Technical Note 1 – Workforce Profile) of the ES [APP-196] with supporting text to evidence the assumptions. Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195] uses a conservative assessment case for assumptions about HB and NHB workers - this is to ensure

³⁰ HPC Socio-economic Advisory Board (2021) Available at: https://www.sedgemoor.gov.uk/media/9721/SEAG-Dashboard-Accommodation/pdf/SEAG_Dashboard_-_Accommodation.pdf?m=637511338094670000

ExQ1	Question to:	Question:
		mitigation for the NHB component is sufficiently robust. Some of the additional workforce (resulting from changing assumptions about the scale of workforce required as presented through Stage 2 and Stage 3 Consultation) may be home-based, but the ES has taken a 'worst case' position with regards to knock-on effects on socio-economic factors. The scale of HB workforce was based on assumptions by broad contract package – though it may represent an underestimate given advances in higher-skilled operative recruitment for MEH roles. At Hinkley Point C, the proportion of HB workers is currently 36%, and has been above 50% in early years. SZC Co, ESC and SCC are working to develop iterative and responsive governance for the implementation of employment, skills and training interventions (set out in Schedule 7 of the Draft Deed of Obligation (Doc Ref. 8.17(C))) that take into account real data from contractors for each Workforce Delivery Strategy at each phase of the Project, and review data to understand the effectiveness of such interventions, in order to maximise local labour market benefits and local recruitment. This is likely to be even more effective than similar measures applied at Hinkley Point C, having had the benefit of lessons learnt about the targeting of investment from Hinkley Point C. ii) Despite being temporary, the construction phase will: • Represents over 42,000 years of construction employment output, much of which is supported by the long-term gain in skills for individuals that will develop their sustainable careers in the industry well beyond the construction phase of this project; • Is equivalent to twice the median job tenure in the UK and far longer than the average job tenure on a construction site – as set out from paragraph 3.3.9 to 3.3.11 of the Economic Statement [APP-610]. Whilst construction employment is often short-term and peripatetic, the length of this particular construction project provides valuable opportunities for people to cycle through different roles on the Project (using the SZC Jobs Service), gain long-term skills and develop genuine long-term sustainable careers. SZC Co. has worked with SCC, ESC, the New Anglia Local Enterprise Partnership (NALEP) and local skills and training providers to generate a suite of measures for the labour market and supply chain to not just deliver the workforce for the Project, but maximise the local opportunities for sustainable careers, transferrable skills, and particularly

ExQ1	Question to:	Question:
		supporting breaking down barriers to employment and raising aspiration via an Outreach Fund, Sizewell C Bursary and Young Sizewell C. Other elements include long-term investment in revenue for the existing capital projects in the region, with the aim of supporting the legacy benefits for the region. Further detail is set out in response to question SE.1.17 and within Schedule 7 of the Draft Deed of Obligation (Doc Ref. 8.17(C)). The construction employment benefits are only one part of the benefits, with significant permanent benefits in the operational phase as well which represents a permanent uplift in employment, skills and supply chain benefits. Although they are temporary, they are relatively long-term, especially in the context of the typical duration of a construction job (typically only between 13% and 23% expect to be working on the same site for more than a year, and up to half less than six months) and in the economy more generally, where the median job tenure is 5.6 years. There are also important qualitative elements in providing a pipeline into the industry, including the HPC-SZC skills conveyor, leaving behind a more skilled and productive workforce. Further information on the scale of the benefits generated by the Project is outlined in the Economic Statement [APP-610] and summarised in an appendix to this response (Appendix 2A), which also sets out how the Project will secure interventions and funding for regional skills infrastructure, and support the region to focus on long-term, legacy skill-sets to the benefit of sustainable economic growth forecast to be demanded by both the region and the Project. Substantial weight should be placed on the long-term, substantial economic benefits that this Project will bring to the region. Its scale – and the ways in which its benefits will be retained and enhanced – draw on the same successful measures for business and skills/employment as at Hinkley Point C, where to-date: • £2.7bn has been spent on local businesses who have been supported into the project's supply chain through engagement activities; • Currently 36% of the workforce is from within the 90-minute area, and for much of the construction period so far this has been higher, up to around 50%; • 9,494 people have registered for the Jobs Service, and 1,240 of them have been placed into work on the HPC Project;

ExQ1	Question to:	Question:
		• 1,500 young people have benefitted from the Young HPC Programme; and • 734 apprentices have been employed on the Project. Hinkley Point C is yet to reach its peak of construction activity, but the Project has already substantially outperformed its aspirations for local (economic) benefits, which the Secretary of State considered '<i>significantly outweighed</i>' residual adverse impacts of the HPC Project (SoS HPC Decision Letter, Section 6.6). The Ten Point Plan for a Green Industrial Revolution identifies the importance of the benefits of construction employment associated with new nuclear projects, using Hinkley Point C (HPC) as its case study. Furthermore, regional supply chain benefits are also supported by the Energy White Paper (page 56), which sets out that 'Developing the domestic supply chain for the sector has the potential to transform the prosperity of these regions. It provides high-value and skilled employment opportunities, unlocking investment to support infrastructure projects and growing manufacturing and industrial capability'
	Response by East Suffolk Council at Deadline 2	i) In seeking to understand the home based workforce and the figures that have been presented by the Applicant, we have considered the experience from the build of Sizewell B, as considered in the longitudinal research study led by John Glasson of Oxford Brookes University (summarised in an article in "Impact Assessment and Project Appraisal", vol 23, September 2005, pages 215–226 [See SCC Appendix to SE.1.5]). This study identified a 'substantial boost to local employment especially in the civil engineering phase of construction'. We can also look to Hinkley Point C and the Oxford Brookes Study commissioned by the New Nuclear Local Authorities Group (para 3.2.3) which independently confirms that local employment percentages are above those predicted for the first years of construction (LIR Appendix 2:1 [REP1-045]). Both of these studies confirm that this level of home-based recruitment can be reached. However, both studies confirm that these levels of home-based recruitment were underpinned by effective employment and training measures. Therefore, we are confident that with a robust and sufficiently funded employment, skills and education strategy the conservative estimate of 2,000 home based workers will be met and further home-based employment maximised. This strategy will need to be deployed in advance of commencement of construction. However, in the context of Sizewell B approximately 60% of local recruitment was into semi-skilled/unskilled and clerical jobs. The employment, skills and education strategy for this project needs to

ExQ1	Question to:	Question:
		ensure there are a range of measures to increase local employment levels in higher skilled roles, identified as legacy roles, in the region and therefore valuable in the long term. ii) As set out in para 25.1 – 25.12 LIR [REP1-045] and in answers to SE1.28, SE1.29 and SE1.31 ESC's approach to the employment opportunities is to view the opportunities as a catalyst for long term employment in roles that have an increasing and enduring demand in the region as identified in the report "Technical Skills Legacy for Norfolk & Suffolk" by Pye Tait Consulting (see Appendix submitted by SCC) ESC expects the Applicant to proactively support this ambition through the Employment, Skills and Education Strategy and through an agreed Governance structure. ESC will work with the Applicant to deliver a Workforce Delivery Strategy (WDS) and Annual Workforce Delivery Implementation Plans (AIP), which would secure a flexible, dynamic process enabling reaction to any impacts picked up through monitoring, such as workforce churn, and take account of the changing skills and employment landscape, legacy opportunities and the economic cycle we are in.
	Response by Suffolk County Council at Deadline 2	i) SCC considers that any estimate like this has to be treated with a degree of caution, and should be considered as an indication rather than a worst or best case scenario. When looking to understand the home-based workforce and the figures that have been presented it is worth to review experience from the build of Sizewell B, as considered in the longitudinal research study led by John Glasson of Oxford Brookes University (summarised in an article in "Impact Assessment and Project Appraisal", vol 23, September 2005, pages 215–226 [submitted by SCC as ExQ SE.1.5 SCC Appendix]). This study identified a 'substantial boost to local employment especially in the civil engineering phase of construction'. Looking at Hinkley Point C, the Oxford Brookes Study commissioned by the New Nuclear Authorities Group ([REP1-089] para 3.2.3) independently confirms that local employment percentages are above those predicted for the first years of construction. Both of these studies indicate that the level of home-based recruitment estimated by the Applicant can be reached. However, both studies confirm that these levels of home-based recruitment were underpinned by effective employment and training measures. Therefore, SCC considers that, subject to a robust and sufficiently funded employment, skills and education strategy, the estimate of 2,000 home-based workers is a conservative one that can be met, and then encourages home-based employment to be maximised beyond this estimate.

ExQ1	Question to:	Question:
		It is important for the ExA to note that, in the context of Sizewell B, approximately 60% of local recruitment was into semi-skilled/unskilled and clerical jobs. This has limited the legacy benefits for the local community. Therefore, SCC considers that the Sizewell C employment, skills and education strategy as set out by the Applicant needs to ensure there are a range of measures to increase local employment levels in higher skilled roles, identified as legacy roles, which would be valuable for the region in the long term. ii) As set out in para 25.1 – 25.12 LIR and in answers to SE1.28, SE1.29 & SE1.31 SCC's approach to the employment opportunities is to view the opportunities as a catalyst for long term employment, especially for those furthest from the labour market, in roles that have an increasing and enduring demand in the region as identified in the report "Technical Skills Legacy for Norfolk & Suffolk" by Pye Tait Consulting [submitted by SCC as ExQ SE.1.39 Appendix 2]. The higher number of individuals and the further they have been supported to progress (i.e. from unemployed to work or from within work to better work) the greater the value of the home-based worker opportunities to the region. We expect the Applicant to proactively support this ambition through the Employment, Skills and Education Strategy. Through an agreed Governance structure we will work with the Applicant to deliver a Workforce Delivery Strategy (WDS) and Annual Workforce Delivery Implementation Plans (AIP), which would secure a flexible, dynamic process enabling reaction to any impacts picked up through monitoring, such as workforce churn, and take account of the changing skills and employment landscape, legacy opportunities and the economic cycle we are in
	Response by SZC Co. at Deadline 3	As set out in SZC Co's response to this question at Deadline 2, SZC Co is content that the estimate of HB workforce is conservative, allowing for the 'reasonable worst case' to be assessed, and sufficient mitigation (for a 5,884 peak NHB workforce) to be established. That does not preclude the HB recruitment level exceeding the estimated peak – it is in the interest of the Project to maximise local recruitment, and this is why an extensive range of measures has been set out in terms of employment, skills, education and supply chain at Schedule 7 of the Draft Deed of Obligation, an updated version of which is submitted at Deadline 3 (Doc Ref. 8.17(D)). These measures are supported by specific Workforce Delivery Strategies for each phase of the Project, which focus directly on employment in civils and MEH construction,

ExQ1	Question to:	Question:
		directing funding and measures towards local recruitment in these areas which are often higher skilled roles, identified as legacy roles, which would be valuable for the region in the long term. See also SZC Co's response to the Councils' Local Impact Report (Chapter 25) (Doc Ref. 9.29).
	Response by Ian Galloway at Deadline 3	Does 'Home Based' in this context imply 'Suffolk resident' or resident in the area identified in the gravity model? If the latter, benefit may not be contributing to the implied 1% of all employment in Suffolk, let alone the immediate area. The Applicant identifies "Evidence of strong home-based (HB) recruitment at Hinkley Point C" and extrapolates that this enables the SZC Project to be confident of the reliability of its peak estimates. The Applicant seemingly overlooks the vital role of the M5 in providing fast access to the HPC site by workers from distant conurbations. The A12, A14 and lesser roads hardly provide the same capability. The Applicant in making their response identifies that "Whilst construction employment is often short-term and peripatetic, the length of this particular construction project provides valuable opportunities for people to cycle through different roles on the Project (using the SZC Jobs Service), gain long-term skills and develop genuine long-term sustainable careers". However, so far as I can establish there is no evidence provided to support this assertion, despite their HPC experience. Why not?
	Response by Stop Sizewell C at Deadline 3	Temporary Construction Phase Employment Effects The Applicant has responded to queries regarding the scale of temporary construction phase employment effects, specifically concerning the estimate that around 2,000 home-based workers (HB) would be employed on the main development site at peak. It should be noted that the Applicant's estimates of HB workers is based on a 90-minute drivetime area, which extends beyond the boundaries of Suffolk into adjacent areas of Cambridgeshire, Norfolk, and Essex. Therefore, any suggestion that 'around 2,000 home-based workers would be employed on the main site at peak' is synonymous with around 2,000 Suffolk residents benefiting from this employment opportunity simply

ExQ1	Question to:	Question:
		cannot be proven, as the applicant's analysis is focused on a wider spatial area of which Suffolk is only part. Furthermore, it is also apparent from the Applicant's evidence that the majority of roles that the applicant expects to be available to HB workers are in low-skilled or semi-skilled occupational roles, such as in catering, cleaning, security, admin support, etc. However, setting all these points to one side for a moment, it is fundamentally still the case that none of the applicant's evidence concerning quantification of local employment opportunities can be regarded as soundly based, for the simple reason that their analysis excludes any proper assessment of local displacement effects during the construction phase. In short, the concern remains that a substantial proportion of jobs filled by local HB workers during construction would be offset by a reduction in business activity and employment in other local businesses during this phase of the proposed project. Further specific details of the concerns held by Stop Sizewell C regarding the approach taken by the applicant to factoring in displacement effects on other local businesses is set out below, especially in the responses to matters SE.1.3 and SE.1.37.
	Response by SZC Co. at Deadline 5	Defining Home-based Workers Home-based (HB) workers are defined by the Draft Deed of Obligation (Doc Ref. 8.17(E)). These workers will not all be Suffolk residents. However, estimates provided by the Gravity Model suggest that about 60% of HB recruits are anticipated to be Suffolk residents at peak – this is set out in Volume 2, Chapter 9, Appendix 9C [APP-196] of the Environmental Statement. Supply Chain 'Displacement' The HM Treasury definition of displacement is clear – it is the loss of economic output elsewhere as a result of the project. It has been suggested that some local firms might prefer to supply the Project rather than other customers. There is no evidence to suggest that this would happen but even if it did, those other customers' needs would not go away, i.e. there would be no reduction in economic activity, it would still be there, just fulfilled by another business. The reality is that most businesses will seek to expand to meet new orders rather than switch from one customer to another.

ExQ1	Question to:	Question:
		The main effect of Sizewell C would be to increase the size of the market and offer a substantial opportunity for local and regional firms to provide goods and services to the Project, becoming part of the supply chain as contractors. In most cases, those businesses would expand to deliver on existing contracts as well as supply chain opportunities within the Sizewell C Project. This is the normal function of an economy. Businesses can make these choices themselves, they do not need the Applicant or the local authorities, or the planning system to be involved, other than making the opportunity available. SZC Co. will help them understand how to become part of the Sizewell C Project supply chain, via the Sizewell C Supply Chain Team at the Chamber of Commerce. Labour Market 'Displacement' SZC Co's responses to Stop Sizewell's concerns about displacement have been set out in response to Questions SE.13 and SE.1.37 (response by SZC Co. at Deadline 5) in Part 6 of this submission.
G.1.25	The Applicant	Benefits - Economic The Planning Statement, paragraph 7.2.20, states that the project would also create extensive supply chain opportunities: (i) What reliance can be placed upon the experience of development at Hinkley Point C by way of a comparator for such opportunities given the different location and circumstances of the Sizewell site? (ii) What is the likelihood of a similar level of spending on the regional supply chain at Sizewell C taking place and how would that be secured?
	Response by SZC Co. at Deadline 2	(i) The Economic Statement [APP-610] sets out the Applicant's assumptions regarding the scale of local and regional supply chain benefit at Section 3.4. This includes several assumptions about replication of the regional supply chain procurement experienced at Hinkley Point C to-date to estimate a proportion of the overall Sizewell C Project Value that would be retained in businesses in the region. Overall, reliance can be placed on upon the experience of development at Hinkley Point C by way of a comparator for such opportunities for the following reasons:

ExQ1	Question to:	Question:
		a) Sizewell C is essentially a replication of Hinkley Point C (with the exception of some differences in ground conditions and site preparation) and as such will have the same spending profile on supply chain as Hinkley Point C, which has (so far) spent £2.7bn on goods and services procured from local and regional suppliers; b) Sizewell C will apply broadly the same measures as are in place for Hinkley Point C to engage, support local and regional firms to win work on the Project (and in fact has the benefit of lessons learned for effectiveness from Hinkley Point C, as well as a running start with a willing and informed Sizewell C Consortium already geared up for the Project and a Supply Chain Portal already in place); c) The fact that interventions to be secured by the Draft Deed of Obligation (Doc Ref. 8.17(C)) are focused on local and regional firms, and support is being provided to local/regionally-focused bodies such as the Councils, NA LEP, and Suffolk Chamber of Commerce; and d) The regional economy in the East of England is not substantially different to the South West in terms of the relative scale of business, employment, output and sectoral representation. Tier 1 contractors will not have the resource capacity to deliver all of the work packages directly – they will need to draw on local firms at Tier 2 and Tier 3 in the supply chain across a range of construction and non-construction contracts. Local and regional firms have a competitive advantage in winning work (even without the proposed measures in the Draft Deed of Obligation (Doc Ref. 8.17(C)) – they have shorter travel times, smaller carbon footprints, and logistical benefits that translate into economic advantages. To expand on (b) – in terms of measures already underway: • In developing the approach to delivery of supply chain benefits, SZC Co. has provided resourcing to the Suffolk Chamber of Commerce for several years, and currently supports a team of seven people who undertake supply chain engagement activities with local businesses. This activity includes the investigation of developing local consortia (similar to successful consortia at Hinkley Point C), and the running of 'meet the buyer' events (next event planned for July 2021). The activity has also included the development and maintenance

ExQ1	Question to:	Question:
		of a Sizewell C Supply Chain Portal, which currently has 1,385 registered businesses, of which 747 are in Suffolk and 575 are outside of Suffolk, but within the region. The companies registered cross-cut a range of sectors relevant to the work packages that the Project will need – including 177 Suffolk-based professional/technical services companies, 89 transport/logistics companies, and 47 civil construction (on-site) firms. • Registration does not guarantee that a company will work at Sizewell C, but allows the Chamber of Commerce to ‘Supplier Match’ local and regional companies to specific work packages that will be necessary to deliver the Project. As such, local and regional companies are potentially in a stronger position to win work than they might ordinarily be. • To further improve the potential opportunities for local and regional companies to win work at Sizewell C, the Chamber of Commerce actively engages with those local and regional companies to support their business development and accreditation alignment in accordance with the requirements of the Project. • Suffolk Chamber of Commerce notes that statistical evidence from portal registrations suggest that the Local and Regional content pledged in the DCO can be delivered. There are a significant number of local and regional companies already registered and it is predicted, with reasonable certainty, that this will continue to grow. Further, there is a breadth of local and regional capability that would be able to deliver against a range of work packages necessary during the Sizewell C Project. By undertaking similar interventions to those at Hinkley Point C, to be secured by the Draft Deed of Obligation (currently in draft at Doc Ref 8.17(C)), focused on local and regional firms, the approach to Sizewell C essentially replicates the successful approach to supply chain engagement currently being enacted for Hinkley Point C in the South West, which has: • Resulted in £2.7bn being spent with regional businesses on goods and services – exceeding the anticipated level for the whole project (£1.5bn) in just the first 5 years³¹;

³¹ HPC Socio-economic Advisory Group. Available at: <https://www.sedgemoor.gov.uk/SEAG>

ExQ1	Question to:	Question:
		• Delivered innovative consortia from local firms such as the Somerset Larder; • Enabled brokerage between Tier 1-2 contractors and local firms – in 2019 alone 1,657 South West companies were recommended for a total of 141 work packages³². The market is confident that this level of retention of spending in local and regional supply chains is realistic (and in fact represents a conservative estimate). This is demonstrated by an independent assessment of the potential local and regional supply chain benefits has been undertaken by the Sizewell C Consortium, a collection of more than 200 leading companies and organisations from across the country, leading to a Memorandum of Understanding (MoU) being signed between the group, MPs and regional stakeholders. The group estimates that the Sizewell C Project may exceed estimates for local/regional supply chain benefit estimated by the Applicant (estimated at c. £1.5bn within the Economic Statement [APP-610] at paragraph 3.4.13), estimating that £4.4bn may be retained in the East of England. This demonstrates market confidence in the supply chain capacity available, and the fact that potential contractors are willing to sign up to the MoU proves that they are willing to make a commitment to local and regional investment. (ii) As set out in Part (i), there are several factors that result in confidence that a similar level of spending on the local and regional supply chain at Sizewell C as at Hinkley Point C is realistic. Specific levels of spending cannot of course be secured through the DCO - that depends on local businesses wanting and being able to take advantage of the opportunity. SZC Co.'s commitments to support the process, however, can and will be secured through the Deed of Obligation which (as set out at Schedule 7, Paragraph 3 of the Draft Deed of Obligation (Doc Ref. 8.17(C))) requires the Applicant to implement or procure measures described in the Supply Chain Strategy [APP-611]. Further information regarding the detail, delivery and securing mechanism, governance and monitoring for supply chain activities is set out in response to question SE.1.27

³² EDF Energy (2020) HPC Socio-economic Brochure https://www.edfenergy.com/sites/default/files/hpc_socio-economics_brochure_2020.pdf

ExQ1	Question to:	Question:
	Response by Ian Galloway at Deadline 3	In their response the Applicant states "Overall, reliance can be placed on upon the experience of development at Hinkley Point C by way of a comparator for such opportunities for the following reasons: a) Sizewell C is essentially a replication of Hinkley Point C (with the exception of some differences in ground conditions and site preparation) and as such will have the same spending profile on supply chain as Hinkley Point C, which has (so far) spent £2.7bn on goods and services procured from local and regional suppliers; Is the Applicant expecting the significant and obvious differences of the HPC site and the potential SZC site to be dismissed with the ill-considered comment that "...with the exception of some differences in ground conditions and site preparation...Sizewell C is essentially a replication of Hinkley Point C". It beggars belief that the Applicant can so crudely dismiss the huge differences between; the sites, the requirements for safeguarding the sites themselves, the surrounding coastlines, the landscape settings, the pre-existing infrastructure, ease of accessibility and egress, materials requirements, etc. This perfunctory response lays bare the contempt the Applicant has for the; Planning Inspectorate, DCO process, people of Coastal Suffolk, the coastline, landscape, wildlife and exposes once again the lack of understanding they have of the immediate area and the region in which the site sits. Moreover, the Applicant continues at point d) that, "Local and regional firms have a competitive advantage in winning work (even without the proposed measures in the Draft Deed of Obligation (Doc Ref. 8.17(C)) – they have shorter travel times, smaller carbon footprints, and logistical benefits that translate into economic advantages. Again, the Applicant makes a very simplistic assertion, provides no evidence and in some industry sectors confounds logic applicable to some of the most easterly and rural points of England (i.e. accessibility to raw material/components, lead times, inbound transport costs, etc.). Finally, in expanding further the Applicant engages in a facile 'numbers game' quoting the Sizewell C Supply Chain Portal as having 1,385 businesses registered, of which 747 (54%) are in Suffolk, with another 575 (41%) outside Suffolk but within the 'Region'. Presumably the remaining 63 (5%) are based elsewhere (UK or otherwise).

ExQ1	Question to:	Question:
		What is not provided is; any quantification of the relative weighting (in either potential contract values or additional employment opportunities) of the commercial opportunity these entities might be able to compete for. Consequently, there is little hard evidence, even at this early stage as to what on the surface appear healthy numbers might mean in terms of local businesses and over what timescale. For example, if the 63 have 80% of the potential contract value opportunity across the piece, the most the Regional businesses might be able to compete for in contract value might only be 20%!
	Response by Stop Sizewell C at Deadline 3	Supply chain opportunities The Applicant has been asked about the scale of opportunities that might be available for local companies to provide services to SZC. In response, the applicant places considerable stress on the experience and successes that 'local and regional' companies have had in supplying services to the Hinkley Point C (HPC) project that is currently underway. The Applicant would like local audiences to believe that the experience with HPC is a good guide to what could be achieved with a supply chain in the Suffolk/Norfolk area. However, for reasons that we set out in our previous submission to the Inquiry at Deadline 2 (REP2-449I), the quantified estimates of supply chain stimulus for HPC is an entirely inappropriate benchmark for what would be likely to occur if the Sizewell C project is permitted and built as intended by the applicant. This is for two principal reasons: • First, the spatial impact area that is used by the applicant to assess the supply chain impacts of the HPC project is a much larger area than the area of Suffolk and Norfolk combined. Indeed, the spatial impact area used for the analysis of the HPC supply chain covers all of South West England (i.e. Wiltshire to Cornwall) and also all of South Wales, from Monmouthshire to Pembrokeshire. In short, the working age population and the number of businesses in the combined South West and South Wales area is around 5 times larger than the equivalent working age and business populations of Suffolk and Norfolk together. • The other key point is that having invested in developing a local and regional supply chain for HPC, the companies in that supply chain (including those in South West

ExQ1	Question to:	Question:
		England and Wales, but also other parts of the UK) now have a considerable advantage when it comes to compete for contracts to supply services to any new nuclear projects that might be permitted, including Sizewell C. In other words, having developed expertise and experience of working on the first new nuclear project in nearly three decades, the companies that are currently participating in the HPC supply chain would have a substantial competitive advantage when it comes to bidding for contracts to supply similar types of services to a Sizewell C project, were it to be permitted. For both of these reasons, the emphasis that the applicant is placing on the current experience of the HPC supply chain across the South West England and South Wales regions cannot be regarded as a sound basis for the assessment of the size and pattern of any potential supply chain impact associated with the proposed SZC project on the economy of Suffolk and Norfolk.
	Response by SZC Co. at Deadline 5	Comparison between Hinkley Point C and Sizewell C 'impact areas' For clarity, Sizewell C's regional supply chain retention estimate (£1.5bn) is based on an early estimate of regional retention at Hinkley Point C - the comparative regional areas are broadly similar in population, jobs and GDP: a) Jobs (BRES, 2019): East of England = 2.785m; HPC Region (South West England and part of South Wales) = 2.783m b) GDP (ONS, 2019): East of England = £191bn; HPC Region (South West England and part of South Wales) = £224bn Perceived competitive advantage for South-West based companies The Sizewell C Project is learning from Hinkley Point C and the expertise built up there but that does not mean that every opportunity will go to a company or a worker that has previously worked on Hinkley Point C. As set out in the Economic Statement [APP-610], paragraph 7.3.3 ".... SZC Co. will support 'intelligent replication' – using the as-built design of Hinkley Point C, while taking into account local conditions in order to develop and implement Sizewell C. Replication does not mean that the entire Hinkley Point C supply chain and workforce will be transferred to Sizewell C, rather than key contracts that are critical to replication of the power station are transferred." There are various aspects of the Sizewell C Project which are inherently local and will be undertaken by local firms and local people, and SZC Co. is encouraging as much local

ExQ1	Question to:	Question:
		involvement as possible through the Sizewell C Supply Chain portal (businesses do not have to be a member of the Suffolk Chamber of Commerce to register) and the early launch of the Sizewell C Jobs Service: Sign up to Sizewell C Supply Chain - Sizewell C Supply Chain Jobs and training Sizewell C EDF (edfenergy.com) SZC Co. is in broad agreement on this with the Councils and has committed to a programme of activity to ensure that local businesses are aware of the opportunities available and are able to access support to ensure that they are prepared, and that they understand what the requirements are of the Sizewell C Project supply chain. Most recently, almost 100 companies attended the July 21 "meet the buyer" webinar event, with more to follow in the Autumn. A substantial amount of work has happened in this regard already and future work will be secured through the Deed of Obligation (Schedule 7) (Doc Ref. 8.17(E)). Some contracts will be won, and workforce will be used, from Hinkley Point C where expertise and project knowledge has been developed – but this does not affect the proportion of home-based labour and supply chain benefits estimated (they are effectively accounted for by the NHB workforce and non-regionally-retained element of the supply chain spend). Local and regional firms have a competitive advantage in winning work – they have shorter travel times, smaller carbon footprints, and logistical benefits that translate into economic advantages. Interventions to be secured by the Draft Deed of Obligation are focused on local and regional firms, and support is being provided to local / regionally focused bodies such as the Councils, NALEP and Suffolk Chamber of Commerce to facilitate this. SZC Co. has engaged the Suffolk Chamber of Commerce to actively promote opportunities for the provision of goods and services by local consortia as these will provide stability within the supply chain, help reduce carbon footprint, and provide a legacy of business development in the region. Initial work is underway between SZC Co., the Suffolk Chamber of Commerce, and the Sizewell C Civil Works Alliance to identify which work packages will go to competitive tender in order for SZC Co. and Suffolk Chamber of Commerce to work together to look

ExQ1	Question to:	Question:
		at regional capacity and to encourage companies to sign up to the Sizewell C Supply Chain Portal SZC Co has identified an initial list of work packages available in the first 12 months of the construction phase. It is estimated that these contracts in total could be in excess of £500m.
G.1.32	The Applicant	Permanent SSSI Crossing In paragraphs 2.2.135 and 2.2.136 of [AS-181] the crossing bridge is said to be 30m long and 45m wide, in paragraphs 2.7.7 and 2.7.9 of [AS-202] the crossing bridge is said to be approximately 40m long and 40m wide and in paragraph 3.2.3 of the FRA Addendum [AS-157] the bridge is said to be 30m wide. In the plan SZC-SZ0100-XX-000-DRW-100205 [PDA-005] it is 40m long and 30m wide. Confirm the following: (i) The length of the proposed bridge (north /south); and (ii) The width of the proposed bridge at soffit level (east/west). Please update the plans to record the conclusion.
	Response by SZC Co. at Deadline 2	(i) The distance between the bank seats located at either end of the bridge would be approximately 30m. Please refer to Section A-A of Drawing SZC-SZ0100-XX-000-DWG-100205 [PDA-005]. This is considered to be consistent with paragraph 2.2.135 of [AS-181]. This is replicated at Paragraph 3.4.35 of [AS-202]. (ii) The width of the proposed bridge (east/west) at crest level would be 40m during the construction phase. Please refer to Section B-B of Drawing SZC-SZ0100-XX-000-DWG-100207 [PDA-005]. In response to ecological concerns raised by stakeholders, SZC Co. has further optimised the design and proposes to reduce the width of the bridge to approximately 15m once the power station has been built. This would be achieved by removing part of the bridge deck. It is also proposed to raise the soffit level of the bridge in response to stakeholder feedback. Updated indicative plans and further details will be submitted at Deadline 4. Requirement 12C of the draft DCO (Doc Ref. 3.1(C)) will be updated at the same time to secure primary mitigation.

ExQ1	Question to:	Question:
	Response by RSPB at Deadline 3	We welcome the proposal to reduce the width of the bridge to approximately 15m once the power station has been built. However, we note that the Applicant proposes to submit updated indicative plans and further details at Deadline 4. We are concerned that only indicative plans will be submitted at Deadline 5 and without full details potential impacts cannot be adequately considered and assessed. We also highlight that Deadline 5 is after the biodiversity ISHs on 15 and 16 July where this issue may arise. We therefore request detailed plans are submitted to the Examination at the earliest opportunity and if possible before the ISH, with adequate time for parties to consider.
	Response by SZC Co. at Deadline 5	Updated plans for the SSSI crossing design have been shared informally with relevant stakeholders, including the RSPB and Suffolk Wildlife Trust, in advance of the ISH on 15th July. These plans are also submitted at Deadline 5 (Doc Ref. 2.5(A)). Requirement 12C of the draft Development Consent Order is also updated at Deadline 5 to ensure that details of the layout, scale and external appearance of the permanent SSSI Crossing comprises a bridge: - span no wider than 15m. - soffit no lower than 6.8mAOD at its intersection with Leiston Drain. - crest height no lower than 8.6mAOD. The construction and permanent stages of the SSSI Crossing must also be built in general accordance with the updated plans submitted at Deadline 5 (Doc Ref. 2.5(A)). The design update falls within the Rochdale envelope assessed for the purposes of environmental assessment and the above serves only to further constrain the parameters in response to stakeholder feedback. Requirment 12C also now requires details of working methods within the SSSI and a timetable for the return of temporary SSSI land be submitted to East Suffolk Council, following consultation with the Environment Agency and Natural England.

ExQ1	Question to:	Question:
		The update also brings the benefit of not needing to adapt the SSSI Crossing during the operational period of the power station, which would have required parts of the crossing to have been re-landscaped to accommodate the increased height. Further details on why this is not necessary are provided in SZC's Comments on Responses from Earlier Deadlines - SSSI Crossing Future Adaptation Review provided at Deadline 5 (Doc Ref. 9.54).
G.1.33	The Applicant	Permanent SSSI Crossing Explain in detail why the width of the crossing needs to be around 40m at crest level given only the permanent access road will remain at operation.
	Response by SZC Co. at Deadline 2	SZC Co. has further examined whether the crossing needs to retain a width of 40m in its permanent operation. As stated in response to Question G.1.32, in response to feedback from stakeholders following the January 2021 change application, SZC Co. commissioned a design review to determine if the structure could be optimised to further reduce impacts on Sizewell Marshes SSSI. This included consideration of the adaptive design. SZC Co. now proposes to reduce the width of the bridge to approximately 15m once the power station has been built. This would be achieved by removing part of the bridge deck. Updated indicative plans and further details will be submitted at Deadline 4. Requirement 12C of the draft DCO (Doc Ref. 3.1(C)) will be updated at the same time to secure primary mitigation
	Response by RSPB at Deadline 3	We welcome the proposal to reduce the width of the bridge to approximately 15m once the power station has been built. However, we note that the Applicant proposes to submit updated indicative plans and further details at Deadline 4. We are concerned that only indicative plans will be submitted at Deadline 5 and without full details potential impacts cannot be adequately considered and assessed. We also highlight that Deadline 5 is after the biodiversity ISHs on 15 and 16 July where this issue may arise. We therefore request detailed plans are submitted to the Examination at the earliest opportunity and if possible before the ISH, with adequate time for parties to consider.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	Please see Deadline 5 response to Question G.1.32 above.
G.1.34	The Applicant	Permanent SSSI Crossing A number of IP's have referred to a crossing option of a three span bridge, that was considered at Stage 2 consultation. This is outlined in Appendix D7 [APP-072]. In Table 7.2 of that document it sets out the relative merits of a number of options including a three span bridge. This three span bridge option is stated to have the least land take from the SSSI and also has the least width of 35.5m, which includes the temporary bridge that would be ultimately removed. The current proposal has a final footprint width of 70m. This width is greater than any option in that previous consultation and presumably has a higher land take from the SSSI especially as there would be no removal of temporary incursion into the SSSI. Provide: (i) Explanation in detail why the three span bridge approach in the Stage 2 consultation is no longer being proposed, given the implications for the SSSI set out in Table 7.2 and Table 7.3; and (ii) The estimated land take of the current single span bridge proposal.
	Response by SZC Co. at Deadline 2	(i) The triple-span bridge is not proposed because of its substantial effect on the construction programme. This is because it would delay the movement of bulk earthworks from the deep excavation to the Temporary Construction Area. The 6-12 month programme saving benefits of the proposed SSSI Crossing are considered to outweigh the impact caused by the permanent loss of a small additional area of the Sizewell Marshes SSSI. The triple span bridge is estimated to take 35 weeks to provide its first crossing (a short-term modular bridge), compared with 17 weeks for the proposed solution. During the 18-week delay associated with the triple span bridge, no bulk earthworks at all can be transported to the Temporary Construction Area. The second milestone under the triple-span bridge option would be when the temporary triple-span bridge is complete next to the modular bridge. This is when full-size haul vehicles can use the SSSI Crossing. It would take approximately 30 weeks longer in total to reach the point where full-size haul vehicles, which have a much greater

ExQ1	Question to:	Question:
		carrying capacity, can use the triple span bridge compared with the proposed solution. The final milestone is when the SSSI Crossing is complete. The proposed solution can be constructed in a total of approximately 55 weeks, whereas the triple-span bridge option would take more than twice as long (approximately 108 weeks in total). Whilst full-size vehicles can use the crossing from the second milestone, the capacity for bulk earthworks movements is substantially constrained because the temporary triple-span bridge would need to be shared with other construction-related vehicles whilst the permanent triple-span bridge is under construction. Overall, the effect of constraints to bulk earthworks movements that would be caused by implementing the triple span bridge option is a 6-12 month delay to the overall construction programme of SZC. (ii) The permanent SSSI land-take for the proposed SSSI Crossing, as defined by the footprint of the embankments located at either end, is approximately 0.21ha. The permanent SSSI land-take for the triple span bridge option, as defined by the footprint of its (smaller) embankments and areas of permanent ground improvement required for the temporary bridge, is approximately 0.19ha. This area of ground improvement is included in the permanent land take even though the temporary bridge would be removed, because the works would have been so extensive that the land could never have feasibly become SSSI status again. Works would have included substantive piling, overlaid with a reinforced granular stone load transfer platform. The platform would have needed to extend up to the central span to create a working area for construction activity. Further to the above, SZC Co's response to question G.1.32 states that in response to ecological concerns raised by stakeholders, SZC Co. now propose to constrain the width of the bridge to approximately 15m once the power station has been built. This is narrower than the width of the triple span bridge, which would have been approximately 18.5m. Narrowing the proposed bridge post-construction substantially reduces long-term ecological impacts on the SSSI, which are mainly associated with shading.
	Response by RSPB at Deadline 3	As detailed in our Written Representations submitted at Deadline 23 we are still unconvinced about the Applicant's justification for the choice of the SSSI crossing option rather than a triple span bridge to cross Sizewell Marshes SSSI, despite the higher land take from the SSSI. In addition we are concerned that this larger loss of the

ExQ1	Question to:	Question:
		SSSI (even with the reduced width in operation as currently proposed) compared to the triple span bridge option has not been adequately considered nor that the Applicant has minimised all possible impacts to the SSSI and its features. Whilst the land take might be only 0.02ha more (approximately 10% more) with the proposed design re-adjustment, the shading effect due to the intricacy of the design differences may lead to significantly more fragmentation. It is welcomed that the proposal for operational width is reduced to 15 metres and we note that one of the other options - the triple-span bridge is 18.5 metres, we query whether the 18.5 metres allow more light than the 15 metres? The differences might be important in terms of what vegetation colonises. Crucially what is needed are detailed designs and impact assessments. The Applicant has stated <i>This area of ground improvement [that would be required for the temporary bridge for the three span bridge option] is included in the permanent land take even though the temporary bridge would be removed, because the works would have been so extensive that the land could never have feasibly become SSSI status again.</i> This suggests the area of land required for the two "Bailey" style temporary crossings for the proposed SSSI crossing option and any land now proposed to be released when the crossing width is reduced from 40m to 15m post construction will also never feasibly become SSSI status again. We request the Applicant assesses the impacts of the proposed crossing option on these areas of land and submits the assessment to the Examination at the earliest opportunity.
	Response by Suffolk County Council at Deadline 3	The difference in time for delivery of the two approaches should be tested more thoroughly if this is to be seen as the major driver for the use of a scheme which SCC and other parties see as more damaging environmentally. The Applicant suggests in their answer that the difference between the SSSI land take by a bridge (0.19ha) and the causeway (0.21ha) is only 0.02ha greater. This appears counter-intuitive, given the much wider splay that the embankments of a causeway would have than a bridge. Further evidence on this would be appropriate. There is a proposal to reduce the causeway bridge width in operational phase. The Applicant should confirm how it can be assured that will be achieved.

ExQ1	Question to:	Question:
	Response by Together Against Sizewell C at Deadline 3	TASC are appalled by the Applicant's statement that they are not prepared to mitigate the adverse impact of the SSSI crossing purely for commercial reasons. In TASC's opinion, no damage to the SSSI is acceptable to deliver this project. The Applicant's answer that they are not willing to lessen the impact on the natural environment stating it will cause a 6 to 12 month delay to the project exposes their lack of respect for the environment in which they operate. In TASC's opinion the Applicant has delayed the whole process by: 10 years of poor consultations dismissing valid local knowledge and opinions, leading to the Applicant presenting to the ExA a DCO with misleading plans, insufficient detail and missing information (a situation that has continued throughout the DCO process, as evidenced by the lack of progress with rail transport, the lack of details of sea defences, lack of definitive supply of mains water, lack of finance to complete the project etc etc); submitting material changes just weeks after the acceptance of the DCO leading to further delay as these needed to be consulted on. The Applicant's shortcomings and lack of impetus to further their SZC project has resulted in SZC, despite being nominated by the Applicant in 2009 if approved, unlikely to be deployed by 2035, so TASC find it galling that the Applicant's preference is to increase environmental damage to the Sizewell Marshes SSSI rather than accept a short delay to a project that the Applicant has dithered and delayed on for years.
	Response by SZC Co. at Deadline 5	In response to RSPB's comments, the following SSSI land within the footprint of the SSSI Crossing is considered to be incapable of returning to SSSI status: land located within the perimeter sheet pile walls and associated areas of ground improvement; and, land underneath the permanent 15m wide bridge span. The area of land between the two sheet piles (where the Leiston Drain is located) has no ground improvement works. The portion of that land that is not then underneath the permanent bridge is considered capable of re-establishing primarily wet woodland vegetation, which is the habitat currently located there. The approach is the same for the SSSI Crossing and the discounted triple-span bridge option. It is not considered that an 18.5m span bridge could lead to less overshadowing than a 15m wide bridge – particularly given they would have the same soffit height and both would be of solid construction.

ExQ1	Question to:	Question:
		In response to SCC comments, please see the Written Summary of Oral Submissions for Issue Specific Hearing 7: Biodiversity and Ecology (15 July 2021) for further details (Doc Ref. 9.47).
G.1.37	The Applicant	Permanent SSSI Crossing – Adaptive Sea Defence Paragraph 2.2.134 of [AS-181] states that by 2090 the maximum crest height of the SSSI crossing is likely to need to be increased to 10.5m AOD. Provide: (i) A section similar to the adaptive design shown in Figure 2.2.25 in [AS-190] showing how the adaptive design may be constructed on the SSSI crossing; (ii) An explanation of the monitoring process to ensure the adaptive defence is delivered when required and how this process is secured within the DCO; (ii) A description of how the works required to deliver the adaptive defences are secured within the DCO; and (iv) An explanation as to whether consideration has been given to construct the SSSI crossing at the 10.5m AOD height at the start of the project.
	Response by SZC Co. at Deadline 2	(i) In addition to the reduced width set out in response to question G.1.33, SZC Co. propose to reduce the height of the adaptive design to below the 10.5m maximum height parameter. Further details will be provided at Deadline 4. It is proposed that a section is provided at that deadline, rather than providing a section of the current illustrative design at Deadline 2, which is about to change. (ii) The Coastal Processes Monitoring and Mitigation Plan (Volume 3, Appendix 2.15.A of the ES Addendum [AS-237]) states that Sizewell Marine Technical Forum (MTF) has been established 'to facilitate open and transparent dialogue between SZC Co. and the statutory environmental bodies (and their advisors) relating to marine monitoring of the SZC Project'. Paragraph 7.1.37 in the Main Development Site Flood Risk Assessment [AS-018] confirms that the impacts of climate change on sea level rise would be monitored and assessed at set intervals (e.g. 10 years) to determine the trajectory of the projections (e.g. in terms of sea level rise or increased storminess) and consider whether there is any change from either the currently considered projections or the climate change guidance as applied within the Application. The Applicant notes that the

ExQ1	Question to:	Question:
		periodic safety review would aid in the decision-making process regarding whether and when there is a need to raise the sea defences. An explanation of how this is secured is set out below. (iii) It is proposed that a new requirement is included in the Draft DCO (Doc Ref. 3.1(C)), Requirement 12C, to secure the details of the layout, scale and external appearance of the SSSI Crossing, along with the monitoring arrangements, including water levels and the trigger points when the adaptive design may need to be implemented. In the light of evolving design, further details will be provided at a future deadline, as set out above. (iv) SZC Co. does not consider it would be justified to construct the SSSI Crossing at the taller height from the outset given it is not predicted to be required until at least 2090.
	Response by RSPB at Deadline 3	We note that Schedule 11 of the Draft Deed of Obligation explains in item 10. MARINE TECHNICAL FORUM 10.1 The Marine Technical Forum shall operate in accordance with the Marine Technical Forum Terms of Reference unless otherwise agreed by the members of the Marine Technical Forum. We question whether the governance and operating procedures of the Marine Technical Forum are clearly understood at this stage and whether it is sufficient, as questioned by the ExA to not at least have details of how the adaptive defence is to be delivered, within the DCO. We would also question whether it is adequate to leave so much to be determined at a later stage. For confidence to be placed on the DCO processes and measures, more detail should be required now for review and so the ExA can receive comments from the interested parties.

	Response by SZC Co. at Deadline 5	SZC Co. confirms that the height of the optimised SSSI crossing has been raised to provide a road level above +8.6mOD that designs-in adequate resilience such that there is no reasonably foreseeable need to adapt the bridge due to climate change in the future. Refer to SZC Co's Deadline 5 response to Question G.1.32 and the SZC's Comments on Responses from Earlier Deadlines - SSSI Crossing Future Adaptation Review paper (Doc Ref. 9.54) (submitted at Deadline 5) for further details. Periodic monitoring of sea-levels and other climate change parameters will be periodically reviewed as part of the Nuclear Site Licence in respect of external hazards. The details are yet to be confirmed, but Section 2(iii) of Requirement 12B of the draft DCO (Doc Ref. 3.1(D)) states that SZC Co must provide: iii) <i>[include] a monitoring and adaptive sea defence plan that sets out the periodic monitoring proposals for the sea defence features and the trigger point for when the crest height of the sea defence would need to be increased to 16.9m (AOD).</i> SZC Co is still in discussions with ESC in relation to the wording of Requirements but the necessary monitoring arrangements will be secured. Section 1 and Section 2(i) and 2(ii) of Requirement 12B secure the design details of the HCDF and, by extension, the adaptive HCDF when those works trigger the necessary modification: <i>Construction of Work No. 1A(m) (permanent beach landing facility), Work No. 1A(n) (soft coastal defence feature), Work No. 1A(o) (hard coastal defence feature), Work No. 1A and Work No. 1A(bb) (temporary beach landing facility) must not commence until :</i> <i>(a) details of the layout, scale and external appearance of that work in respect of land landward of the mean high water springs have been submitted to and approved by East Suffolk Council, in consultation with the Marine Management Organisation. ; and (b) details of the layout, scale and external appearance of that work in respect of land seaward of the mean high water springs have been submitted to and approved by the Marine Management Organisation, in consultation with East Suffolk Council.</i> <i>(2) The details referred to in paragraph (1) must:</i> <i>i) be in general accordance with the design principles set out in Chapter 5 of the Main Development Site Design and Access Statement and ;</i>

		<i>ii) be in accordance with the Main Development Site Operational Parameter Plan – Operational Platform (SZC-SZC100-XX-100-DRW-100043).</i> Similarly the works must be in agreement with the Code of Construction Practice (CoCP) (Doc Ref. 8.11(C)) which is secured by Requirement 2 of the draft DCO (Doc Ref. 3.1(D)).
G.1.42	The Applicant	Draft DCO In [AS-148] Table 2 refers to how Article 3 and 4(1)(a) set vertical limits to control the parameters of development. (i) Please explain how this would be achieved for each of the associated development sites where there are no parameters plans and are not specifically covered by these articles except for Work No. 4C, Work No. 11 and Work No. 12. (ii) Is it not fairer to say that there are no vertical limits of deviation in these locations as parameter plans have not been provided and as the DCO is currently drafted? As this document is intended to be a signposting document to aid the public's understanding of the DCO, is this a fair representation to them?
	Response by SZC Co. at Deadline 2	The ExA is referred to Appendix 14I – DCO Drafting Note 9 of the written responses.
	Response by East Suffolk Council at Deadline 2	ESC shares the ExA's concerns in relation to the absence of limits of deviation and refers the ExA to its response to question G.1.0.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	ESC maintains its previous position. Despite the Applicant's Drafting Note 9 submitted for Deadline 2 which seeks to explain the Applicant's approach to limits of deviation, ESC considers that the approach to any committed limits of deviation remains unclear. ESC would like to see Article 4 drafted so that it directly ties the limits of deviation to a distinct set of plans where these limits, both horizontal and vertical, are shown.

	Response by SZC Co. at Deadline 5	This issue was addressed at Issue Specific Hearing 1. The Applicant refers ESC to Written Summary of Oral Submissions at Issue Specific Hearings 1: Draft DCO and Section 106 Agreement/Deed of Obligation (Doc Ref. 9.41) and the Written Submissions Responding to Actions Arising from ISH1: Draft DCO and Section 106 Agreement/Deed of Obligation (Doc Ref. 9.48). In summary, Article 4 is subject to the limits set out within the requirements. The park and ride sites and the freight management facility (Work No.s 9, 10 and 13) include drawings submitted for approval (Schedule 7) [APP-034, APP-036 and APP-053], which define the proposed finished levels, building heights are then defined in the Associated Development Design Principles [REP3-023], which are then secured by requirement 20. These drawings and the parameters provided within the Associated Development Design Principles provide clearly defined parameters. The Statement of Compliance that would be submitted and approved by ESC to discharge Requirement 20 would then confirm that the final designs are within these defined limits. It is unclear what further controls ESC would seek to impose on the scheme than those already secured by Article 4 and Requirement 20.
G.1.45	The Applicant, All relevant local authorities, EA	Code of Construction Practice The CoCP [AS-273] sub heading m) indicates SZC Co. would hope to lead on complaints. Please explain how this would be undertaken to respect privacy and comply with the GDPR as well as enforcing authorities' responsibilities to investigate complaints.
	Response by SZC Co. at Deadline 2	All complaints are and will continue to be recorded and monitored through the 'Tractivity' database used by SZC Co. and personal data will be processed in accordance with SZC Co.'s privacy policy, which ensures compliance with the GDPR. The privacy policy is available here: https://sizewellcdco.co.uk/privacy-notice-and-policy/ . It is, and will continue to be reviewed regularly and updated as necessary. SZC Co. will monitor, record and provide information on complaints monthly to relevant authorities via the communications teams. This would not disclose any personal data that could breach the GDPR.
	Response by East Suffolk Council at Deadline 2	Paragraph 3.1.45 – 3.1.49 of the CoCP [AS-273] does reference SZC Co. as taking responsibility for all enquiries and complaints.

		However, ESC, as a statutory investigating authority for planning and noise complaints is not able to hand this responsibility to the Applicant. Statutory complaints will therefore continue to be investigated by ESC in consultation with the Applicant where appropriate. Minor complaints or queries that are considered by ESC to be better dealt with by the Applicant, will be referred to the Applicant following a process to be agreed. At 3.1.47 [AS-273] the Applicant acknowledges that ESC may also respond where it has overall responsibility. ESC, upon taking a call that is considered better dealt with by the Applicant would re-direct the caller to the Applicant thus avoiding any compromise of our own published privacy and GPDR requirements. If a caller is making a complaint that ESC has a duty to investigate under our statutory responsibilities, then we will do so in accordance with our existing privacy and GPDR requirements. Although article 10 of the draft DCO proposes some limitations on the scope of statutory nuisance proceedings (see also the response to DCO.1.28 below) the duty remains placed upon ESC under S.79 of the Environmental Protection Act 1990 to investigate complaints of statutory nuisance received. ESC will still be responsible for enforcing the DCO and associated documents to ensure that agreed criteria are being complied with and this will rely partially on involvement in the complaints process. It is likely that we would require notification of complaints and regular updates on investigation and actions taken on complaints received directly by Sizewell C, we would also liaise with Sizewell C about complaints received directly by us in our role as the regulatory authority in respect of the DCO and relevant legislation. ESC would disagree that SZC Co would "lead" on complaints although their role in investigating and resolving them is critical. On a project of this scale and scope we would envisage that there would be a collaborative approach in dealing with complaints to efficiently resolve matters arising but ultimately, we are the regulating authority for many matters including the DCO itself. In terms of reconciling any information sharing with Sizewell C this would have to be compliant with the GDPR and would not occur if it were otherwise.
	Response by Suffolk County Council at Deadline 2	We defer to ESC's response to this question.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.

	Response by Ian Galloway at Deadline 3	There being a significant issue of Public Interest in respect to the behaviour of the Applicant, their agents and suppliers in respect to; the proposed programme of construction, operation and subsequent decommissioning of a power station, the question has to be asked as to whether Public Safeguards and interests are best served by the Applicant taking the lead on complaints. It is suggested that at the very least; an independent audit of complaints made in respect of the Applicant, their agents, suppliers and contractors is conducted on a continuous basis and that the Applicants Complaints Handling Capabilities, Processes, Procedures and Reporting are similarly open to audit from time to time. Alternatively, a totally discrete complaints management environment would be preferable providing total transparency and independence from the day to day influence of the Applicant, its management and their operational priorities which may not always align with public interests.
	Response by SZC Co. at Deadline 5	It should be noted that East Suffolk Council would be the body responsible for enforcement of potential breaches of controls set out in the DCO, or within the Deed of Obligation. The reference to the complaints handling procedures in the CoCP Part A (Doc Ref. 8.11 (C)) is part of SZC Co.'s commitment to ongoing community engagement which ensures that there is a clear process for issues of concern to local residents and stakeholders to be raised directly to the SZC Co. project team, with a view to resolving issues where possible. This process would not seek to replace any enforcement process that would be available to East Suffolk Council.
G.1.46	The Applicant, Network Rail	Green Rail Route and Land East of Eastlands Industrial Estate (LEEIE) (i) In the event the Saxmundham to Leiston branch line is modified as proposed and both the LEEIE and Green Rail Route are established could they both be operational at the same time? (ii) Please explain whether this is possible and if not what would be in place to prevent it? (iii) Has the ES assessed the possibility of both operating together?
	Response by SZC Co. at Deadline 2	i) Based on the proposed designs, it would be technically possible to operate both the Green Rail Route and the LEEIE at the same time, although simultaneous operation is not intended.

	ii) The design is being optimised for sequential operation of the LEEIE, and then the Green Rail Route. For example, the signalling design is being developed to enable access to the LEEIE, and then the Green Rail Route. While both pieces of infrastructure could theoretically be operated simultaneously, this would require a specifically agreed operational process. Any simultaneous use of the infrastructure in the course of normal operation has not been identified as a design requirement and would only be likely during a short changeover period. iii) Please see the response to question TT.1.90.
Response by Network Rail at Deadline 2	The applicant has entered into a BAPA arrangement with Network Rail. As part of this undertaking a full review of designs and interoperability will be undertaken. At this stage we are unable to provide comments on the designs proposed. N.B Green Rail Route and Land East of Eastlands Industrial Estate (LEEIE) is being developed by EDF.
Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
Response by Ian Galloway at Deadline 3	It is noted the Applicant does not totally discount both being operational simultaneously. An unequivocal answer is sought, whether yes (i.e. during a short changeover period.) or no, simultaneous use will not occur. If the former rather than the latter, it is suggested that an estimate of; occurrences, duration and time of day, etc. be sought from the Applicant
Response by Suffolk County Council at Deadline 3	There is concern that the work being undertaken by the Applicant could result in the project delivery being fragmented. SCC needs to see a full programme of work on both the East Suffolk Line and Leiston Branch Line with information on how both pieces of work will be aligned and delivered in a way that is not disruptive to passenger rail and rail freight services.
Response by SZC Co. at Deadline 5	SZC Co. expect only a short transition in the transfer of rail operations from LEEIE to the temporary construction area (TCA) via the Green Rail Route. No additional environmental effects are likely during the transition. The work in completing the Green Rail Route would have no impact on passenger services and it is not understood why SCC needs to see a full programme of work for a transition which impacts only on SZC trains and which SZC Co will manage in order to meet its own requirements.

G.1.47	The Applicant	Main Development Site Please will the Applicant confirm that the Main Development Site as defined in the ES glossary [APP-005] is exactly the same as the Main Development Site as defined in the dDCO (both the original [APP-059] and the current version). The wording is different. If there are differences, please supply plans setting them out and an explanation.
	Response by SZC Co. at Deadline 2	In the context of the ES, the 'main development site' comprises five main components: (1) the main platform; (2) the Sizewell B relocated facilities and National Grid works; (3) the offshore works area; (4) the Temporary Construction Area (TCA); and (5) the Land East of Eastlands Industrial Estate (LEEIE). In addition certain additional sites fall within the same area assessed, which are: (6) the permanent off-site sports facilities at Leiston; (7) fen meadow compensation sites at Benhall, Halesworth and Pakenham; and (8) marsh harrier improvement area. In the context of the Draft DCO (Doc Ref. 3.1(C)), the 'main development site' is limited to Work Nos. 1A-1E, which comprises the five main components except for the offshore works area, which for the reasons given in the Applicant's response to question DCO.1.20 is treated separately. The off-site elements of the main development site have their own separate Work Nos in the dDCO, which are: Work No 5 (sports facilities) ((6) above); Work Nos 6, 7 and 8 (fen meadow sites) ((7) above); and Work No 8 (marsh harrier site) ((8) above). The subdivision of the main development site in the DCO into different Work Nos is necessary because the same Requirements do not apply to all parts of the main development site as defined in the ES. The Applicant's response to question DCO.1.20 sets out further explanation as to why the main development site is defined as it is in the DCO. The extent of the main development site as defined in the ES can be found in Volume 2, Chapter 1, Figures 1.1 - 1.12 [APP-179], with the Pakenham site shown in Figure 2.2.26 of the ES Addendum [AS-190].

		The main development site as defined in the dDCO is shown on Works Plans on sheet nos. 1-5 and 7-8 (Doc Ref. 2.3(C)).
	Response by Ian Galloway at Deadline 3	It remains unclear what the Applicant is saying insofar as "In the context of the ES, the 'main development site' comprises five main components.." (listed as items 1-5), yet "In the context of the Draft DCO(Doc Ref. 3.1(C)), the 'main development site' in limited to Work Nos. 1A-1E, which comprises the five main components except for the offshore works area..." It seems to the casual observer that an unequivocal answer was sought (whether yes or no, with a suitable and unambiguous explanation), but the Applicant is unable (or unwilling) to provide one.
	Response by SZC Co. at Deadline 5	It is accepted that the definitions of the main development site set out in the ES and the DCO are different. The differences between the two are necessary as the DCO needs to differentiate the works in order to allow the associated mitigation to be effectively secured by the DCO requirements, Deemed Marine Licence Conditions and commitments made within the Deed of Obligation. For the avoidance of doubt, the draft DCO (Doc Ref. 3.1(D)) defines the main development site as Work No. 1, whereas the ES definition of the main development site would comprise Work Nos. 1, 2, 3 and 4 insofar as located within the temporary construction area. The main development site considered within the ES is illustrated within Volume 2, Figure 1.2 of the ES [APP-179]. In addition, Work No.s 5 to 8, the Sports Facilities and offsite ecological mitigation sites have been considered within Volume 2 (Main Development Site) of the ES, albeit they do not form part of the main development site definition within the ES.
G.1.51	The Applicant, Network Rail	Freight Trains (i) Please advise of the stages to go through to confirm that freight trains could begin to deliver materials to both Land East of the Eastlands Industrial Estate (LEEIE) and the Main Development Site (MDS) using the Green Rail Route. (ii) Please set out what you consider to be a realistic time frame for the delivery and facilitation of both options in the event the DCO were to be granted.
	Response by SZC Co. at Deadline 2	(i) Project Stages (common to all railway projects): In addition to approvals necessary through the DCO process, the Sizewell C rail projects are being developed and delivered in line with Network Rail (NWR) standards

		NR/L1/INI/PM/GRIP/100 (Governance for Railway Investment Projects) and NR/L2/INI/02009 (Engineering Management for Projects). This includes the Green Rail Route and LEEIE sections which, as temporary sections of track, will remain the responsibility of SZC Co. throughout the period of their operational use. As such there is no obligation on SZC Co. to comply with NWR standards; however, compliance with these standards demonstrates the "best practice" approach being adopted by SZC Co. In summary, the steps are: • GRIP 3 – Single Option Selection • GRIP 4 – Single Option Development to achieve Approval in Principle (AiP) by NWR of the design. This confirms compliance with the appropriate technical standards. • GRIP 5 – Detailed Design, based on AiP design, with inter-disciplinary check and reviews and independent design checks carried out. Acceptance of the detailed design by suitably qualified and experienced NWR and SZC engineers. Designs progressed to "Approved for Construction" status. • GRIP 6 – Construction of the new and upgrade infrastructure works associated with the project, in line with the accepted design and specification for the work. Testing & Commissioning activities to confirm operation to the operator and maintainer prior to bringing into use. • GRIP 7 – Handover, transferring responsibility for the new and upgraded assets to the operator and maintainer, likely to be NWR for the existing branch line; and the appointed Freight Operating Company (FOC) for the Green Rail Route and LEEIE. Compliance with the NWR GRIP and Engineering Management standards will ensure that, once commissioned, the new and upgraded rail infrastructure will be capable of operating the rail services required for construction of SZC. There are, however, additional elements which need to be in place prior to the commencement of these services. These include the following: • Freight Customer Track Access Contract, between NWR and SZC Co. This sets out the terms on which SZC Co. is entitled to operate services. Where SZC Co. requires services to be operated, it issues a "drawdown notice" to NWR and the FOC. NWR and the FOC then enter into an access contract as below. This contract requires the approval of the Office of Road and Rail (ORR).

		• Freight Track Access contract, between NWR and the FOC. This is required to secure the train paths to allow the proposed SZC freight trains to operate on the national railway network. This contract requires ORR approval. • Connection Agreement, between NWR and SZC Co. to secure approval to make the proposed temporary rail connections between the Saxmundham to Leiston branch line and the development site. This agreement requires ORR approval. • Asset Protection legal agreements or implementation agreements, between NWR and SZC Co., under which SZC Co. secure the services of NWR to support the development and / or delivery of the necessary infrastructure changes. A schedule of these agreements is set out in the NWR / SZC Co. Statement of Common Ground. • Framework Agreement / Protective Provisions between NWR and SZC Co, the purpose of which is to regulate aspects of the relationship between NWR and SZC Co. to ensure that NWR's interests are properly protected in relation to the implementation of the Works. • Land Access licences or agreements between NWR and SZC Co., to secure the necessary access to NWR property to enable the infrastructure work to be carried out. • Network Change. A formal process, led by NWR, under which all users of the railway infrastructure are consulted on the proposed changes, leading to ORR approval. • Level Crossing Order. A formal process, led by the crossing operator, generally NWR, to secure approval to changes to the layout or operation of level crossings, leading to ORR approval. (ii) Realistic timeframe for these activities: The summary timeframe for the proposed rail works is as shown below. This timeframe includes a suitable allowance for putting in place the necessary agreements as listed above.

		cannot conclude from this that the Applicant is going to be able to achieve its capacity aspirations for rail freight.
	Response by Together Against Sizewell C at Deadline 3	The summary timeframe shown on page 66, shows that GRIP stage 3 will not be completed until end of July this year. GRIP stage 3 leads to the selection of a single option. As this process started back last September are you now in a position to say what this single option will be and whether you are in a position to issue a draft version of signalling scheme plans showing the works associated with the Saxmundham Junction upgrade, Branchline Upgrade and the Green Rail Route? The Branchline Upgrade work is shown to be completed at the end of January 2024. Please confirm that this includes the commissioning of the eight level crossing upgrades on the route. The applicant's previous submission of November/December 2020 referred to a two train service per night to LEEIE in 2023. Can the applicant clarify whether it is their intention to run these services before the safety upgrades to the crossings are completed? It would greatly assist the examination of the rail freight proposals if there were a common standard for timescales. The bar chart on page 66 refers to actual month/years whilst the information on rail tonnage refers to "year1, year 2" etc.
	Response by Suffolk County Council at Deadline 3	The indicative timeframe provided by the Applicant does not include timescales for legal agreements. SCC understand that the East Suffolk Line infrastructure improvement proposals are currently at GRIP 2 stage. The Applicant / Network Rail have not progressed infrastructure requirements to GRIP 3 stage. SCC notes that Network Rail has recently adopted a new internal delivery process called PACE (Projects Accelerated in a Controlled Environment) and that this affords greater flexibility in the project development process and encourages faster decision-making in line with the Government's Project SPEED principles (Swift, Pragmatic and Efficient Enhancement Delivery). Similarly, Network Rail has recently introduced a new level crossing risk assessment process that is anticipated to streamline assessments. Recognising that third parties are not bound by GRIP or PACE but are nevertheless heavily influenced by Network Rail's processes, what is the anticipated improvement in programme as a result of the introduction of PACE and the new level crossing risk assessment process?
	Response by SZC Co. at Deadline 5	The Initial Statement of Common Ground with Network Rail [REP2-074] and Network Rail's Written Representations [REP2-155] explain the confidence they have that the

		necessary train services can be enabled and operated within the timescale required, taking account of all necessary legal and other steps. The GRIP process is designed to protect against the sort of issues raised by TASC. An updated, agreed programme will be provided with the next version of the Statement of Common Ground (Doc Ref. 9.10.10(A)).
G.1.53	ESC, SCC, EA, Natural England	Code of Construction Practice (CoCP) The CoCP [AS-273] would be an important part of the mitigation strategy for dealing with and controlling potentially adverse effects from the various construction activities. Do you consider that as drafted it is sufficiently robust and precise and consequently enforceable?
	Response by SZC Co. at Deadline 2	The CoCP [AS-273] (Doc Ref. 8.11(B)) includes precise controls that provide clarity on the measure, scope and timing for each commitment relied on by the ES. Given the scale and complexity of the construction process there may be instances where minor derogations are needed, or where more than one set of controls apply to a specific set of works and there may be ambiguity over which control takes precedence where a conflict may exist. These limited instances mean that a degree of flexibility is therefore both necessary and appropriate. The proposed governance and monitoring arrangements secured will then ensure that ESC, SCC, the EA and NE will have sufficient oversight of the Project to ensure that relevant measures and commitments can be monitored and enforced.
	Response by East Suffolk Council at Deadline 2	Noise and Vibration: In terms of noise and vibration we do not currently consider the draft CoCP to be sufficiently robust and precise and consequently enforceable. We are however in continuing discussion with the Applicant in respect of matters of concern. Ecology: As drafted the CoCP does not currently capture all of the appropriate ecological mitigation measures, for example relating to the most recently submitted mitigation strategies for bats and otters. Please see the LIR [REP1-045] for more detailed comments on this. The current draft CoCP does not fully capture the ecological mitigation strategies necessary for some of the Associated Developments, including the Two Village Bypass, please see our LIR for comments in relation to this. Given the importance of the CoCP as the mechanism for securing delivery of many of the necessary construction ecological mitigation measures, it is essential that they are correctly captured within the document.

		Air Quality: There are matters within the CoCP that are still under discussion and as such the document is still evolving and further discussion will be required around mitigation measures. In terms of air quality, we do not currently consider the CoCP to be sufficiently robust, precise and consequently enforceable. We are however in continuing discussion with the Applicant in respect of matters of concern.
	Response by Suffolk County Council at Deadline 2	SCC considers that the wording of the CoCP should be less ambiguous and more precise (noting that PINS guidance "Drafting Development Consent Orders" (July 2018, section 3) requests that ambiguous wording should be avoided), but we defer to ESC to comment further on enforceability. See also AQ.1.72 and AQ.1.78.
	Response by Natural England at Deadline 2	Currently we consider that some of the potential adverse effects to the natural environment relevant to our remit can be adequately mitigated through the provisions within the CoCP where we consider what is proposed to be sufficiently robust and precise (i.e. issues 1, 2, 4, 6, 12, 14 and 16 which are marked 'green' in column G of the Statement of Common Ground (SoCG) between EDF Energy and Natural England for the reasons set out in columns D and E). In these instances, there is clearly a dependency that the respective mitigation as set out in the CoCP will be rigorously implemented and maintained. With regards the other potential adverse effects to the natural environment relevant to our remit (i.e. those marked as 'amber' or 'red' within column G of the SoCG), we do not consider that the Applicant has yet provided sufficiently robust and precise mitigation/compensation, either through the provisions within the CoCP or elsewhere; the reasons for this are outlined further in the SoCG (column D), our Relevant Representations (our ref: 306236, dated 30th September 2020) and our Written Representations (our ref: 350822, dated 2nd June 2021). In regard to enforcement we defer to the competent authorities who would be responsible for securing, monitoring and enforcing the measures outlined in the CoCP.
	Response by SZC Co. at Deadline 3	SZC Co. is continuing to agree measures to be included within the CoCP [REP2-056] through the development of the Statement of Common Ground with ESC and engagement with other environmental stakeholders. An updated version of the CoCP [REP2-056] was also submitted at Deadline 2. Noise and vibration: Further detail on the processes to monitor and control noise and vibration will be set out in the 'Noise Monitoring and Management Plans', which are

		currently being developed for discussion with the local planning authorities. The 'Noise Monitoring and Management Plans' form part of the CoCP [REP2-056]. Ecology: The CoCP [REP2-056] is one of the documents which includes ecological mitigation measures but as ESC identifies, does not include all the measures. The TEMMP [REP1-016] is a key document securing the ecological mitigation measures and other ecological mitigation is secured through separate consents and licences, the Deed of Obligation and the DCO. SZC Co. has provided a detailed response to the points raised by ESC within Bio.1.17 and Appendix 7C submitted as part of the SZC Co.'s Responses to ExQ1s at Deadline 2. Air Quality: Air quality control and mitigation measures have been agreed between SZC Co. and the Councils through discussions, as documented in the draft Statement of Common Ground [REP2-076]. Further detail on the dust monitoring approach and locations will be set out in the 'Dust Management Plan', which will be developed in consultation with the Councils. The 'Dust Management Plan' forms part of the CoCP [REP2-056]. SZC Co. has provided a response to the Natural England Written Representation in Chapter 11 of Comments on Written Representations (Doc Ref. 9.28) and will continue to work with Natural England to agree common ground on the outstanding issues in amber and red within the response.
	Response by East Suffolk Council at Deadline 3	No further comments.
	Response by Ian Galloway at Deadline 3	It is noted that despite "...The CoCP (Doc Ref. 8.11(B)) includes precise controls that provide clarity on the measure, scope and timing for each commitment relied on by the ES." even at this early stage, the Applicant is reversing out of total commitment to the authority of the CoCP, citing "...scale and complexity..." as legitimate justification for needing "minor derogations" and the requirement for "...a degree of flexibility is therefore both necessary and appropriate." Frankly, this continual blurring of the edges and the writing in of 'exceptions' does little credit to the Applicant and further erodes any trust Coastal Suffolk residents have in any provision or undertaking the Applicant makes.

	Response by SZC Co. at Deadline 5	SZC Co. has committed to implement the CoCP in a way that ensures that the environmental outcomes are not worse than those set out in the Environmental Statement. For the avoidance of doubt, the derogations referred to would only relate to those issues that would not lead to a greater impact than those identified. SZC Co. has prepared a note on this issue in response to questions raised during Issue Specific Hearing 1 (DCO, Requirements and the Deed of Obligation). This is provided within Written Submissions Responding to Actions Arising from ISH1: Draft DCO and Section 106 Agreement/Deed of Obligation (6 July 2021) (Doc Ref. 9.48).														
G.1.55	The Applicant	Construction Shift Patterns (i) Please provide a breakdown of the numbers of staff anticipated to be arriving and leaving the site during each of the construction phases of the project. Linking this information to the indicative working patterns identified in Table 3.1[APP-184] would assist in the understanding of movements on and off the site. (ii) Please include the mode of travel you have assumed for them to arrive and leave by with assumed numbers by each mode. (iii) How does the DCO secure the shift pattern assumed?														
	Response by SZC Co. at Deadline 2	(i) and (ii): In the early years of construction, the shift patterns at the main development site are assumed to be as follows: <table><tr><th>SHIFT</th><th>WORKERS</th><th>%</th><th>SHIFT START</th><th>SHIFT END</th></tr><tr><td>Single Shift</td><td>1,100</td><td>72.7%</td><td>07.00-08.30</td><td>16.30-18.30</td></tr><tr><td>Night Shift</td><td>400</td><td>27.3%</td><td>20.30-22.00</td><td>06.00-08.00</td></tr></table> The total construction workers and vehicles using each mode (excluding 600 in caravans on LEEIE, who would catch a shuttle bus to site) at the main development site in early years, are assumed to be as follows:	SHIFT	WORKERS	%	SHIFT START	SHIFT END	Single Shift	1,100	72.7%	07.00-08.30	16.30-18.30	Night Shift	400	27.3%	20.30-22.00
SHIFT	WORKERS	%	SHIFT START	SHIFT END												
Single Shift	1,100	72.7%	07.00-08.30	16.30-18.30												
Night Shift	400	27.3%	20.30-22.00	06.00-08.00												

WORKERS OR VEHICLES	TOTAL	TRAVEL MODE		
		MAIN SITE CAR PARK	LEEIE PARK AND RIDE	WALK/ CYCLE
Workers	900	300	535	65
Vehicles	677	242	435	-

At **peak construction**, the shift patterns at the main development site are assumed to be as follows:

SHIFT	WORKERS	%	SHIFT START	SHIFT END
Early Shift	4,148	52.5%	06:00- 08:30	14:00- 18:30
Late Shift	2,031	25.7%	13:30- 15:00	22 00- 00:00
Office Shift	1,185	15.0%	07:30- 09:00	17:30- 19:00
Night Shift	536	6.8%	20:30- 22:00	06:00- 08:00
Total	7,900	100%		

The total construction workers and vehicles using each mode (excluding 2,400 on campus and 600 in caravans on LEEIE, who would catch a shuttle bus to site), at the main development site at peak construction, are assumed to be as follows:

		WORKERS OR VEHICLES	TOTAL	TRAVEL MODE				BUS	RAIL
				MAIN SITE CAR PARK	PARK AND RIDE				
					TOTAL PARK AND RIDE	SOUTH ERN	NORTH ERN		
Construction workers	4,900	1,361	2,356	1,086	1,270	1,183	0		
Vehicles	2,852	935	1,917	907	1,010	-	-		
More information on the Sizewell traffic calculations in provided in Chapter 7 of the Consolidated Transport Assessment (TA) (Doc Ref. 8.5(B)). iii) Working hours for the main development site and associated development sites are included in the CoCP (Doc Ref. 8.11(B)) as follows: • Main development site: Part B of the CoCP, Section 1.3 sets out that the working hours on the main development site, which allow for 24 hour working seven days per week. Table 1.1 sets out the expected shift patterns, with the type of activities undertaken in each shift set out in Section 1.3. These working patterns reflect the assumptions and mitigation measures set out within the ES; and • Associated development sites: Part C of the CoCP, section 1.1 c) sets out that the working hours on off-site associated developments are from Monday to Saturday and between the hours of 07:00 to 19:00 hours. Some activities may require 24 hour working and where this is the case, ESC will be notified in advance, including details of any noise control measures that may be necessary. The CoCP must be complied with and is capable of being enforced by the local planning authority through Requirement 2 of the draft DCO (Doc Ref. 3.1(C)).									
Response by Ian Galloway at Deadline 3	The ExA are asked to use all endeavours to ensure commitments made by the Applicant are clear, unambiguous and fully enforceable throughout; the construction, operation, and decommissioning phases of the SZC Project, should it obtain consent.								

		The unremitting use of ineffective tables and inadequate data has continued throughout Pre-Application Consultation and is now evidenced in the Examination Phase. In my view, the answer(?) provided by the Applicant in response to the relatively simple questions asked a G.1.55 is ambiguous, overcomplicated and open to misinterpretation. My understanding is the answer(?) is more easily understood as: Early Years Only Shift Pattern 1 x day shift of 1,100 workers (07:00 - 08:30 start) (16:30 - 18:30 finish) 1 x night shift of 400 workers (20:30 - 22:00 start) (06:00 - 08:00 finish) of which: 600 workers will use shuttle buses from the campsite (LEEIE) [attributable shuttlebus movements unquantified] 300 workers will drive (or car-share) to Main Site in 242 vehicles [484 car movements at 1.2 persons per vehicle] 65 workers will cycle or walk [Zero vehicle movements] 535 workers will drive to LEEIE Park and Ride in 435 vehicles for shuttle buses to Main Site [870 car movements at 1.2 persons per vehicle] plus [attributable shuttlebus movements unquantified] Peak Construction Only Shift Pattern 1 x early shift of 4,148 workers (06:00 - 08:30 start) (14:00 - 18:30 finish) 1 x late shift of 2,031 workers (13:30 - 15:00 start) (22:00 - 00:00 finish) 1 x Office shift of 1,185 workers (07:30 - 09:00 start) (17:30 - 19:00 finish) 1 x night shift of 536 workers (20:30 - 22:00 start) (06:00 - 08:00 finish) of which: 1,361 workers will drive (or car-share) to Main Site in 935 vehicles [1,870 car movements at 1.45 persons per vehicle] Zero workers will cycle or walk [Zero vehicle movements] 1,086 workers will drive to Southern Park and Ride in 907 vehicles for shuttle buses to Main Site [2,172 car movements at 1.2 persons per vehicle] plus [attributable shuttlebus movements unquantified]

		1,270 workers will drive to Northern Park and Ride in 1,010 vehicles f.or shuttle buses to Main Site [2,540 car movements at 1.26 persons per vehicle] plus [attributable shuttlebus movements unquantified] 1,183 workers will catch SZC buses to Main Site [attributable bus routes and movements unquantified] It is my contention that, shown this way the data is 'linked' as requested, describes the impact on local infrastructure more clearly and also demonstrates the gaps in the data presented (i.e. no one walks or cycles at 'Peak'(?), Bus movement volumes aren't presented, etc.)
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid. In response to the two specific points: - Table 3.1 of the updated Construction Worker Travel Plan submitted at Deadline 2 [REP2-055] sets out the mode share commitments which include a 28% walk/cycle mode share during peak construction, and a total of 83% in peak construction of workers travelling to site using sustainable modes including direct and park and ride buses. - The assessed frequency of bus services during peak construction is shown in Table 26 of Appendix 7B of the Consolidated Transport Assessment [REP2-045]. Table 43 of the same appendix shows the assessed bus services during early years.
Chapter 3 - Ag.1 Agriculture and Soils		
Ag.1.2	The Applicant	Impact Assessment The following areas have not been surveyed due to lack of access: (i) 14.5ha of the SLR (ii) 3.15ha of the TVB (iii) 14.4ha of the MDS Please explain why access was not possible.
	Response by SZC Co. at Deadline 2	Whilst it has been noted that it has not been possible to survey all the land, the actual proportions of land un-surveyed are relatively low (for example the un-surveyed land comprises just 3.87% of the Main Development Site area). For un-surveyed land expert

		knowledge has been used to predict the likely grade, based on available soil mapping, topography, flood risk and the soil characteristics from the closest surveyed points. The assessment clearly states whether, based on this information, it is considered that BMV land could be present in these un-surveyed areas. For the main development site it is considered that BMV land would not occur in the un-surveyed area due to flood risk and the closest survey points being Grade 3b or 4. For the road schemes it has been assessed that there is the potential for BMV land to occur in the un-surveyed areas and so this has been built into the assessment outcome, stating a potentially worst case scenario where all the un-surveyed land is BMV. These surveys will be carried out in due course to validate the assessment. However, as a worst-case assessment has been undertaken, SZC Co. consider the assessment to be robust. (i) 14.5ha of the Sizewell link road - access was not possible due to the Applicant being unable to reach agreement with the landowner at the time of surveys. Access agreements have now been reached. These surveys will be carried out in due course to validate the assessment. However, as a worst case assessment has been undertaken, SZC Co. considers the assessment to be robust. (ii) 3.15ha of the two village bypass - This area of land had not been surveyed due to changes to the red line boundary between Stage 3 and Stage 4 consultation. At the time of survey, access to the land could not be agreed between the landowner and the Applicant at the time the surveys were undertaken. These surveys will be carried out in due course to validate the assessment. However, as a worst case assessment has been undertaken, SZC Co consider the assessment to be robust. (iii) 14.4ha of the main development site - despite attempts to do so, access to the land could not be agreed with the landowner and the Applicant at the time the surveys were undertaken. These surveys will be carried out in due course to validate the assessment. However, as a worst case assessment has been undertaken, SZC Co. consider the assessment to be robust. For the reasons stated above these surveys have not been carried out.
	Response by FERN at Deadline 3	I regret to say that we find it hard to believe this denial of access since, we have seen this excuse used by EDF when they clearly didn't fancy doing something, as for the Farnham Hall Estate habitats and ponds!

	Response by SZC Co. at Deadline 5	SZC Co. response at Deadline 2 remains valid.
Ag.1.6	Mollett's Partnership [RR-0812] Finn Dowley [RR-0382] LJ and EJ Dowley Farming Partnership [RR-0697] Justin Dowley [RR-0638] Myles Dowley [RR-0866] Miss Frances Paul on behalf of Mrs J F Flick [RR-0806] NJ Bacon Farms [RR-0867] Ward Farming Business [RR-1259]	Effect on Business Operations Please provide more detail in respect of your concern on the impact that the Proposed Development may have on your business.
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by Mollett's Farm at Deadline 2	Full details are provided in our Written Response to Deadline 2 [Mollett's Farm - ExA Deadline 2 Representation (2021-06-02).pdf] [REP2-380].
	Response by SZC Co. at Deadline 3	There is no land required from Molletts Farm and as such there is no direct impact on the agricultural land. SZC Co. has met with the owners of Molletts Farm to understand concerns, and to provide detail of experiences of Hinkley Point C and outline details of statutory compensation. A further meeting has been diarised for late June 2021 to discuss their concerns further, and confirm the opportunities available to business as a result of the Project.

	Response by Ward Farming Ltd, N J Bacon Farms and A W Bacon Will Trust at Deadline 2	The development will affect our business in the following ways: • Land Take The impacts of land take, severance and lost rented land will mean that we have around 67 acres less land available for the production of cereal and vegetable crops including onions, potatoes and peas. This will affect our profitability considerably because the land taken is some of our most productive land and is also within 1 mile of our main operating centre at Theberton. It will not be possible for us to reduce our overhead and as such the lost net margins of this area of cropping will cause our profitability to be reduced accordingly. • Logistics Difficulties with logistics arising from increased levels of traffic in the area, in particular on the B1125 which we use to access land to the north and east of Westleton are likely to increase operating times for works involving access to land in these areas. • Cost of Accommodation It is anticipated that rental values and potentially capital values for properties in the area are likely to increase as a result of demand arising from the need for housing for workers employed as part of the Sizewell C development. This is likely to increase the cost of employment to local business who are either renting properties for employees or paying employees who are themselves renting properties. • Impact on shooting The farm business includes a small shooting enterprise which sells sporting days annually. The land take resulting from the SLR development around Theberton will reduce the land available for shooting by around 25%. It cannot be said for certain what impact this will have on the shoot, but it may be that it is no longer a viable enterprise. • Impact on cost of local trades We are concerned that the ability for SZC Ltd to pay higher rates for local trades, albeit in the medium term, will adversely affect other local businesses (and households) who are forced to pay more for trades such as plumbers and electricians. The impact of this should not be underestimated. • Impact on drainage of inland water The Minsmere New Cut carries water from as far inland as Sibton and Peasenhall. It is fed by a network of ditches, drainage channels and small rivers, including the Minsmere

		River. It takes this water out to sea at the Minsemere Sluice to the east of Eastbridge. The New Cut passes through the Minsmere Levels and, as the main channel, its level will impact on water levels on the marshes and surrounding areas. The increased impermeable areas resulting from the construction of roads, compounds, car parks, and the main facility at Sizewell will all potentially result in water levels in the New Cut and Minsmere Levels drainage system increasing more rapidly following periods of rainfall. The Minsmere Levels drainage system is finely balanced and relies on a sluice which lets water through the sea wall during low tide, to release inland water into the sea. Increased pressure on this sluice could increase water levels on the marshes. This could affect our ability to manage the habitat in line with Natural England prescriptions for the area, much of which is designated as a Site of Special Scientific Interest (SSSI), please see maps showing the extents of the SSSI area on the Minsmere Levels as well as SSSI areas on our farm at Theberton in appendix 1 [Please refer to [REP2-382] for further detail]. Arable areas also rely on this drainage system to take water away and increased pressure on these systems and increased water levels would impact on their effectiveness in doing so. There are a number of low-lying houses in Eastbridge, Theberton and Middleton, the residents of which would also be concerned with negative impacts on this drainage system. • Saltwater Intrusion and Irrigation We have major concerns over the potential impacts of the project on coastal erosion and the ensuing impacts of saltwater intrusion onto the Minsmere Levels. If this system was to fail, SSSI marshes, providing rare habitat and used for grazing livestock, which are not only part of our farming enterprise, but also essential to the ongoing management of this habitat, would be lost. The New Cut, which is a large drainage channel, is also an essential source of water used for irrigation. In line with Environment Agency guidance, we have built winter storage facilities to harvest peak flows of winter water which flow through the Minsmere Levels. It is absolutely essential to the ongoing viability of our farming business that we are able to abstract fresh water from the Minsmere New Cut. It is also possible that salt intrusion into the marshes would impact on ground water also used for irrigation and again, essential to the business.

	Response by SZC Co. at Deadline 3	SZC Co. has responded to these issues as raised in the Interested Party's Written Representation [REP2-384] the Comments on Written Representations (Chapter 20) (Doc Ref. 9.28) included in this Deadline 3 submission.
	Response by Justin and Emma Dowley at Deadline 2	Our family has run a farming business at Eastbridge since the 1960s. It has a number of areas of operation and all will be affected in one way or another by the Proposed Development at Sizewell. We run an integrated farm involving a mix of arable and beef cattle with shooting, and disruption to any one area will have a knock-on effect on the others. We have not received any assessment from EDF of how our particular holding might be affected. There has also been no mention of any mitigation measures which might be put in place to offset adverse effects (individual or cumulative, direct or indirect) during either the construction period or the post-construction phase. 1. Arable farming: The land EDF would like to acquire from us for the Proposed Development for the site Entrance Roundabout at the junction of the Eastbridge Road with the B1122 and for Borrow Pits along the Eastbridge Road, comes to some 24 acres (as notified on 4th May 2021, but EDF changes proposed land take regularly without explanation). This is 12% of our total arable acreage and would have a major adverse effect on the viability of our business. Shrinking the area of irrigable land is also a particular problem because of the consequent necessity of spreading the fixed costs of irrigation over a smaller area. Successful cultivation of crops is dependent on being able to irrigate our 200 acres of arable land because it consists of very light sandy soil. To do this we take water from a bore hole located on the edge of the marshes at Eastbridge – please see map. Our irrigation system is at risk if the Project causes coastal erosion to the extent that salt water either comes in over the Eastbridge marshes or through the sluice gates in the New Cut and contaminates our water source. EDF state that they have taken all possible precautions to prevent this, but there is no guarantee that these measures will not fail at some point. Being unable to irrigate our land would severely impact our ability to grow arable crops. We ask the Inspectors to note what happened at Aldeburgh Golf Club at the time of the tidal surge in December 2013. A note in this connection from the Secretary of Aldeburgh Golf Club is attached (Attachment 1) [Please refer to [REP2-342] for further

		information] which details the damage from saline incursion suffered by the course, trees and other flora and the fact that the water rose to a level 2.5 metres above ordnance datum. A startling photograph is also attached. The Inspectors may also note that this incursion took place approximately 7 miles up the river from the mouth at Shingle Street, whilst our marshes are close to, and those of the RSPB adjoin, the sea. The village of Eastbridge is only approximately one mile up the New Cut from the sluice. EDF have not attempted to tell us what they would do to correct this situation if it arises or provided any guarantee of water supply. This is understandable because there is nothing that they could do. A saline incursion is irreversible and as noted above would be fatal to our business. When we raised this with EDF's agents at the meeting on 30th April 2021 all they could say was that any undertaking or agreement by EDF would not survive the 6 year limit imposed by the Statute of Limitations. Tidal surges or floods do not necessarily occur on a 6 year cycle. The Borrow Pits on the Eastbridge Road are likely to involve considerable amounts of dust, noise and light pollution for our land surrounding them. No details, however, have been provided about the types of works that will be conducted there during the construction of SZC. Post construction, the Borrow Pits also hold a potential future danger since we have not been told what materials will be left behind in them, whether or not there will be any risk of contamination leaching out into our adjacent arable land and marshes nearby at some future point or whether the land would be in a fit state to be farmed afterwards. 2. Cattle We have a prizewinning herd of c.220 pedigree Simmental cattle and feed them on barley, maize and fodder beet grown by us, as well as grass silage and hay taken from our grassland and marshes. Additionally we use the straw from our barley crop for bedding in barns and use the muck generated by the cattle to fertilize our arable acreage in an environmentally friendly way. The cattle are usually turned out onto the marshes from the end of May until October each year. The marshes are at risk from two main threats. First, SZC have stated that fresh water levels may rise on the marshes at Eastbridge and any rise in water levels would inevitably reduce the grazing available for cattle in the summer, which cannot readily be replaced. Second, coastal erosion resulting from the SZC project or any failure of the sluice gates in the New Cut could result in sea water contaminating the Eastbridge marshes and render them useless for grazing purposes.

		We would have to sell our herd and make our herdsman of 21 years, as well as a part-time man who does weekend relief work, redundant if the Proposed Development goes ahead. 3. Shoot We run a small commercial shoot, which dovetails with the farming operations as it runs over our woodland and set-aside land. We would have to shut the shoot down if the Proposed Development goes ahead. The woodland taken for the SLR, the land taken for the roundabout at the junction of the Eastbridge Road and the B1122, and the land taken for the Borrow Pits is such that 5 of our 7 drives would be taken out, whether through total loss of habitat or proximity to construction works and traffic. We would have to make our full-time game keeper of 34 years redundant and the casual employment of c.20 beaters and other helpers would cease. 4. Camp site at Eastbridge Farm Besides the farming operation, we run a small no-frills camp site at Eastbridge Farm. Most visitors come for an inexpensive break in the peace and quiet of the local rural surroundings (many have been coming for years). Our customers include bird watchers visiting the RSPB Minsmere sanctuary adjacent to our land and groups of students doing Duke of Edinburgh awards. It is difficult to see how visitors would not be put off by the noise of large vehicles manoeuvring in the Borrow Pits (EDF states they will be 30m high as 'promised' at Hinkley Point, which is bad enough, but evidence from Hinkley suggests they may be as high as 45m), and the light and dust pollution arising from them, situated as they are along the Eastbridge Road within 250 metres of the camp site and easily visible from it. This is to say nothing of the nuisance value and security risk of having 2,500 SZC workers living nearby next to the Borrow Pits. 5. Other We employ a gardener at our house, but he also helps out on the farm business on a regular basis when needed. He has been with us for some 35 years. It would be impossible to justify continuing his full-time employment if the SZC project goes ahead. 6. Employment overall We employ 3 people full-time and 4 more on a part-time basis as well as casual labour for the shoot – most sadly for us, all would most likely have to go.

	Response by SZC Co. at Deadline 3	SZC Co. has responded to these issues as raised in the Interested Party's Written Representation [REP2-343] the Comments on Written Representations (Chapter 20) (Doc Ref. 9.28) included in this Deadline 3 submission.
	Response by FERN at Deadline 3	The Ayres will submit a separate representation that FERN are in full support of; they have had to battle repeatedly to be acknowledged as a tourism business despite the very close proximity to the Applicants site boundary, hopefully this is now rectified as it was clearly highlighted on the ASV walk.
	Response by SZC Co. at Deadline 5	SZC Co. responses provided at Deadline 3 remain valid.
Ag.1.13	The Applicant	Soil Management ESC note that dust nuisance is likely to be minimal with the proposed mitigation in place [RR-0304]. ESC has however requested that stockpiles and earth bunds are turfed and fenced/screened in locations which are within 350m of sensitive human health and ecological receptors to minimise wind whipping of loose bund or stockpile material. Please provide a response to this request including confirmation of how any such commitments would be secured.
	Response by SZC Co at Deadline 2	As outlined in IAQM guidance ³³ , the seeding of stockpiles and earth bunds, or other measures to reduce dust and run-off, are appropriate where stockpiles or bunds are to be left in situ for extended periods or where they are located close to site boundaries or sensitive receptors. As outlined in the dust management plan within the CoCP (Doc Ref. 8.11(B)), seeding of stockpiles or earth bunds, or other appropriate measures such as fencing or screening will be undertaken at sensitive site boundaries with early planting used where possible. This will be secured through the detailed Dust Management Plan to be prepared under the CoCP (Doc Ref. 8.11(B)) and discharged by requirement. Turfing of stockpiles or bunds is not proposed.
	Response by East Suffolk Council at Deadline 3	ESC has requested screening/fencing of stockpiles. The CoCP does not go far enough in this regard. This matter is under discussion between ESC and the Applicant.

³³ Institute of Air Quality Management (IAQM). Guidance on the Assessment of Dust from Demolition and Construction. 2014. (Online). Available from: <http://iaqm.co.uk/text/guidance/construction-dust-2014.pdf>

	Response by SZC Co. at Deadline 5	The CoCP (Doc Ref. 8.11(C)) confirms that stockpiled materials with potential to produce dust will be reused as soon as possible, or covered, seeded or fenced to prevent wind whipping. Updated IAQM guidance no longer specifies a distance of 350m from sensitive receptors being used as a threshold within which additional controls may be required; a risk based approach will be used to determine the measures required based on stockpile locations, sizing and the nature of materials stored.
Ag.1.15	The Applicant	Dust Management Please provide a response to the issues raised regarding dust management for spoil heaps and stockpiles [RR-0960, RR-0181, RR-1230, RR-0636, RR-577, RR-1162, RR-319].
	Response by SZC Co. at Deadline 2	The dust management plan, including proposals for monitoring and mitigation based on best practice measures, has been informed by the risks identified through the dust impact assessment. The dust impact assessment includes consideration of the materials to be stockpiled, and the heights and orientation of the stockpiles. The best practice mitigation measures outlined in the IAQM guidance ³⁴ have a long history of successful implementation in the the UK. Dust monitoring measures will be specified within the Dust Management Plan and monitoring results reported monthly to the Suffolk County and East Suffolk Council.
	Response by East Suffolk Council at Deadline 3	ESC requests acknowledgment of the scale, nature and location of dust-generating activities in the specification of dust mitigation measures. The CoCP does not go far enough in this regard. This matter is under discussion between ESC and the Applicant.
	Response by SZC Co. at Deadline 5	SZC Co. response at Deadline 2 remains valid.
Ag.1.22	The Applicant	Code of Construction Practice In [RR-0304] ESC requested that the CoCP should specify that dust deposition monitoring is required when soil stripping is undertaken within proximity of sensitive receptors. Please provide a response.

³⁴ Institute of Air Quality Management (IAQM). Guidance on the Assessment of Dust from Demolition and Construction. 2014. (Online). Available from: <http://iaqm.co.uk/text/guidance/construction-dust-2014.pdf>

	Response by SZC Co. at Deadline 2	As described in Table 12.17 of Volume 2, Chapter 12 (Air Quality) of the ES [APP-212], the surface stripping associated with earthworks in Zone A is identified to require activity-specific mitigation. Monitoring would be undertaken such that applied mitigation is proportionate and effective. Based on the potential risk associated with this activity therefore, dust monitoring will be undertaken before and during this activity. Monitoring results will be reported monthly to the Suffolk County and East Suffolk Council as per the CoCP (Doc Ref. 8.11(B)).
	Response by East Suffolk Council at Deadline 3	ESC welcomes this confirmation and requests that it be added to the CoCP.
	Response by SZC Co. at Deadline 5	SZC Co. response at Deadline 2 remains valid.
Ag.1.25	Catherine Bacon [RR-0184] NJ Bacon Farms [RR-0867] NFU [RR-0885] Clarke & Simpson on behalf of Family Mellen [RR-0241] Ward Farming Ltd [RR-1259] Mollett's Partnership [RR-0812] Savills (UK) Ltd on behalf of David and Belinda Grant [RR-1098] Savills UK (Ltd) on behalf of Nat & India Bacon [RR-1100] Savills UK (Ltd) on behalf of Trustees of AW Bacon Will Trust Myles Dowley [RR-0866] Justin Dowley [RR-0638] Emma Dowley [RR-0367] Finn Dowley [RR-0382]	Water Supply Please provide information, including annotated maps, confirming whether your agricultural business(es) rely on private boreholes for water supply. Please also indicate whether you rely partly or solely on such supplies.

	LJ & EJ Dowley Farming Partnership [RR-0697] Dowley Family Business [RR-0319] Savills UK (Ltd) on behalf of Justin & Emma Dowley [RR-1099]	
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by Mollett's Farm at Deadline 2	Full details are provided in our Written Response to Deadline 2 [Mollett's Farm - ExA Deadline 2 Representation (2021-06-02).pdf]
	Response by SZC Co. at Deadline 3	SZC Co. is aware that land at Molletts Farm relies on a water supply from the neighbouring land-holding (Friday Street Farm) for irrigation. SZC Co. has requested details of the existing water supply and has instructed an irrigation and drainage specialist to engage with landowners and identify and agree irrigation and drainage solutions.
	Response by Ward Farming Ltd, N J Bacon Farms and A W Bacon Will Trust at Deadline 2	We rely on well points for the irrigation of land for the growing of 600 acres of cereals and vegetable crops at Theberton Hall Farm. These well points are shown on Map showing abstractions points at Theberton Hall Farm included in appendix 2 of this document [note figRefer to [REP2-382] for further information]. If this were to be affected by saline intrusion the viability of the farming business would be affected catastrophically as this is our sole source of water. It is essential that management of coastal defences are carried out such that salt water is not allowed to enter the irrigation abstraction points within the Minsmere Levels. This irrigation water is essential to the production of cereals and vegetables on a further 650 acres around Westleton. The location of the New Cut abstraction point is shown on the map New Cut Abstraction Point included in appendix 3 of this document [Refer to [REP2-382] for further information].

	Response by SZC Co. at Deadline 3	SZC Co. has responded to this issue in Comments on Written Representations (Chapter 20) (Doc Ref. 9.28) included in this Deadline 3 submission.
	Response by Justin and Emma Dowley at Deadline 2	Our agricultural business relies on a private bore hole for water supply to our irrigation system. Virtually all our arable land is irrigated due to the fact that it consists of very light sandy soil. Successful cultivation of crops is dependent on being able to irrigate them. The bore hole is located on the edge of the marshes at Eastbridge – please see map. [Please refer to [REP2-342] for further information]
	Response by David and Belinda Grant at Deadline 2	We have no private boreholes.
	Response by SZC Co. at Deadline 3	No response from SZC Co. required.
	Response by Simon Mellen at Deadline 2 (late submission)	I can confirm we do have a private well which has a depth of 15.8m. Water is pumped via an electric pump and used for agricultural purposes at present. We have a mains supply connected which we use for domestic purposes. The well is accessed via a manhole cover situated behind our house to the left of the back door.
	Response by SZC Co. at Deadline 5	No response from SZC Co. is required.
Chapter 4 - AQ.1 Air Quality		
AQ.1.3	ESC	Dust emissions Do you agree with the findings of the ES that the only potential source of significant air pollution would arise from construction dust?
	Response by SZC Co. at Deadline 2	The assessment has considered air quality effects from various emission sources including construction dust, construction traffic, NRMM, and operational emissions.
	Response by East Suffolk Council at Deadline 2	This is not agreed. Construction phase ESC agrees that potentially significant sources of air pollution will occur during the construction phase, but it has not yet been demonstrated that construction dust is the only potentially significant source of air pollution.

		ESC considers that it will be possible to limit the impacts of construction dust through mitigation so that they are insignificant. This was identified by the Applicant within Volume 2, Chapter 12, Table 12.21 [APP-212], where residual risk after mitigation is low to negligible. The proposed mitigation is appropriate but may not be sufficient to achieve a negligible impact. Discussions between ESC and the Applicant are ongoing to finalise construction dust mitigation to ensure impacts are negligible (see Paragraphs 19.25 to 19.29 in the LIR [REP1-045]). ESC is in discussion with the Applicant regarding the minimisation and management of emissions from NRMM during construction. To minimise the impacts of NRMM, a request for the highest available emission standard and a cap on more polluting plant has been made within paragraph 19.3 of the LIR. ESC considers that there is a risk of potentially significant impacts on air quality within the Stratford St Andrew Air Quality Management Area (AQMA). ESC and the Applicant have held constructive discussions on this matter, and it is likely that this issue will be resolved following further discussion with the Applicant (see LIR [REP1-045] Section 19.30). Operational phase The proposed development will require the use of emergency diesel generators (EDGs). It is expected that EDGs will be addressed appropriately through the environmental permitting regime. In the event that this does not occur, ESC may seek further controls on EDGs through the DCO process (LIR [REP1-045] Table 19).
	Response by SZC Co. at Deadline 3	An initial Statement of Common Ground was submitted at Deadline 2 [REP2-076]. Further constructive dialogue has been held between SZC Co. and ESC as part of the drafting of the Statement of Common Ground between the parties. This has addressed the points raised by ESC at Deadline 2 and proposed mitigation and control measures for construction dust, NRMM and construction traffic have been agreed. An updated Statement of Common Ground is anticipated to be submitted at Deadline 5.
	Response by East Suffolk Council at Deadline 3	ESC stand by our original response.
	Response by SZC Co. at Deadline 5	No further response required, except the updated draft Statement of Common Ground is now anticipated to be submitted at Deadline 7.
AQ.1.7	ESC	Dust emissions

		Are you confident the baseline monitoring locations chosen for assessing the significance of dust emissions arising from the main development site would satisfactorily provide sufficient information such that appropriate standards can be monitored managed and mitigated to safeguard health and amenity for local receptors?
	Response by SZC Co. at Deadline 2	See the Applicant's response to question AQ.1.6 .
	Response by East Suffolk Council at Deadline 2	No, baseline dust monitoring locations presented within Appendix 12E, Plate 1.2 [APP-214] do not necessarily represent worst-case receptor locations. Construction dust assessment figures in Appendix 12A, figures 12A.1, 12A.4 and 12A.5 [APP-213] do not show dust deposition monitoring representative of Minsmere SPA/SAC, Sizewell Marshes SSSI, or human health receptors such as LE47 for main development site activities and trackout. In figure 12A.2, which is representative of activities associated with the main crag stockpile, site 5 is representative of worst-case ecological receptors. However, LE25 which is the worst-case human health receptor does not have a dust deposition monitoring location. For figure 12A.3, which represents lime spreading, worst-case monitoring has not been captured at human health receptor LE25, whereas the closest ecological site Minsmere is well represented with site 7. Please note that for matters relating to Statutory designated nature conservation sites we defer to Natural England for more detailed advice. At this stage, it may not be possible to be prescriptive about the specific locations where baseline and construction phase monitoring should be carried out. This is because exact construction details may not be known e.g., confirmation of which haul routes will be hardsurfaced. ESC recommends that a requirement for a minimum number of monitoring locations, and a minimum time period for monitoring during construction activities should be specified, to be agreed at the CoCP/Dust Management Plan/CEMP stage. This should include a requirement for the Applicant and contractors to propose and agree specific locations with ESC as part of the CoCP/Dust Management Plan/CEMP. The Applicant has made a commitment to monitor and take corrective actions during construction works (Table 1.1 of Appendix 12A) [APP-213]. As such the Applicant's current baseline dust monitoring is not critical for control of dust impacts. It is expected that dust deposition and particulate monitoring locations will be agreed at the CEMP stage.

		There are not considered to be satisfactory mechanisms within the CoCP to ensure that corrective actions will be taken if dust deposition and particulate concentrations thresholds are exceeded. ESC requests that this be included within the CoCP. Further to this, paragraph 2.3.8 of the CoCP only requires the Applicant to approve contractors' construction environmental management plans (CEMP). This should be amended to also require approval by ESC. ESC has made other requests in paragraphs 19.25 through to 19.29 of the LIR [REP1-045] to strengthen mitigation requirements.
	Response by SZC Co. at Deadline 3	An initial Statement of Common Ground was submitted at Deadline 2 [REP2-076]. Further constructive dialogue has been held between SZC Co. and East Suffolk Council in developing the next version of the Statement of Common Ground (SoCG) between the parties, and an updated Statement of Common Ground is anticipated to be submitted at Deadline 5. This has addressed the points raised by ESC at Deadline 2 and the proposed construction dust monitoring measures have been agreed. SZC Co. will share relevant dust and air quality monitoring data with the local authorities on a frequency to be agreed. The Construction Environmental Management Plans are SZC Co.'s tool in ensuring that the work undertaken by contractors is in accordance with the controls set out by the DCO. Contractors will use the SSMP's and other project requirements provided to them to produce their CEMP. The CEMP will contain a description of their work activities and the appropriate risk assessment and mitigation associated with the activities. The CEMP will show how the contractor intends to implement the associated environmental management measures therefore demonstrating compliance with the requirements of the DCO (including this CoCP [REP2-056]), and related permits, consents and licences. Due to the scale and complexity of construction works it would not be appropriate for each CEMP to be submitted to and approved by ESC. SZC Co. would however provide regular monitoring reports and information to ESC via the Environment Review Group to ensure that they have appropriate oversight of the project throughout the construction stage. SZC Co. will include additional details in the CoCP as part of Deadline 5 setting out the way in which monitoring would be agreed with the Local Authorities, including monitoring locations.
	Response by East Suffolk Council at Deadline 3	ESC stand by our original comment.

	Response by SZC Co. at Deadline 5	As noted in G.1.54, the air quality control and mitigation measures have been agreed between SZC Co. and the Councils through discussions, which will be documented in the updated draft Statement of Common Ground due to be submitted at Deadline 7. Further detail on the dust monitoring approach and locations will be set out in the 'Dust Monitoring and Management Plan', which will be developed in consultation with the Councils. The 'Dust Management Plan' would be submitted by SZC Co. to ESC for approval in order to comply with the commitment set out in the CoCP (Doc Ref. 8.11(C)).
AQ.1.19	ESC	Approach (i) Is the Council satisfied with the overall approach of the Applicant to dealing with Air Quality? (ii) Do the Council have any specific criticisms it would like to make?
	Response by SZC Co. at Deadline 2	The Applicant and ESC have maintained regular dialogue regarding air quality assessment, predicted effects and proposed mitigation measures. These measures are being agreed through an air quality mitigation plan as detailed in the draft Statement of Common Ground between the Applicant and ESC (Doc Ref. 9.10.12).
	Response by East Suffolk Council at Deadline 2	(i) ESC is satisfied with the overall approach. The Applicant has been in regular contact with ESC in pre-application and since submission. Many of ESC's concerns with regard to potential air quality impacts and how they should be assessed have been addressed. ESC and the Applicant have discussed and recorded approximately 86 separate comments after reviewing the air quality environmental statement, the majority of which have been addressed. (ii) ESC has a relatively small number of outstanding criticisms. The outstanding points are presented within the LIR Section 19 [REP1-045]
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – the Applicant is asked to clarify what is meant here.
	Response by SZC Co. at Deadline 5	The Applicant was referring to the Mitigation and Monitoring Plan, as referenced in the SoCG. In addition, updates have been made to the CoCP (Doc Ref. 8.11(C)) to reflect

		the agreed mitigation measures proposed. An updated draft Statement of Common Ground is now anticipated to be submitted at Deadline 7.
AQ.1.34	ESC, SCC, PHE, EA	Dust Soiling (i) Are you satisfied with the suggested mitigation to control the levels of dust arising from the development? (ii) If not what additional mitigation would you wish to see supplementing the Dust Management Plan, Outline Dust Management Plan or Code of Construction Practice?
	Response by SZC Co. at Deadline 2	The Applicant notes that the approach to dust mitigation has been discussed and is being agreed with the Councils through the air quality mitigation plan, as recorded within the Statement of Common Ground (Doc Ref. 9.10.12).
	Response by East Suffolk Council at Deadline 2	(i) ESC is broadly in agreement with the approach to mitigation proposed by the Applicant but has made some further requests for controls in relation to dust mitigation. (ii) Additional controls requested by ESC are set out in paragraphs 19.25 to 19.29 of the LIR [REP1-045].
	Response by Environment Agency at Deadline 2	(i) The mitigation suggested is as expected and would normally be sufficient. However, as the proposed designs develop then more detail on the mitigation measures will be expected. Given the scale and opportunities available to the project the overarching Code of Construction Practice should provide more detail for Air Quality matters
	Response by Public Health England for Deadline 2	PHE have not identified any concerns with the proposed mitigation measures which appear in line with relevant guidance; however, note that a dust management plan is to be prepared. As the local authority regulators, PHE note that ESC and SCC would be best placed to provide a detailed assessment and response to this question.
	Response by Suffolk County Council at Deadline 2	(i) SCC is broadly in agreement with the approach to mitigation proposed by the Applicant but has made some further requests for controls in relation to dust mitigation. (ii) Additional controls requested by the Councils are set out in paragraphs 19.25 to 19.29 of the LIR [REP1-045].
	Response by SZC Co. at Deadline 3	An initial Statement of Common Ground was submitted at Deadline 2 [REP2-076]. Further constructive dialogue has been held between SZC Co. and ESC as part of the drafting of the Statement of Common Ground between the parties. This has addressed the points raised by ESC at Deadline 2 and proposed construction dust monitoring and

		control measures have been agreed. An updated Statement of Common Ground is anticipated to be submitted at Deadline 5.
	Response by East Suffolk Council at Deadline 3	The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – the Applicant is asked to clarify what is meant here.
	Response by SZC Co. at Deadline 5	See response to AQ.1.19.
AQ.1.35	ESC, SCC, PHE, EA, Natural England	Dust Soiling (i) Are you satisfied with the suggested monitoring of dust emissions from the development? (ii) If not what additional mitigation would you wish to see and how do you consider this should be secured?
	Response by SZC Co. at Deadline 2	The Applicant notes that the approach to dust monitoring has been discussed and is being agreed with the Councils through the air quality mitigation plan, as recorded within the Statement of Common Ground (Doc Ref. 9.10.12).
	Response by East Suffolk Council at Deadline 2	ESC interprets this comment as referring to <u>monitoring</u>, rather than <u>mitigation</u> of dust. Dust mitigation is addressed in AQ.1.34. (i) ESC is generally satisfied with the dust deposition monitoring proposed within the CoCP. A flexible approach will be needed as the construction programme develops. (ii) Changes to CoCP wording are recommended as per AQ.1.11 [AS-273]. This should strengthen mechanisms for corrective actions following monitored exceedances and approval of CEMPs by ESC.
	Response by Environment Agency at Deadline 2	(i) There are improvements that could be made to the suggested monitoring of dust emissions. (ii) Inspection of dust emissions would benefit from • a regular timetable to allow reasonable comparison of data to ensure a consistent approach • expansion on the increased frequency of inspections during poor weather conditions should be provided.
	Response by Public Health England at Deadline 2	PHE note that the applicant has reported in their Outline Dust Management Plan, that a Dust Management Plan will be prepared and include details of the monitoring. Whilst

		PHE have not had sight of the latter document, it is noted in the former reports that particulate monitoring will be undertaken. PHE recommend that any monitoring strategy should include sources of dust emissions; the location of sensitive health receptors; monitoring standards and guidelines; and a reporting schedule which allows for timely intervention if elevated concentrations are recorded.
	Response by Suffolk County Council at Deadline 2	SCC interprets this comment as referring to monitoring, rather than mitigation of dust. Dust mitigation is addressed in AQ.1.34. (i) SCC is generally satisfied that dust deposition monitoring has been recommended within the enforceable CoCP. A flexible approach will be needed as the construction programme develops. (ii) Changes to CoCP. wording are recommended by ESC in their response to AQ.1.11. This should strengthen mechanisms for corrective actions following monitored exceedances and agreement of CEMPs.
	Response by Natural England for Deadline 2	In the context of our remit, Natural England is satisfied that impacts from dust on internationally designated sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites) and nationally designated sites (Sites of Special Scientific Interest (SSSIs) can be adequately mitigated through the provisions of the Outline Dust Management Plan and Code of Construction Practice provided these are rigorously implemented, maintained and monitored as outlined.
	Response by SZC Co. at Deadline 3	An initial Statement of Common Ground was submitted at Deadline 2 [REP2-076]. Further constructive dialogue has been held between SZC Co. and ESC as part of the drafting of the Statement of Common Ground between the parties. This has addressed the points raised by ESC at Deadline 2 and proposed construction dust monitoring and control measures have been agreed. The Construction Environmental Management Plans are SZC Co.'s tool in ensuring that the work undertaken by contractors is in accordance with the controls set out by the DCO. Contractors will use the SSMP's and other project requirements provided to them to produce their CEMP. The CEMP will contain a description of their work activities and the appropriate risk assessment and mitigation associated with the activities. The CEMP will show how the contractor intends to implement the associated environmental management measures therefore demonstrating compliance with the requirements of the DCO (including this CoCP [REP2-056]), and related permits, consents and licences.

		Due to the scale and complexity of construction works it would not be appropriate for each CEMP to be submitted to and approved by ESC. SZC Co. would however provide regular monitoring reports and information to ESC via the Environment Review Group to ensure that they have appropriate oversight of the project throughout the construction stage. SZC Co. will include additional details in the CoCP as part of Deadline 5 setting out the way in which monitoring would be agreed with the Local Authorities, including monitoring locations.
	Response by East Suffolk Council at Deadline 3	The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – the Applicant is asked to clarify what is meant here.
	Response by SZC Co. at Deadline 5	See response to AQ.1.19.
AQ.1.36	The Applicant	Dust Soiling In light of the comments from ESC in [RR-0342] can you confirm that the CoCP will address the need for dust monitoring during soil stripping to protect sensitive receptors? If you don't agree with this approach, please explain why.
	Response by SZC Co. at Deadline 2	As described in Table 12.17 of Volume 2, Chapter 12 (Air Quality) of the ES [APP-212], the surface stripping associated with earthworks in Zone A is identified to require activity-specific mitigation. Monitoring would be undertaken such that applied mitigation is proportionate and effective. Based on the potential risk associated with this activity, dust monitoring will be undertaken before and during this activity. The monitoring requirement would be secured through compliance with the CoCP (Doc Ref. 8.11(B)) under Requirement 2 of the draft DCO (Doc Ref. 3.1(C)).
	Response by East Suffolk Council at Deadline 3	As with AG.1.22, ESC welcomes this confirmation and requests that it be added to the CoCP.
	Response by SZC Co. at Deadline 5	The CoCP (Doc Ref. 8.11(C)) has been updated for Deadline 5.
AQ.1.40	The Applicant, ESC, SCC	Mitigation

		(i) The Applicant suggests in paragraph 14.7.79 [APP-224] that if exceeded of dust levels occurs additional mitigation would be adopted – please explain what this might entail – particularly in light of the commitment within the CoCP to best practice? (ii) How would this additional mitigation be secured? (iii) In the event the threshold of 0.5g/m²/day had been exceeded – what would the consequence be? E.g. would work need to cease until the threshold level had fallen below the agreed level? Please explain the practicalities of what would occur on the ground and how this would be monitored, and the agreed level reached.
	Response by SZC Co. at Deadline 2	(i) The level of mitigation deployed for particular activities and locations has been based on a risk assessment of potential effects. The system is by its nature proactive in identifying the need to apply more mitigation to works tasks with greater potential to generate dust emissions, and reactive in immediately responding to, visual appraisal of dust generation risks and meteorological conditions. In line with best practice, the dust deposition rate monitoring generates data that initially confirms that management measures are as effective as is expected (i.e. rates below 0.5g/m²/day) and then provides a point of reference to check for any erosion in the margin of ongoing delivery of the same high level of protection. The approach is intended to deliver effective ongoing protection to sensitive receptors, rather than being a short term alert system. (ii) See response to question AQ.1.10, the additional mitigation is secured through compliance with the measures set out within the CoCP (Doc Ref. 8.11(B)). In addition, the mitigation measures will be documented in the Dust Management Plan which will include additional control measures to be employed in the event of for example unfavourable weather conditions. (iii) The dust monitoring results will be collated weekly so works will not immediately link to dust monitoring results. However, the contractor will use visual appraisal of dust levels during works and will increase control measures or mitigation, if required based on the conditions at the time of works. If monitoring results indicate exceedance of the threshold then additional controls will be proposed to and agreed with the Environment Review Group.
	Response by East Suffolk Council at Deadline 2	ESC considers that this is principally a comment for consideration by the Applicant. It is envisaged by ESC that any additional mitigation will be secured through the CoCP and be implemented into each contractor's CEMP. As per AQ.1.11, the CoCP does not currently have satisfactory wording regarding this matter for corrective actions such as

		mitigation to be included within a contractor's CEMP [AS-273]. As such ESC recommends that the CoCP is updated to explicitly state the monitoring exceedance thresholds and that corrective actions should be taken to ensure impacts are brought well below exceedance thresholds. ESC expects the details of corrective actions to be defined by the contractors in the CEMP, once construction details are better understood. As such, ESC requests that CEMPs are agreed with the Council in advance of construction works commencing to ensure that corrective actions are satisfactory. ESC anticipates that mitigation measures may include measures such as temporarily halting of dust-generating activities during periods of adverse meteorological conditions, increasing the intensity of interventions such as water spraying, or extending the zones within which specific measures such as road surfacing are implemented. Any such measures would generally be proposed by the Applicant or its agents for consideration and agreement by ESC.
	Response by Suffolk County Council at Deadline 2	SCC considers that this is principally a comment for consideration by the Applicant. It is envisaged that any additional mitigation will be secured through the CoCP and be implemented into each contractor's CEMP. The CoCP does not currently have satisfactory wording regarding this matter for corrective actions such as mitigation to be included within a contractor's CEMP. As such, SCC recommends that the CoCP is updated to explicitly state the monitoring exceedance thresholds and that corrective actions should be taken to ensure impacts are brought well below exceedance thresholds. SCC expects the details of corrective actions to be defined by the contractors in the CEMP, once construction details are better understood. As such, SCC requests that CEMPs are agreed with the Councils in advance of construction works commencing to ensure that corrective actions are satisfactory. SCC anticipates that mitigation measures may include measures such as temporarily halting dust-generating activities during periods of adverse meteorological conditions, increasing the intensity of interventions such as water spraying, or extending the zones within which specific measures such as road surfacing are implemented. Any such measures would generally be proposed by the Applicant or its agents for consideration and agreement by the Councils.

	Response by SZC Co. at Deadline 3	Further constructive dialogue has been held between SZC Co. and ESC as part of the drafting of the Statement of Common Ground between the parties. This has addressed the points raised by ESC at Deadline 2 and proposed construction dust monitoring and control measures have been agreed. As noted, in our response to AQ.1.10, SZC Co. will share relevant dust and air quality monitoring data with the local authorities on a frequency to be agreed. The Construction Environmental Management Plans are SZC Co.'s tool in ensuring that the work undertaken by contractors is in accordance with the controls set out by the DCO. Contractors will use the SSMP's and other project requirements provided to them to produce their CEMP. The CEMP will contain a description of their work activities and the appropriate risk assessment and mitigation associated with the activities. The CEMP will show how the contractor intends to implement the associated environmental management measures therefore demonstrating compliance with the requirements of the DCO (including this CoCP [REP2-056]), and related permits, consents and licences. Due to the scale and complexity of construction works it would not be appropriate for each CEMP to be submitted to and approved by ESC. SZC Co. would however provide regular monitoring reports and information to ESC via the Environment Review Group to ensure that they have appropriate oversight of the project throughout the construction stage. SZC Co. will include additional details in the CoCP as part of Deadline 5 setting out the way in which monitoring would be agreed with the Local Authorities, including monitoring locations.
	Response by East Suffolk Council at Deadline 3	ESC anticipated that the Applicant would provide an explanation of specific further mitigation measures that would be applied in response to question (i). No such explanation was provided by the Applicant. ESC would expect further discussion to agree monitoring and reporting frequencies and processes.
	Response by SZC Co. at Deadline 5	See response to AQ.1.7.
AQ.1.41	The Applicant, ESC	Dust Emissions (Rail) (i) ESC in the [RR-0342] at paragraph 2.207 – please clarify if you are seeking screens/fences in relation to general earthworks across the main development site and associated development sites.

		(ii) Have further discussions progressed identifying the areas of concern? Please advise the ExA where these are and whether an agreed approach to protecting these receptors has now been reached?
	Response by SZC Co. at Deadline 2	The Applicant notes that the approach to dust monitoring has been discussed and is being agreed with the Councils through the air quality mitigation plan, as recorded within the Statement of Common Ground (Doc Ref. 9.10.12).
	Response by East Suffolk Council at Deadline 2	i) The request for screens/fences identified in paragraph 2.207 is targeted to the green rail route [RR-0342]. A similar request was also made for the northern park and ride (RR paragraph 2.168). This may still be pertinent when it comes to development of the CEMP. (ii) During a meeting with the Applicant, it was clarified that there are insufficient receptors for this to be a high-risk location. No further information is sought by ESC in relation to this point. As mentioned previously, a request for the CEMPs to be approved by the Council is proposed by ESC. This will enable the need for screens and fences in this location to be reviewed and agreed once construction details are finalised.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2. The Construction Environmental Management Plans are SZC Co.'s tool in ensuring that the work undertaken by contractors is in accordance with the controls set out by the DCO. Contractors will use the SSMP's and other project requirements provided to them to produce their CEMP. The CEMP will contain a description of their work activities and the appropriate risk assessment and mitigation associated with the activities. The CEMP will show how the contractor intends to implement the associated environmental management measures therefore demonstrating compliance with the requirements of the DCO (including this CoCP [REP2-056]), and related permits, consents and licences. Due to the scale and complexity of construction works it would not be appropriate for each CEMP to be submitted to and approved by ESC. SZC Co. would however provide regular monitoring reports and information to ESC via the Environment Review Group to ensure that they have appropriate oversight of the project throughout the construction stage. SZC Co. will include additional details in the CoCP as part of Deadline 5 setting out the way in which monitoring would be agreed with the Local Authorities, including monitoring locations.

	Response by East Suffolk Council at Deadline 3	The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – the Applicant is asked to clarify what is meant here.
	Response by SZC Co. at Deadline 5	See response to AQ.1.19.
AQ.1.42	The Applicant, ESC, PHE	Human Health (particulate matter) Paragraph 12.6.11 of [APP-212] suggests that there could be a risk to human health if long term dust generating activities increase the baseline level within a receptor area. Do you consider the mitigation identified would be sufficient to avoid adverse effects to human health?
	Response by SZC Co. at Deadline 2	The mitigation identified is considered to be sufficient to avoid adverse impacts to human health, because the level of mitigation has been defined by the need to mitigate the higher risk of dust soiling impacts at receptors, rather than the lower risk of PM ₁₀ impact; and such mitigation would also lessen the risk of potential PM ₁₀ impact, as described at paragraph 12.6.12, and Table 12.16, Volume 2, Chapter 12 (Air Quality) of the ES [APP-212]. As detailed in Volume 2, Chapter 12 of the ES (for main development site) [APP-212]; Chapter 5 of Volumes 3-9 of the ES (for associated developments) [APP-357, APP-387, APP-418, APP-454, APP-487, APP-517 and APP-548] and the CoCP (Doc Ref. 8.11(B)), localised changes in air quality during construction, are temporary; associated with specific activities; and not of a concentration or exposure sufficient to quantify any measurable adverse health outcome at any receptor.
	Response by East Suffolk Council at Deadline 2	Construction mitigation is considered satisfactory to mitigate human health impacts associated with construction dust activities. However, as per paragraphs 19.25 through to 19.29 of the LIR [REP1-045] some recommendations have been made to strengthen mitigation. As mentioned within ESC's response to AQ.1.40, wording alterations to CoCP dust monitoring and agreement of CEMP with ESC should be included. Any increase in exposure to PM _{2.5} would have an additional effect on human health, as there is no threshold for these effects. However, smaller increments in PM _{2.5} have progressively smaller effects on health. Provided the controls on dust requested in the LIR are implemented, ESC considers that the controls on particulate matter due to dust

		generating activities would be sufficient to avoid significant adverse effects on human health.
	Response by Public Health England at Deadline 2	PHE's position is that pollutants, particularly particulate matter are non-threshold; i.e., an exposed population is likely to be subject to potential harm at any level and that reducing public exposures of non-threshold pollutants (such as particulate matter) below air quality standards will have potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure), maximise co-benefits (such as physical exercise). We encourage their consideration during development design, environmental and health impact assessment, and development consent. PHE note that the applicant has reported in their Outline Dust Management Plan, that a Dust Management Plan will be prepared and include details of the monitoring. Whilst PHE have not had sight of the latter document, PHE consider that providing suitable particulate monitoring is in place at sensitive receptors and suitable mitigation measures are implemented based on review of monitoring data, then adverse effects would not be expected.
	Response by SZC Co. at Deadline 3	An initial Statement of Common Ground was submitted at Deadline 2 [REP2-076]. Further constructive dialogue has been held between SZC Co. and ESC as part of the drafting of the Statement of Common Ground between the parties. This has addressed the points raised by ESC at Deadline 2 and proposed construction dust monitoring and control measures have been agreed. SZC Co. will share relevant dust and air quality monitoring data with the local authorities on a frequency to be agreed. An updated Statement of Common Ground is anticipated to be submitted at Deadline 5. The Construction Environmental Management Plans are SZC Co.'s tool in ensuring that the work undertaken by contractors is in accordance with the controls set out by the DCO. Contractors will use the SSMP's and other project requirements provided to them to produce their CEMP. The CEMP will contain a description of their work activities and the appropriate risk assessment and mitigation associated with the activities. The CEMP will show how the contractor intends to implement the associated environmental management measures therefore demonstrating compliance with the requirements of the DCO (including this CoCP [REP2-056]), and related permits, consents and licences. Due to the scale and complexity of construction works it would not be appropriate for each CEMP to be submitted to and approved by ESC. SZC Co. would however provide regular monitoring reports and information to ESC via the Environment Review Group to

		ensure that they have appropriate oversight of the project throughout the construction stage. SZC Co. will include additional details in the CoCP as part of Deadline 5 setting out the way in which monitoring would be agreed with the Local Authorities, including monitoring locations.
	Response by East Suffolk Council at Deadline 3	CoCP to be updated in accordance with our original answer.
	Response by SZC Co. at Deadline 5	See response to AQ.1.7.
AQ.1.45	The Applicant, ESC	Stratford St Andrew AQMA Please advise on the latest position in respect of the assessment of air quality in the Stratford St Andrew AQMA and whether the assessment is now considered robust indicating whether there remain concerns on the assessment undertaken or whether the additional sensitivity testing has now resolved any concerns in this area.
	Response by SZC Co. at Deadline 2	The Applicant notes that the robustness of the assessment in the Stratford St Andrew AQMA has been discussed and is being agreed with the Councils through the air quality mitigation plan, as recorded within the Statement of Common Ground (Doc Ref. 9.10.12).
	Response by East Suffolk Council at Deadline 2	Mitigation proposed by the Applicant sufficiently minimises the likelihood of significant impacts. Provided this is satisfactorily secured in the CoCP or other documents, this is considered robust and ESC would not have further concerns regarding this issue. Refer to paragraph 19.1 of the LIR [REP1-045] for further details.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – the Applicant is asked to clarify what is meant here.
	Response by SZC Co. at Deadline 5	See response to AQ.1.19
AQ.1.47	The Applicant, ESC	Stratford St Andrew and Woodbridge AQMA

	(i) In light of the proposed development do you agree that both AQMAs would remain within legal limits assuming the worst-case scenarios for traffic movements? (ii) Is there an agreed management and monitoring approach through the lifetime of the project? (iii) How will traffic from other projects be taken into account to ensure that air quality standards will be maintained? (iv) In the event there is congestion on the A12 what would be in place to monitor this, and ensure air quality remained within acceptable levels within Woodbridge and Stratford St Andrew AQMAs but also would not adversely affect other areas? (iv) What would be in place to secure appropriate mitigation?
Response by SZC Co. at Deadline 2	i) Sensitivity testing has been undertaken to support the assumptions of the transport emissions assessment. No exceedances of air quality standards are predicted in the AQMAs as a result of the development, as reported in the Volume 3, Appendix 2.7.C (Transport Emissions Assessment) of the ES Addendum [AS-127]. ii, iv) Ongoing discussions are being held with ESC regarding an agreed management and monitoring approach. It is agreed between the Applicant and ESC that NO₂ monitoring undertaken by the Council will continue to be supported financially by SZC Co. iii) A detailed assessment of the cumulative effects of transport emissions in combination with other schemes (including SPR EA1N and EA2) has been undertaken, the results of which are presented in Volume 1, Chapter 10 (Project-wide, Cumulative and Transboundary Effects) of the ES Addendum [AS-189]. No significant effects or exceedances of air quality standards are predicted. Once SZC is constructed and operational, it will become part of the baseline to be considered by future projects thereafter. Similarly, projects coming forward now should take into account the predicted effects of SZC traffic through use of a modified baseline and consideration of cumulative effects. iv) In response to the Relevant Representations and the engagement, SZC Co. has committed to construction HGV vehicles meeting Euro VI emissions performance standards, as confirmed in the CoCP (Doc Ref. 8.11(B)). SZC Co. has shared an Air Quality Mitigation Plan with the Councils which sets out how the improved commitments could be implemented, as recorded within the Statement of Common Ground (Doc Ref. 9.10.12).

	Response by East Suffolk Council at Deadline 2	(i) The management and mitigation of HGVs and associated emissions to air is still under discussion between ESC and the Applicant. It is difficult to accurately forecast air quality trends within the AQMAs in the light of wider issues such as the effect of Covid-19 epidemic and lockdowns on traffic movements and vehicle fleets. However, it seems likely on balance that both AQMAs will remain within legal limits, particularly with the Applicant's commitment to Euro VI targets. Provided appropriate mitigation of HGV emissions is satisfactorily secured in the CoCP or other documents, ESC considers that the impacts of the proposed development within both AQMAs would remain acceptable. The worst case has been assumed to be the early years traffic scenario before the Two Village bypass is completed. However, as a precautionary measure the number of HGVs passing through the AQMA should be capped until such time as the Two Village bypass is open for use. (ii) The pre-submission details shared by the Applicant with ESC suggest an acceptable mitigation strategy. (iii) ESC has taken into account the potential for in-combination impacts with other projects, specifically the East Anglia One North and East Anglia Two windfarm developments and secured similar mitigation of HGV emissions from this development. (iv) The relevant air quality standard is for annual mean concentrations, and short-term impacts such as congestion would not be expected to significantly affect this conclusion. In the longer term, ESC understands that the proposed development is not forecast to result in a significant increase in congestion on the A12 that could affect the AQMAs. Air quality monitoring in the AQMAs will continue and can be used to trigger the need for additional mitigation to be agreed with the Applicant, if this is required. (v) Mitigation will be secured through an appropriate management plan, under development between the Applicant and ESC.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – the Applicant is asked to clarify what is meant here. The Applicant notes that "It is agreed between the Applicant and ESC that NO2 monitoring undertaken by the Council will continue to be supported financially by SZC

		Co." ESC will discuss further with the Applicant to confirm the level of support envisaged.
	Response by SZC Co. at Deadline 5	See response to AQ.1.19.
AQ.1.48	The Applicant	Air Quality Monitoring (i) Please confirm the commitment to undertake air quality monitoring and the timing of when this would commence for the main development site and all the associated development sites both prior to, and during construction and subsequent operation. (ii) In light of the concerns raised by ESC over NO₂ levels in Stratford St Andrew AQMA, please advise how you would propose to monitor the air quality levels in this area and elsewhere to ensure standards were maintained and no breaches of standards occurred.
	Response by SZC Co. at Deadline 2	(iii) Ongoing discussions are being held with ESC regarding an agreed management and monitoring approach. It is agreed between the Applicant and ESC that NO₂ monitoring undertaken by the Council will continue to be supported financially by SZC Co., including the monitoring of compliance within the Stratford St Andrew AQMA but also at other locations. (iv) See above.
	Response by East Suffolk Council at Deadline 3	ESC Consider the Applicant's response is generally reasonable. The Applicant notes that "It is agreed between the Applicant and ESC that NO ₂ monitoring undertaken by the Council will continue to be supported financially by SZC Co." ESC may wish to discuss further with the Applicant to confirm the level of support envisaged.
	Response by SZC Co. at Deadline 5	No additional comments.
AQ.1.49	The Applicant	Non Road Mobile Machinery (NRMM)

		ESC have requested the adoption of low emitting plant and an assessment both alone and in combination of impacts on both human health and ecology from NRMM and other sources. (i) Please advise whether there is a commitment to low emitting plant and if so how this would be delivered. (ii) Has an assessment now been undertaken of the potential effects of NRMM and other sources as requested by the Council?
	Response by SZC Co. at Deadline 2	(i) In response to the Relevant Representations and the engagement, SZC Co. has committed to construction plant meeting Stage IV emissions performance standards. SZC Co. has shared an Air Quality Mitigation Plan with the Councils which sets out how the improved commitments could be implemented, as recorded within the Statement of Common Ground (Doc Ref. 9.10.12). (ii) Further discussions have been held with the Councils to agree the assessment conclusions and mitigation measures to be required for NRMM, as set out in the Air Quality Mitigation Plan within the Statement of Common Ground (Doc Ref. 9.10.12).
	Response by East Suffolk Council at Deadline 3	ESC consider the Applicant's response is generally reasonable, and discussions are ongoing. The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – applicant should clarify what is meant here.
	Response by SZC Co. at Deadline 5	See response to AQ.1.19
AQ.1.51	ESC, EA, Natural England	Haul Routes (i) The applicant has indicated that haul routes would be hard surfaced 'where practicable' – do you consider this approach to be adequate to safeguard sensitive receptors? (ii) Are there specific locations you consider that a more robust approach should be required, or should a more robust approach be provided across the main development site and associated development sites?

	Response by SZC Co. at Deadline 2	The wording relating to surfacing of haul routes has been discussed between the Applicant and the Councils and proposed wording is included in the Air Quality Mitigation Plan, as recorded within the Statement of Common Ground (Doc Ref. 9.10.12).
	Response by East Suffolk Council at Deadline 2	i) Hard surfacing "where practicable" is not considered to be fully satisfactory. ESC considers that the approach should be to provide hard surfacing where appropriate, in consultation with ESC if necessary within the CoCP (LIR 19.26 [REP1-0045]). ii) In other locations, alternative forms of mitigation (e.g. limit on vehicle speeds) would be sufficient. Rather than identifying specific locations ESC has suggested a methodology for hard surfacing site selection (paragraph 19.26 of the LIR [REP1-045]).
	Response by Environment Agency at Deadline 2	This approach would be appropriate and allows for improvements to be made where required.
	Response by Natural England at Deadline 2	We are currently satisfied with the locations of haul routes in respect to sensitive receptors and consider the mitigation proposed in the CoCP and Outline Dust Management plan sufficiently robust.
	Response by SZC Co. at Deadline 3	An initial Statement of Common Ground was submitted at Deadline 2 [REP2-076]. Further constructive dialogue has been held between SZC Co. and ESC as part of the drafting of the Statement of Common Ground between the parties. This has addressed the points raised by ESC at Deadline 2 and proposed construction dust monitoring and control measures have been agreed. An updated Statement of Common Ground is anticipated to be submitted at Deadline 5.
	Response by East Suffolk Council at Deadline 3	The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – the Applicant is asked to clarify what is meant here.
	Response by SZC Co. at Deadline 5	See response to AQ.1.19.
AQ.1.54	The Applicant	Mitigation Please explain how the various elements of mitigation relate to each other, and how they are secured by the dDCO.

		In particular how the Outline Dust Management Plan (oDMP), Dust Management Plan (DMP) relates to the Construction Environmental Management Plans (CEMP) and the Code of Construction Practice (CoCP). Please also set out which document would have precedence in the event of a conflict.
	Response by SZC Co. at Deadline 2	The Dust Management Plan (DMP) is required to be submitted to the Applicant as part of the details submitted for the Code of Construction Practice. The DMP must be in accordance with the principles of the Outline DMP as amended by the agreed mitigation measures in the Air Quality Mitigation Plan being agreed between SZC Co. and the Councils. There should be no conflict between the various documents but for the avoidance of doubt the Outline DMP will take precedence on the dust control measures to be adopted.
	Response by East Suffolk Council at Deadline 3	The Applicant's response is incomplete and does not reflect ESC's understanding. • Applicant's response does not mention CEMPs. • Applicant's response does not explain relationship between DMP, Outline DMP and CoCP. • Applicant's response does not refer to the structure of dust control plans. ESC's understanding is that the CoCP sets the framework and principles for dust control, mitigation and assessment. The DMP provides specific guidance and details on dust control, mitigation and monitoring. Contractors develop their own CEMPs which must be in accordance with the CoCP and DMP. Accordingly, it would be logical for the CoCP and then the DMP to take precedence.
	Response by SZC Co. at Deadline 5	As noted in AQ.1.7, The Construction Environmental Management Plans are SZC Co.'s tool in ensuring that the work undertaken by contractors is in accordance with the controls set out by the DCO, such as the CoCP and the Dust Management Plan. As set out in G.1.54, air quality control and mitigation measures have been agreed between SZC Co. and the Councils through discussions, as documented in the draft Statement of Common Ground (Doc Ref. 9.10.12(A)). This means that the structure of dust controls would be as follows: • The CoCP sets out the dust control measures set out in the Outline Dust Management Plan;

		• A Dust Monitoring and Management Plan will be developed and agreed with the ESC; • Dust monitoring will be undertaken pursuant to the details set out in the DMP and reported to ESC through the Environment Review Group. ESC are correct to say that the CoCP and the Dust Management Plan would provide the control measures that would take precedence.
AQ.1.56	The Applicant	Early Years B1122 Action Group [RR-0124] express concern that the level of traffic generated during the early years creates an unreasonable burden on the local community in terms of traffic, noise and air quality. Please address this particular concern and explain how the effects during early years could be considered reasonable in light of the recognised need to mitigate for similar levels of traffic later.
	Response by SZC Co. at Deadline 2	The effects of air quality at sensitive receptors on the B1122 during the early years construction scenario are presented in Table 2 to Table 4 of Annex 2.7.C.1 in Volume 3, Appendix 2.7.C (Transport Emissions Assessment) of the ES Addendum [AS-127]. Refer specifically to receptors YX6, YX19, YX7, LE5, LE6 which represent receptors adjacent to the B1122. The effects at these receptors are predicted to be negligible for all receptors, therefore the effects at these receptors are not significant during early years. In addition, air quality would remain well below the air quality standards. As set out within Volume 3, Appendix 2.6.B of the ES Addendum [AS-204], noise effects at sensitive receptors on B1122 are assessed to be moderate adverse (significant) between the A12, Yoxford Junction (site access), Middleton Moor, Mill Street and B1125. Where affected properties meet the qualifying criteria, the provisions of the Noise Mitigation Scheme (the original version of which was contained in Volume 2, Appendix 11H of the ES [APP-210] with a revised version appended to the draft Statement of Common Ground with ESC (Doc Ref. 9.10.12)) will apply to avoid significant adverse effects on health and quality of life. Furthermore, as identified within Volume 1, Chapter 2 of the ES Addendum [AS-181], the users of B1122 would experience moderate to major adverse (significant) effects due to a reduction in amenity. Highway condition survey of B1122 prior to commencement of construction and a maintenance fund for the B1122 are proposed to mitigate the effects.

		The peak year construction scenario is anticipated to have more traffic travelling to the main development site which, without the mitigation of the Sizewell link road, has the potential to have worse air quality, noise and traffic effects at receptors near the B1122 than those assessed for the traffic volume expected in the early years. The Sizewell link road will provide effective mitigation against such effects.
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	The applicant's air quality data shows that the A12 through Yoxford is already on the limits of acceptable particulate levels, with annual concentrations of 15.5 and 10.6 µg/m³ of PM₁₀ and PM_{2.5} respectively [location YX3, 2018 baseline - 6.8 Volume 7 Chapter 5, Table 5.10]. Yoxfords Primary School is only 200 metres away. The World Health Organisation's Air Quality Guidelines are 20 and 10 µg/m³ of PM₁₀ and PM_{2.5}, respectively. [http://www.who.int/phe/health_topics/outdoorair/outdoorair_aqg/en/]. The applicant states in Tables 5.11 and 5.12 that particulate levels will fall during the Early Years, and further still once the Link Road is open. We find that inconceivable, given the substantial increase in vehicles of all kinds, including the near doubling of HGV numbers. We recommend that the traffic and pollution modelling and the assumptions behind it are reexamined thoroughly by an independent authority.
	Response by Stop Sizewell C at Deadline 3	Noise effects are considered to be moderate adverse (significant) between the A12 Yoxford Junction, at Middleton Moor, Mill Street and B1125. Quality of journeys on the B1122 is expected to be major adverse (significant). We remain concerned about the impacts on pedestrians (including those with mobility difficulties), cyclists and equestrians or people wishing to travel on local journeys – to school, shops, doctor, etc.. The applicant is aware that the use of the B1122 for the first 3 years or so of the development, combined with the movements and disturbance caused by SLR construction traffic will be enormous and will be particularly harmful to communities. There should be safety changes implemented prior to the early years' construction, including improved visibility at Mill Street, and safe crossings and footways in Theberton as shown in ES vol 6 ch 3 (DCO doc 6.7) The applicant's Noise Mitigation Scheme should be extended to cover all the B1122 in the Early Years phase, and homes between the Middleton Moor Spur and the Yoxford Roundabout at all stages, The applicant's air quality data shows that the A12 through Yoxford is already on the limits of acceptable particulate levels, with annual concentrations of 15.5 and 10.6

		µg/m³ of PM₁₀ and PM_{2.5} respectively [location YX3, 2018 baseline - 6.8 Volume 7 Chapter 5, Table 5.10]. Yoxford Primary School is only 200 metres away. The World Health Organisation's Air Quality Guidelines are 20 and 10 µg/m³ of PM₁₀ and PM_{2.5}, respectively http://www.who.int/phe/health_topics/outdoorair/outdoorair_aqg/en/ The applicant states in Tables 5.11 and 5.12 that particulate levels will fall during the Early Years, and further still once the Link Road is open. We find that inconceivable, given the substantial increase in vehicles of all kinds, including the near doubling of HGV numbers. We recommend that the traffic and pollution modelling and the assumptions behind it are re-examined thoroughly by an independent authority.
	Response by SZC Co. at Deadline 5	Acceptable levels of particulate matter are defined in England by the national air quality objective values³⁵. The objective value for PM₁₀ is an annual mean concentration of 40 µg/m³ and for PM_{2.5} is an annual mean concentration of 25 µg/m³. The current and predicted future concentrations of both PM₁₀ and PM_{2.5} are well below the air quality objective values. The pollution modelling has been examined by SCC, ESC and their independent consultant.
AQ.1.57	The Applicant	Southern Park and Ride Campsea Ashe Parish Council [RR-0170] express concern that the assessment of effects from the Southern Park and Ride have not been adequately addressed. Please respond to these specific concerns
	Response by SZC Co. at Deadline 2	A detailed assessment of transport emission (presented in Volume 3, Appendix 2.7.C (Transport Emissions Assessment) of the ES Addendum [AS-127]) and construction dust (Volume 4, Appendix 5A of the ES [APP-388]) has been carried out for the southern park and ride. The dust assessment follows the guidance and methods set out in IAQM Guidance on the Assessment of Dust from Demolition and Construction³⁶. The assessment considers the risk of dust generating activity during construction of the southern park and ride, the sensitivity of the area to dust soiling and human health effects (ecological effects were screening out due to no sensitive sites within the construction dust study area), and concluded that no significant effects are anticipated during construction of the site, with the implementation of mitigation measures set out

³⁵ Defra Air Quality Objectives Update. https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update.pdf

³⁶ Institute of Air Quality Management (IAQM). Guidance on the Assessment of Dust from Demolition and Construction. 2014. (Online). Available from: <http://iaqm.co.uk/text/guidance/construction-dust-2014.pdf>.

		in the CoCP (Doc Ref. 8.11(B)). In addition, a detailed assessment of the effects from transport emissions at receptors near the southern park and ride (including receptors on the B1116, B1078 and Station Road) has concluded that no significant effects are expected during the construction and operation of the park and ride.
	Response by Marlesford Parish Council at Deadline 3	The Applicant responds to the specific concerns of Campsea Ashe, but MPC questions whether the assessment effects for dust and emissions have been adequately assessed for receptors in Marlesford. This is a particular concern as the prevailing winds are in a generally west or southwest direction and will carry dust and emissions towards Marlesford if appropriate mitigation is not incorporated into the construction, operation and decommissioning plans. A contribution towards such mitigation would be the use of electric buses for the whole Park and Ride fleet.
	Response by SZC Co. at Deadline 5	The assessment considers dust effects based on distances from the works and the proposed mitigation remains applicable and appropriate for Marlesford. Traffic emissions have been assessed using representative meteorological data and the modelled effects are negligible. No significant effects are predicted despite the use of conservative assumptions.
AQ.1.66	The Applicant, ONR, Environment Agency, Natural England, PHE	Tritium Gas Please comment on the concerns raised in [RR-785] in respect of the potential release of tritium gas and any controls that would be in place to safeguard human health and ecology.
	Response by SZC Co. at Deadline 2	In England and Wales, radioactive discharges are regulated under the Environmental Permitting Regulations 2016 (EPR16) to ensure that the radiological impact to members of the public and the environment remain well below internationally agreed limits and to protect both human health and the environment. In May 2020, Sizewell C applied for a 'Radioactive Substances Activity' Environmental Permit under EPR16. This proposed a set of limits for all routine discharges of radioactivity from the future Sizewell C power station that will not be exceeded under routine operations, along with an assessment of the impacts to Human Health and the Environment from these discharges (which is also included within Volume 2, Appendix 25B of the ES [APP-341]). This includes the release of gaseous tritium to the atmosphere. The assessment showed that the radiation exposure associated with the routine discharges at these limits are well below all dose constraints and legal limits and 200

		times lower than the average radiation exposure a member of the UK public receives from natural sources of radioactivity such as the food we eat, the water we drink, and the air we breathe. In addition annual monitoring of radioactivity in the Sizewell area is undertaken by the UK Environment Agencies and Food Standard Agencies as part of the 'Radioactivity in Food and Environment' Programme. This has been undertaken for over 25 years and includes monitoring of Tritium. The most recent publication, RIFE-25 (2019)³⁷ has shown that there are no detectable levels of Tritium in the Sizewell area, as a result of the operation of Sizewell A or B, and the addition of Sizewell C is not expected to alter this position.
	Response by ONR at Deadline 2	Approximately 95% of tritium discharges are in liquid form, not gaseous, with systems included within the EPR design to preferentially partition tritium in aqueous waste. The principle of minimisation at source is applied for tritium in the EPR reactor design. Aqueous form is considered preferable as discharges to the marine environment have a lower dose per unit discharged than that of gaseous releases to atmosphere. Discharges of tritium form part of the requirements for the environmental permit issued by the Environment Agency (EA) and therefore questions on safeguards to human health and the ecology as a result of the discharges would be best answered by the EA
	Response by Environment Agency at Deadline 2	Any discharges of tritium from the proposed nuclear power station will be subject to limits and conditions placed via a Radioactive Substances Activity permit under EPR 16. The applicant has applied for a Radioactive Substances Activity permit and we are in the process of determining that application. The applicant has provided a prospective radiological impact assessment which covers the impact of proposed tritium discharges in the environment. As part of our permit determination process we will verify the Applicant's radiological impact assessment as well as undertaking our own independent assessment of radiological impact. We also monitor levels of tritium in the environment as part of our ongoing monitoring of radioactivity in the environment and we undertake regional monitoring of tritium in drinking water sources to meet the UK's obligations under the Euratom treaty. The results of our monitoring are provided in our Radioactivity in Food and the Environment report

³⁷ East Suffolk Council (ESC) (2020). Local Plan <https://www.eastsuffolk.gov.uk/assets/Planning/Planning-Policy-and-Local-Plans/Suffolk-Coastal-Local-Plan/Adopted-Suffolk-Coastal-Local-Plan/East-Suffolk-Council-Suffolk-Coastal-Local-Plan.pdf>

		(https://www.gov.uk/government/publications/radioactivity-in-food-and-the-environment-rife-reports). We have reviewed the results of our tritium monitoring in natural water sources in the Sizewell area (1998-2019) and the majority of results show levels of tritium at or below the limit of detection (<4 Bq/l) and all results are well below the investigation level for drinking water of 100 Bq/l set in European Directive 2013/51. Our 2019 monitoring of drinking water sources in England and Wales showed levels of tritium at or below the limit of detection at all locations. Local water supply companies also perform monitoring of their drinking water sources to demonstrate compliance with water quality requirements, however we do not have access to that data
	Response by Public Health England at Deadline 2	Discharges of radioactivity from nuclear power plants during normal operations in England and Wales are regulated by the Environment Agency according to the principles of optimisation and use of Best Available Techniques. There is substantial scientific evidence which suggests that the controlled and regulated release of low level radioactivity from nuclear power plants does not cause serious illnesses and presents a very low health risk to people residing in the vicinity. Annex A of the 2012 Report of the UN Scientific Committee on the Effects of Atomic Radiation, entitled 'Attributing health effects to ionizing radiation exposure and inferring risks', provides a detailed review of the risks associated with ionising radiation at all levels and in particular at the level associated with controlled and regulated release of low level radioactivity from nuclear power plants. It should be noted that detection of tritium in drinking water is not an indication per se that there is a risk associated with this radionuclide; tritium has a low radiotoxicity and monitoring systems used to measure radioactivity in the environment are able to detect very low levels. Regular monitoring of radioactivity carried out around nuclear power plants as well as models used to predict the dispersion of radionuclides in the environment have not shown that tritium in drinking water (or any other environmental material) due to discharges from nuclear facilities poses a radiological risk to the UK population. The Radioactivity in Food and the Environment (RIFE) report series available on the gov.uk website (https://www.gov.uk/government/publications/radioactivity-in-foodand-the-environment-rife-reports), include detailed information on the regular monitoring of radioactivity performed around nuclear facilities in the UK. Our assessment of potential additional numbers of cancer fatalities or possible increase in cancer incidence rates associated with discharges from new nuclear power plants

		built in the UK, shows that the collective dose associated with releases from all possible facilities planned to be built will be very low (0.6 personSv to the UK population and 90 personSv to the world population) indicating that the expected increase in cancer incidence rates and fatalities will be negligible compared to the natural cancer incidence rate and number of fatalities. Our assessment is described in the paper Jones, A. L., et al. (2013). Assessing the possible radiological impact of routine radiological discharges from proposed nuclear power stations in England and Wales. Journal of Radiological Protection 33: 163-174.
	Response by Natural England at Deadline 2	On this issue we defer to Environment Agency who have Habitats Regulations Assessment (HRA) guidance for radioactive substances. Tritium gas is readily absorbed by the body and distributed so could be of concern for wildlife at the least.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	The EPR at Flamanville, often referred to as the 'pilot plant', is still not operating, being way behind schedule and wildly over budget. The lack of data usually generated to establish operating norms have therefore been unavailable. Tritium gas emissions, in particular, have always been controversial in respect of their health impact. They generally occur as a spike in routine emissions during normal operating periods or during outages and manifest as 'steam venting'. Sizewell B has occasionally exceeded quarterly notification limits, but not the annual limit. The tritium gas discharge limit for the Sizewell B in its early days of commissioning was underestimated and the limit had to be raised. This was permitted following expert advice taken at a Suffolk Coastal District Council meeting around 1995. (SCDC meeting historic minutes archive appears to have been removed). Tritium binds to water, replacing the hydrogen atoms to form tritiated water. As a beta emitter, tritium is potentially harmful to humans, particularly in ingested. Health/mortality records of people most exposed at Sizewell B and A could still be a cause for concern and may need investigation.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
AQ.1.67	The Applicant, SCC	Mitigation In the Air Quality Chapter [APP-212] you refer to primary mitigation as 'minimising' freight movements on roads in light of the other delivery methods envisaged via rail and sea.

		(i) Is it really fair to say these movements would be minimised when to date neither the rail nor sea alternatives are confirmed, or to what degree they could operate?
	Response by SZC Co. at Deadline 2	The work undertaken by the Applicant ensures that freight movements by road would be minimised. The Applicant's responses to questions TT.1.1 and TT.1.12 explain why approximately 40% of construction materials require HGV transport (see also paragraphs 2.1.12-13 of the Freight Management Strategy [AS-280]). The remaining circa 60% of imported material would be transported by rail or sea. The 40% road modal transport allows reduction from the original 325 daily typical HGV deliveries (in the original Transport Assessment [AS-017]) to 250 HGV deliveries. Control will be provided by maximum daily limits on HGV movements in the Construction Traffic Management Plan (Doc Ref. 8.7(A)). Accordingly, it is correct to say that freight movements on roads would be minimised. The Applicant has designed, applied for and is committed to providing the additional capacity by rail and sea which will be necessary to enable HGV movements to be reduced to their minimum mode share. If it transpires that the additional rail or marine capacity is not acceptable (to the Examining Authority and the Secretary of State), the application will have tested and determined the full capacity of non-HGV capacity. By definition, in those circumstances, the HGV mode share will have been minimised. It will be apparent that there are no feasible ways of reducing HGV movements. The statement is fair, and the application will conform with the requirement in NPS EN-1 at paragraph 5.13.10 to prefer water-borne or rail transport where cost-effective.
	Response by East Suffolk Council at Deadline 2	ESC considers that the ExA is referring to the 3rd bullet point of 12.5.3 [APP-212] (i). If this is the text referenced, then ESC agrees with the ExA's comments. Freight movements could be reduced, if not minimised, by committing to the January 2021 freight management strategy, which envisages greater transportation of material by sea and rail.
	Response by Suffolk County Council at Deadline 2	(iv) SCC agrees that this is a valid question. SCC has raised concerns, both at numerous (v) occasions with the Applicant, and in the Local Impact Report (e.g. para 15.4 [REP1-045]), (vi) that we had yet to see the evidence that the measures to achieve an increased proportion

		(vii) of rail transport and sea borne transport are deliverable at the time required by the (viii) project to mitigate its impact on the road transport network. (ix) In addition, SCC has not seen evidence that, if the proposed increases in rail and sea (x) deliveries are achievable and if they may have spare capacity, that they 'minimise' freight (xi) movements by road as much as reasonably possible, i.e. that the proportion of materials (xii) being brought to site using rail and sea-borne transport modes cannot be increased (xiii) further beyond the 60% proposed by the Applicant. See answer to Question AL.1.10 for further detail.
	Response by SZC Co. at Deadline 3	SZC Co. has responded to the issues raised by SCC in its Response to Written Representations (Doc Ref. 9.28). SZC Co. has confidence in the proposed Freight Management Strategy and has committed to limits on HGV movements as a result, which protect against the concerns expressed.
	Response by Mr Ian Galloway at Deadline 3	In response the Applicant makes the case that they have demonstrated "...why approximately 40% of construction materials require HGV transport." rather than addressing the singular issue of 'are the movements minimised'. At Para 2.1.12 [AS-280] the Applicant infers part of the lower limit being at 40% is because "SZC Co. has been working with the Suffolk Chamber of Commerce to develop the local supply chain. Where materials can be sourced locally, it is unlikely that it would be economic to use rail or marine transport." I am of course supportive of the use of the local supply chain and would suggest that a challenge for both the Applicant, the Local Supply Chain and Suffolk CoC (working collaboratively) is to improve the sustainability and attractiveness of 'local' by formulating a 'load aggregation arrangement', thereby reducing vehicle movements (and potentially supplier costs) across a broad range of non-bulk supplies. Moreover, as the Applicant contends 40% of materials being transported by HGV constitutes minimisation, it is perhaps appropriate to remember 'minimised' is broadly accepted as meaning "reduced (something, especially something undesirable) to the smallest possible amount or degree."

		At Para 2.1.13 [AS-280] the Applicant implies the impact of a larger number of 3.5 to 7.5 tonne vehicles is desirable, as opposed to a single larger HGV. It is my contention that this is not always the case and would look to the Applicant to provide persuasive evidence that it is so. At Para 2.1.14 the Applicant argues that continuous concrete production cannot be sustained at peak without the additional capacity provided by the temporary BLF or increased HGV movements. This precarious arrangement for materials critical to the safety of a power station seems untenable. Consequently, it is my contention that without confirmed arrangements for the optimal rail solution, the reality must be that the Applicant only has recourse to HGV, as the combined vagaries of the sea and weather could not necessarily be relied upon to 'deliver the goods'!
	Response by Marlesford Parish Council at Deadline 3	The Applicant, in its response states that "The work undertaken by the Applicant ensures that freight movements by road would be minimised." MPC contends that this statement can only be true if other modes of freight movement (road and sea) have been maximised. Suffolk County Council (SCC) make clear in their response to this question [REP2-192], that they have "not seen evidence that, if the proposed increases in rail and sea deliveries are achievable and if they may have spare capacity, that they 'minimise' freight movements by road as much as reasonably possible, i.e. that the proportion of materials being brought to site using rail and sea-borne transport modes cannot be increased further beyond the 60% proposed by the Applicant." This echoes MPC's concerns expressed in para 11 of its Written Representation [Rep2-365]. And until such time as we know what the full details of the Applicant's freight strategy are, we do not believe that it is possible at this stage for them to claim that they have minimised freight movements by road.
	Response by Woodbridge Town Council at Deadline 3	WTC concurs with SCC's response at Deadline 2.
	Response by SZC Co. at Deadline 5	SZC Co. is conscious that these matters were raised by the Examining Authority at ISH2 and SZC Co. is providing further information at Deadline 5 (See Written Submissions Arising from Issue Specific Hearing 2: Traffic and Transport Part 1 Doc Ref. 9.49). In principle, however, by committing to both marine and rail infrastructure and adopting HGV limits which can only be achieved through their use, SZC Co. is taking all

		practical steps possible to optimise the use of sustainable modes. No party has identified how greater capacity can be achieved by sea or rail.
AQ.1.69	ESC, SCC	Mitigation The Outline Dust Management Plan [APP-213] would be an essential part of the mitigation required to control construction activities on site. Do you consider it sufficiently precise that it would be enforceable?
	Response by SZC Co. at Deadline 2	The Applicant notes that further discussions have been held with the Councils to agree the mitigation measures to be required, as set out in the Air Quality Mitigation Plan (refer to the Statement of Common Ground (Doc Ref. 9.10.12)). The measures set out in Table 4.1 of the CoCP Part B (Doc Ref. 8.11(B)) have been informed by a dust risk assessment and development of an Outline Dust Management Plan provided in Appendix 12A of Volume 2 of the ES [APP-213]. The measures secured by Table 4.1 of the CoCP Part B (Doc Ref. 8.11(B)) will be implemented by the contractors and the relevant measures set out in detail within the Construction Environmental Management Plan prepared by the contractor for the relevant stage of works. These measures are then secured by Requirement 2 of the Draft DCO (Doc Ref. 3.1(C)). Together these controls are considered to set out precise and enforceable mitigation measures.
	Response by East Suffolk Council at Deadline 2	The Outline Dust Management Plan is in the ES Annex 12A.1 [APP213]. ESC expects that as an outline plan, further details would be provided as the construction programme is developed and refined, and contractors are appointed. The Outline DMP refers to actions being taken “where possible” or “where practicable.” ESC expects that such comments should always be interpreted in the light of the relevant dust management guidance produced by the Institute for Air Quality Management, with a presumption that the measures identified from this guidance should always be adopted and, where appropriate, enhanced in the light of the specific features of this proposed development (e.g. scale and coastal setting of construction activities; see response to AQ.1.12). ESC considers that the Outline DMP is not fully enforceable at present, as would be expected at this stage. ESC will continue to discuss the Outline DMP with the Applicant and will seek to obtain firmer commitments to certain measures to render them fully

		enforceable. It is expected that with a requirement for the CEMP to be approved by ESC, the necessary specifics for enforceability can be introduced at this stage. Examples of DMP items for further clarification are provided below: • G1.4, seeking confirmation of which activities would be halted during adverse weather conditions • G2.2, two construction activities are listed as "significant dust generating activities." Confirmation is sought regarding the significance status for all construction activities. • G2.4, seeking confirmation of which plant is considered to have "significant dust raising potential" • G4.1, seeking further details of how surface stripping would be managed in the light of likely variations in wind direction • G5.2, seeking confirmation of when scabbling would be required, the extent of this activity, and any further controls to be applied • G7.1, to update in the light of more recent commitments made in relation to HGVs conforming to Euro VI emission standard • G7.4, seeking clarification of when vehicle idling could be considered necessary and unnecessary • G7.5, seeking confirmation of the permitting status of stationary generators, and the arrangements that would apply if the stationary generators were not found to require a permit • M5.3, seeking clarification of how operations would be managed in the light of daily weather conditions. Would this be based on measured or forecast conditions, and what steps would be taken if adverse conditions were identified? • M5.4, seeking clarification of how the results of monitoring would be used to inform dust controls. What action would be taken in the event of an exceedance of a threshold, and what ongoing monitoring would be carried out to confirm that the problem had been addressed? Would site activities be halted pending agreement of steps to be taken? How would the appropriate authorities be involved in the process?
	Response by Suffolk County Council at Deadline 2	SCC defers to ESC, which will be responsible for enforcement of this measure, on technical matters related to enforceability.

	Response by SZC Co. at Deadline 3	An initial Statement of Common Ground was submitted at Deadline 2 [REP2-076]. Further constructive dialogue has been held between SZC Co. and ESC as part of the drafting of the Statement of Common Ground between the parties. This has addressed the points raised by ESC at Deadline 2 and proposed construction dust monitoring and control measures have been agreed. SZC Co. will share relevant dust and air quality monitoring data with the local authorities on a frequency to be agreed. An updated Statement of Common Ground is anticipated to be submitted at Deadline 5. The Construction Environmental Management Plans are SZC Co.'s tool in ensuring that the work undertaken by contractors is in accordance with the controls set out by the DCO. Contractors will use the SSMP's and other project requirements provided to them to produce their CEMP. The CEMP will contain a description of their work activities and the appropriate risk assessment and mitigation associated with the activities. The CEMP will show how the contractor intends to implement the associated environmental management measures therefore demonstrating compliance with the requirements of the DCO (including this CoCP), and related permits, consents and licences. Due to the scale and complexity of construction works it would not be appropriate for each CEMP to be submitted to and approved by ESC. SZC Co. would however provide regular monitoring reports and information to ESC via the Environment Review Group to ensure that they have appropriate oversight of the project throughout the construction stage. SZC Co. will include additional details in the CoCP as part of Deadline 5 setting out the way in which monitoring would be agreed with the Local Authorities, including monitoring locations.
	Response by East Suffolk Council at Deadline 3	The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – the Applicant is asked to clarify what is meant here. The Applicant suggests that the proposed dust controls in the DMP are "precise and enforceable". ESC does not agree, and is seeking further amendments to ensure that appropriate controls are available.
	Response by SZC Co. at Deadline 5	See response to AQ.1.19. In addition, the CoCP (Doc Ref. 8.11(C)) has been updated for submission at Deadline 5
AQ.1.72	The Applicant, ESC, SCC	Code of Construction Practice

		The CoCP contains general phrases such as 'where possible' and 'will seek to ensure'. In such circumstances how would the local authorities be able to enforce compliance?
	Response by SZC Co. at Deadline 2	The CoCP (Doc Ref. 8.11(B)) includes a range of targets and measures that would be defined and measured by contractors during the course of construction works. Detailed construction methodologies will be set out within the Construction and Environmental Management Plans that each contractor would prepare for a relevant stage of the construction stage. These would be reviewed and agreed with SZC Co. The absolute dust emission rate for any given task can not be known with complete certainty prior to the task starting and this is why best practice is based on a risk based approach that is able to respond to changing conditions, to maintain control of emissions of dust on each task and across the site as a whole. Monitoring and reporting measures will be used to demonstrate that contractors applying measures '<i>where possible</i>' and '<i>seeking to ensure</i>' they control emissions as required, are effective in doing so. Monitoring and enforcement from East Suffolk Council would be secured through the monitoring and reporting measures agreed in the CoCP (Doc Ref. 8.11(B)) and through the Environment Review Group secured by the Draft Deed of Obligation (Doc Ref. 8.17(C)). This approach represents best practice in securing the type of measures set out within the CoCP.
	Response by East Suffolk Council at Deadline 2	ESC considers it acceptable to have some conditional wording for controls on construction operations at this point, in view of uncertainties in the construction programme – these should become more developed as the Implementation Plan evolves. ESC considers that it is most important to establish principles for dust control at this stage, with the details to be completed in the light of these principles. ESC will continue to work with the Applicant to refine and improve the CoCP and associated documents. For some key sources of pollution such as HGV traffic, ESC is in discussion with the Applicant to eliminate caveats such as "where possible." The use of ambiguous phrasing is not helpful and can lead to problems with enforceability.
	Response by Suffolk County Council at Deadline 2	SCC would prefer that ambiguous phrases like this are replaced (noting that PINs guidance "Drafting Development Consent Orders" (July 2018, section 3) requests that ambiguous wording should be avoided), but we defer to East Suffolk Council to comment

		further on enforceability.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	The Applicant suggests that the proposed dust controls in the DMP are "precise and enforceable". ESC does not agree, and is seeking further amendments to ensure that appropriate controls are available.
	Response by Ian Galloway at Deadline 3	In their response the Applicant emphasises the role of contractors (i.e. "...a range of targets and measures that would be defined and measured by contractors...", "...Environmental Management Plans that each contractor would prepare for a relevant stage of the construction..." etc.). For the sake of clarity can the Applicant confirm that irrespective of the phrasing and terminology (above) they, (the Applicant), remain responsible and accountable for all actions, inactions and acts of omission by contracted parties? If this is not the case, can the Applicant describe and document all the responsible and accountable parties enjoined in the design, execution, performance and conduct of the proposed powerstation construction project and associated works.
	Response by SZC Co. at Deadline 5	The CoCP (Doc Ref. 8.11(C)) has been updated for submission at Deadline 5 to clarify proposed dust monitoring measures.
AQ.1.74	The Applicant	Bus Fleet (i) Is the bus fleet proposed to operate to and from the main development site and associated sites intended to be electric, zero emission or ultra low emission? (ii) Please advise on the types of bus to be employed and the effect on emissions/air quality. (iii) How might any commitment to electric, zero emission or ultra low emission be secured?
	Response by SZC Co. at Deadline 2	(i) Use of a low emissions fleet is being considered by SZC Co. However, conservatively the impact of bus emissions on air quality has been included in the assessment of HGVs within the transport emissions assessment based on the assumption that they are not low emission vehicles. No significant air quality effects were predicted on this basis. (ii) See (i) above

		(iii) The discussions with potential bus operators are ongoing and there is a drive to commit to a green bus fleet. SZC Co. is not yet in a position to set out the details of the commitment but will be able to do so over the course of the examination.
	Response by Ian Galloway at Deadline 3	i) It is highly regrettable that the Applicant's direct association with a company espousing their virtue as a 'low carbon' energy provider cannot commit to any more than "Use of a low emissions fleet is being considered by SZC Co." and then continuing "However, conservatively the impact of bus emissions on air quality has been included in the assessment of HGVs within the transport emissions assessment based on the assumption that they are not low emission vehicles. No significant air quality effects were predicted on this basis." This response is depressingly familiar of large multinational companies who impose themselves on communities who are active in trying to take individual actions that will improve the lot for many. Rather than considering issues of "No significant air quality effects...", it would be refreshing for the Applicant to regard any detrimental impacts arising from their Project as one that would not have occurred were they not there, and take all necessary steps to neutralise them. Such initiatives might see parking at the Main Site, Campus, etc. only available to "electric, zero emission or ultra low emission" vehicles", promoting their use by the workforce with high density 'free to use' charging facilities at all sites. ii) It is noted at [AS-202] para 3.5.16 et seq. that the estimated time for works necessary to bring a mains electricity supply to the Main Development Site (and for the provision of power to the conveyor system on the BLF) is nine months. It is currently unclear where this places an effective BLF and associated conveyor within the overall construction programme. Could the Applicant

		provide reference (or details) for the description of this element in the context of all the concomitant dependencies and inter-dependencies of the Project?
	Response by SZC Co. at Deadline 5	(i) SZC Co.'s response at Deadline 2 remains valid. (ii) Construction timescales, including the delivery of BLFs, is illustrated on the Implementation Plan [REP2-044].
AQ.1.76	The Applicant, ESC (part ii), SCC (part ii)	Mitigation The revised Mitigation Route Map [AS 276] has added for the Main Development Site <i>" Use of contractor vehicles as far as practicable that meet the Euro VI emissions standards and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority.</i> <i>• Use of non-road mobile machines as far as practicable and available that meet the Stage IV engine standards of the NRMM Emission Standards Directive to minimise NOx and particulate emissions on site."</i> (i) This wording is not consistent across the main development site and other associated sites – is there a reason for this? (ii) Do the Councils consider that as reworded this is sufficiently robust?
	Response by SZC Co. at Deadline 2	The intent is the same for the Main Development Site and Associated Developments. The Mitigation Route Map (Doc Ref. 8.12(B)) submitted for Deadline 2 has been updated accordingly. A draft air quality mitigation plan is currently under discussion with the Councils. The draft mitigation plan has been updated in response to comments received from the Councils and to specify the commitments made to the use of Euro VI and Stage IV emissions performance, with only a percentage of vehicles/ plant to be exempt from meeting those standards (refer to Statement of Common Ground (Doc Ref. 9.10.12)).
	Response by East Suffolk Council at Deadline 2	(ii) No, ESC do not consider this to be robust and have suggested amendments to the wording of HGV and NRMM engine standards within paragraphs 19.30 and 19.31 of the LIR [REP1-045], respectively.

Response by Suffolk County Council at Deadline 2	SCC does not consider the rewording is sufficient. We would like to refer the ExA to the requirements proposed for East Anglia One North and East Anglia Two: Recognising the risk to the Stratford St Andrew AQMA, the SPR Outline Construction Traffic Management Plan (Rev 5) section 5.1.5 (see https://infrastructure.planninginspectorate.gov.uk/wpcontent/ipc/uploads/projects/EN010078/EN010078-004789-8.9%20EA2%20Outline%20Construction%20Traffic%20Management%20Plan%20(Track%20ed).pdf) sets out the requirements and controls agreed with the Councils for that project. This includes a requirement that if either SPR project overlaps with SZC there would be a requirement that ensures 70% of SPR's HGVs are of a Euro VI standard. SCC would expect similar proposals and monitoring for Sizewell C. This is also set out in our LIR (particularly para 19.30 [REP1-049]).
Response by SZC Co. at Deadline 3	An initial Statement of Common Ground was submitted at Deadline 2 [REP2-076]. Further constructive dialogue has been held between SZC Co. and ESC as part of the drafting of the Statement of Common Ground between the parties. This has addressed the points raised by ESC at Deadline 2 and proposed construction dust monitoring and control measures have been agreed. An updated Statement of Common Ground is anticipated to be submitted at Deadline 5. SZC Co. will include additional details in the CoCP as part of Deadline 5 setting out the way in which monitoring would be agreed with the Local Authorities, including monitoring locations.
Response by East Suffolk Council at Deadline 3	The Applicant's responses refer to an Air Quality Mitigation Plan detailed in the draft Statement of Common Ground. No such plan is mentioned in the SoCG – the Applicant is asked to clarify what is meant here.
Response by Marlesford Parish Council at Deadline 3	Neither SCC nor East Suffolk Council (ESC) [REP2-176] regard the wording as being sufficiently robust. MPC agrees with this position and again asks that all HGVs delivering to the main construction site should be Euro V1 compliant (not just a proportion as SCC seems to accept) and all park and ride buses should be electric. Our view is that in the period between now and when construction starts, the Applicant has enough time to ensure that all its contractors comply with these requirements.

	Response by SZC Co. at Deadline 5	See response to AQ.1.19. The proposed Euro VI compliance approach and use of exemptions has been agreed with ESC to allow local contractors to also support the construction project.
AQ.1.77	The Applicant	CoCP Table 4.1 [AS 273] requires an adequate water supply to be made available to suppress dust/particulate matter. The latest information provided with the ES Addendum appears to prefer the provision of a water supply which does not form part of the dDCO. Please explain the rationale for this approach and how the ExA can be assured adequate water supplies would be available in a timely manner to ensure dust and particulate matter is limited to agreed levels.
	Response by SZC Co. at Deadline 2	Since submission of the change application for the DCO in January 2021, the water supply strategy for the project has been further developed. It is confirmed that non-potable sources of water would be used wherever practicable to supply those construction activities that do not require potable water, such as dust suppression and wheel washing. A non-potable water demand profile has been developed for the main development site for the construction phase. The peak demand is estimated to be approximately 570m³/day. This non-potable demand would be met using treated domestic (foul) effluent from Sizewell B power station and the Sizewell C construction site, combined with winter storage of treated effluent within the proposed 16,000m³ non potable and temporary Water Resource Storage Area (WRSa). The WRSa would be located close to the borrow pits, main stockpile area and haul roads for operational efficiency. See Volume 3, Appendix 2.2.B of the ES Addendum (Doc Ref. 6.14 (A)) for further details. SZC Co intends to submit a '<i>Water Supply Strategy</i>' at Deadline 4.
	Response by Ian Galloway at Deadline 3	Apart from the obvious risks of reliance on a water strategy that lays entirely outside of the DCO (as identified by the ExA) it is noted the Applicant intends to source "non-potable demand ...met using treated domestic (foul) effluent from Sizewell B power station and the Sizewell C construction site, combined with winter storage of treated effluent within the proposed 16,000m³ non potable and temporary Water Resource Storage Area (WRSa).

		It is presumed that there has been a rigorous risk analysis undertaken regarding the sourcing, securing and storing of this effluent cocktail? Assuming that it has all the measures to safeguard adjacent land, nearby residents, livestock and the environment at large; should seepage or significant loss(es) occur, what remediation provisions are being made for emergencies? The Applicant states "winter storage" in their reply, is this term rigorous enough? Moreover, should a holding remain at the time "winter storage" expires, what proposals does the Applicant have for dealing with it.
	Response by SZC Co. at Deadline 5	SZC Co. confirms that the proposal is to reduce reliance on mains (potable) water as far possible by maximising recycling and use of non-potable sources, including treated foul sewage. Sewage would be treated to an appropriate standard commensurate with its use. The need for winter storage only applies to the first three summers of construction when the demand for non-potable water, for example in dust suppression, would exceed direct supply. It is therefore proposed to store treated effluent during the winter when the demand for non potable water is lower, in order to supplement supply in the summer.
AQ.1.78	The Applicant, ESC, SCC	CoCP Table 4.2 refers to regular inspection and monitoring and this terminology is used in several places. Regular could ostensibly be once a year, While, it is assumed this is not the intention is there a more precise term that could be used to ensure maintenance and monitoring is undertaken expeditiously?
	Response by SZC Co. at Deadline 2	The approach to inspection monitoring will be secured through compliance with the CoCP (Doc Ref. 8.11(B)), as required by Requirement 2 of the draft DCO (Doc Ref. 3.1(C)). The detailed Dust Management Plan will specify the frequency of inspections – for some parameters this may be daily when works are being undertaken. Monitoring during construction will also be included in the Dust Management Plan. Dust monitoring results will be reported to the Councils monthly throughout the monitoring period and reviewed through the Environment Review Group (ERG), to which the Councils will be a participant.
	Response by East Suffolk Council at Deadline 2	ESC understands that Table 4.2 acts as a framework for contractors to base their CEMPs upon [AS-273]. It will be the CEMPs that should contain more detail on the monitoring frequency. Currently there is no commitment within the CoCP for CEMPs to

		be approved by the local authority. As per previous responses such as AQ.1.40, CoCP wording should be amended to require approval of the CEMP by ESC. This will provide a check on more detailed dust monitoring plans in the CEMP. ESC note the ExA's concerns and will work with the Applicant to develop an improved level of detail within the CoCP, DMP and CEMPs. For example, see response to AQ.1.72.
	Response by Suffolk County Council at Deadline 2	SCC would prefer that ambiguous phrases like this are replaced (noting that PINS guidance "Drafting Development Consent Orders" (July 2018, section 3) requests that ambiguous wording should be avoided), but we defer to East Suffolk Council to comment further.
	Response by SZC Co. at Deadline 3	An initial Statement of Common Ground was submitted at Deadline 2 [REP2-076]. Further constructive dialogue has been held between SZC Co. and ESC as part of the drafting of the Statement of Common Ground between the parties. This has addressed the points raised by ESC at Deadline 2 and proposed construction dust monitoring and control measures have been agreed. SZC Co. will share relevant dust and air quality monitoring data with the local authorities on a frequency to be agreed. The Construction Environmental Management Plans are SZC Co.'s tool in ensuring that the work undertaken by contractors is in accordance with the controls set out by the DCO. Contractors will use the SSMP's and other project requirements provided to them to produce their CEMP. The CEMP will contain a description of their work activities and the appropriate risk assessment and mitigation associated with the activities. The CEMP will show how the contractor intends to implement the associated environmental management measures therefore demonstrating compliance with the requirements of the DCO (including this CoCP [REP2-056]), and related permits, consents and licences. Due to the scale and complexity of construction works it would not be appropriate for each CEMP to be submitted to and approved by ESC. SZC Co. would however provide regular monitoring reports and information to ESC via the Environment Review Group to ensure that they have appropriate oversight of the project throughout the construction stage. SZC Co. will include additional details in the CoCP as part of Deadline 5 setting out the way in which monitoring would be agreed with the Local Authorities, including monitoring locations.
	Response by East Suffolk Council at Deadline 3	The Applicant suggests that the proposed dust controls in the DMP are "precise and enforceable". ESC does not agree, and is seeking further amendments to ensure that appropriate controls are available.

	Response by SZC Co. at Deadline 5	See response to AQ.1.69.
Chapter 5 - AI.1 Alternatives		
AI.1.1	The Applicant	General assessment principles The Planning Statement, paragraph 7.3.35, explains that SZC Co. has not considered any alternatives for elements of the Sizewell C Project which have been determined through other processes, policies or legislation, including the proposed siting of Sizewell C. Please identify all elements including any associated development for which alternatives have not been considered, providing reasons for each element in that category.
	Response by SZC Co. at Deadline 2	Apart from the selection of the location of the main site platform and decisions relating to the reactor design, the Applicant is not aware of any elements of the proposals which have not been selected without the consideration of alternatives by SZC Co. The Applicant's position in this respect is set out in the Planning Statement, Appendix 8.4A Site Selection Report [APP-591] and in Volume 1, Chapter 4 [APP-175], Volume 2, Chapter 6 [APP-190] and Volumes 3-9, Chapter 3 of the ES [APP-353, APP-383, APP-414, APP-450, APP-483, APP-514, APP-544]. Those documents explain for the associated development sites how the need for those sites was first identified, informed by strategies for accommodation, construction workforce and freight transport. The development of each of those strategies included consideration and consultation on potential alternatives. Sites selected to fulfill those strategies were themselves selected through a process which involved the consideration of alternatives in each case, and were the subject of consultation. For the main development site, the same documents chart the evolution of the application proposals through the consideration of alternatives – for example, in relation to the SSSI crossing, the relocated Sizewell B facilities, the temporary construction area, the accommodation campus, offshore works etc. The Sizewell C Main Development Site Design and Access Statement [APP-585 to APP-587] also reports on the testing and evolution of the proposals through an iterative design process. Alternatives that informed the changes proposed to the application in January 2021 were not reported in the same way, although each was considered as an alternative to the originally submitted proposals. For a number of the changes, additional alternatives

		were consulted on and the outcome was reported in the Consultation Report Addendum [AS-153] and in Part 1 of the Proposed Changes to the Application [AS-281].
	Response by Ian Galloway at Deadline 3	Whilst it is true that the Applicant bought forward other seemingly random options for the proposed SLR; it is my contention that their starting point for the whole SLR was predicated on the basis that irrespective of traffic origin the only route on which it would arrive would be the B1122 (i.e. the experience gained at Sizewell B construction where significant quantities of materials were largely landed via the sea for a considerably smaller and less complex Power Station. This contrasts sharply with an approach that should have recognised (including earlier experience from their SZB and HPC construction) that; in the absence of existing motorways, trunk roads, other significant 'A Roads' or a viable lesser road network, it was fundamental to the projects success that they would need at least one direct route to site avoiding the A12 as much as possible, and that consideration of a second route might be sensibly considered for resilience should rail and sea options be confirmed as impracticable. Irrespective of this, despite strong local concern about taking the bulk of the proposed road traffic north of Saxmundham, EDF via a somewhat arcane process; elected to back the most northerly route that they had allegedly examined thoroughly. To compound this wanton ignoring of local opinions, the Applicant then, after significant delay, provided (to a limited audience) what many regard as a hastily; conceived, commissioned and executed lightweight Peer Review of their processes and route selection work. It is noted for seemingly being conducted by; a significant supplier to them, largely desk based and referencing much of the historic work undertaken in the 1980's. It is however noted that a 'drive by' locality inspection was also undertaken by the author.
	Response by SZC Co. at Deadline 5	SZC Co.'s response to the question posed at Deadline 2 remains valid. SZC Co's commitment to sustainable transport modes has been explained elsewhere (for instance in the Freight Management Strategy [AS-280]).
Al.1.5	The Applicant	Site specific assessment – change in circumstances The Planning Statement, paragraph 3.8.9, indicates that further details of the evolution of the main development site boundary and the alternatives considered by SCZ Co. are provided at Volume 2, Chapter 6 of the ES:

		(i) Please provide a separate summary of those changes and the justification for them. (ii) Explain further why the changes to the nominated site area and the siting of the temporary construction area in close proximity to the main construction area do not represent a change in circumstances?
	Response by SZC Co. at Deadline 2	(i) The response to Question G.1.10 in Chapter 2 (Part 1) sets out a summary of and justification for the differences between the proposed order limits for the main development site and the originally nominated site boundary with reference to overlay plans Figures 2.1 and 2.2, provided in Chapter 2 of this report. (ii) The evolution of the site boundary shows changes from the nominated boundary but it is more appropriate to consider these as differences rather than '<i>changes in circumstances</i>' (if changes in circumstances are meant to encompass the types of matters referred to in the ministerial Statement or in section 6 of the Planning Act). The Planning Statement Update (Doc Ref 8.4Ad) considers what is meant by a '<i>change of circumstance</i>' in relation to decision making and the effect of NPS policy having regard to the 2017 Ministerial Statement³⁸ - which stated: <i>"...in deciding whether or not to grant development consent to such a project, the Secretary of State would be required, under section 105(2)(c) of the Act, to have regard to the content of EN-1 and EN-6, unless they have been suspended or revoked. In respect of matters where there is no relevant <u>change of circumstances</u> it is likely that significant weight would be given to the policy in EN-1 and EN-6"</i> As set out in greater detail in the Planning Statement Update (Doc Ref 8.4Ad), the recent judgements in relation to the Drax decision (and the publication of the Wylfa Newydd ExA recommendation report) have helpfully clarified that changes in circumstance relating to whether the NPS is up to date, its merits, the weight to be attached to it, or the policy position on need which it sets out, are matters not for this examination but for a review of the NPS pursuant to section 6 of the 2008 Act. The nomination site boundary was submitted in 2009 in order for the AoS and SSA process to be carried out. This nominated site boundary was one of a number of assumptions adopted for the purposes of concluding at a strategic level whether the

³⁸ UK Parliament (2017) Written Ministerial Statement on Energy Infrastructure. Available at: <https://questions-statements.parliament.uk/written-statements/detail/2017-12-07/HLWS316>

		nominated sites were potentially suitable for the development of a new nuclear power station. The assessment boundaries were only ever indicative for these purposes and NPS EN-6 specifically recognises that applications for development consent may also include land additional to the boundary of the listed site. There is no suggestion that this legitimate process of site design development would invalidate the strategic suitability of the site. The AoS and SSA established the principle of the location, based on the assessment of a 'base-case' to provide a standardised approach to the appraisal of the nominated sites. The AoS was undertaken at a strategic level to consider the effects of the proposed policy at a national level and the in-principle suitability of sites for the deployment of new nuclear power stations. It was recognised that the AoS would be followed by project level assessments through applications for development consent. It was, therefore, anticipated at the time of undertaking the AoS and SSA that the nominated boundaries would not be definitive. This is evident from paragraphs 2.3.3 and 2.3.4 of EN-6 and C.8.117 (specifically in relation to Sizewell). The difference between the nomination site boundary and the application site boundary does not change the conclusions or validity of the SSA process – as the inclusion of additional land for activities including construction was anticipated at the SSA stage. As set out in the response to Question G.1.1 in Chapter 2 (Part 1) of this report, the main platform (other than some minor boundary changes) and the majority of permanent development as proposed are contained within the nomination boundary. It is primarily construction activities (including the accommodation campus for example) that are located within the wider application site boundary. The difference between the two boundaries does not represent a change of circumstances since the SSA process. The suitability in planning terms of the additional land outside the nomination site boundary will appropriately be considered through the application process. As noted in the response to Question G.1.10 in Chapter 2 (Part 1) of this report, the nomination boundary and the application boundary were derived at different points in time and for different purposes - the former in order to undertake a strategic assessment of the potential suitability of the site for a new nuclear power station and the latter to define the full extent of the site boundary required to deliver the Project. This includes all land required to facilitate the construction of the power station.

		The responses to Questions G.1.1 and G.1.10 in Chapter 2 (Part 1) (and the accompanying figures) identify the relationship between the two boundaries and establish that the land within the nomination site accommodates the majority of the permanent development and the land outside primarily accommodates temporary construction activities (see that response for further detail).
	Response by Ian Galloway at Deadline 3	In their response the Applicant helpfully advises that "The AoS and SSA established the principle of the location, based on the assessment of a 'base-case' to provide a standardised approach to the appraisal of the nominated sites." It is noted that the Applicant (or their forerunner nominator) actively sought to make a change to the 'standardised approach' of the 'Base Case'; effectively seeking a change that was only applicable to the Sizewell Site. Consequently, a change was made (at the insistence of the Sizewell Site nominator) so that unlike all other sites, Sizewell was assessed on the basis of "At Least 1 Reactor", contrasting with the 'Base Case' standard "1 Nuclear Reactor".
	Response by SZC Co. at Deadline 5	SZC Co agrees with Mr Galloway that the Appraisal of Sustainability for Sizewell was based on "at least one reactor" being brought forward at Sizewell. The Government identified Sizewell as potentially suitable for one or more reactors and satisfied itself of the site's potential. NPS EN-6 (at paragraph 3.3.1) confirms that Sizewell was in fact assessed for its suitability for twin reactors. Further detail on this topic can be found in SZC Co's Written Summary of Oral Submissions for Issue Specific Hearing 5 submitted at Deadline 5 (Doc Ref. 9.45). It is not correct that Sizewell was the only nominated site to include a variation to its base case for multiple reactors. It was also included for Hinkley Point, Hartlepool and Sellafield.
AI.1.7	ONR	Reactor design The Office for Nuclear Regulation (ONR) [RR-0911] explains that in June 2020, NNB Generation Company (SZC) Ltd applied for a nuclear site licence to allow it to install and operate two EPR™ reactors at the Sizewell C site. The design of the proposed twin reactor development at Sizewell C is closely based on that for the power station that is currently under construction at Hinkley Point C. ONR carried out an assessment of the generic EPR design in 2012 and concluded that it could be safely constructed and operated in the United Kingdom. Whilst the ExA appreciates that the ONR is currently

		assessing the nuclear site licence application, does it have any concerns at this stage in the light of experience and development of the EPR reactor since 2012 at Hinkley Point C?
	Response by SZC Co. at Deadline 2	No further response from SZC Co. is required.
	Response by ONR at Deadline 2	ONR has been regulating the activities of NNB GenCo (HPC) Ltd in relation to the construction of Hinkley Point C since we granted the company a nuclear site licence in December 2012. We are drawing on that experience to ensure that our approach to the licensing and subsequent regulation of Sizewell C construction is as efficient and effective as possible. Although this experience has provided ONR with useful learning, no matters of concern have arisen in our dealings with Hinkley Point C that undermine our view that we should be able to grant a licence for Sizewell C by mid-2022, provided NNB GenCo (SZC) Ltd can provide the necessary reassurances in relation to its corporate competences and the acceptability of the SZC site.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	The series 1 EPR reactor has been through a Generic Design Assessment (GDA) procedure but many assessment findings remain unresolved. French Nuclear regulator ASN has a catalogue of issues to do with faults on the EPR including the reactor pressure vessel cap and weld faults. http://www.french-nuclear-safety.fr/Inspections/Supervision-of-the-EPR-reactor Many comments have been made about the reactor design. The French Authorities have commissioned a further Series 2 version of the EPR, currently being assessed by their regulators and it is understood they will not build more reactors of the series 1 type. Taishan 1, in China, has recently experienced excessive emissions linked to fuel pin issues warranting the manufacturer, Framatome, to call for help from the US government. A full report on the cause has not been received to date. This reactor is the only operational EPR using French components. TASC does not have any confidence in the EPR.

	Response by SZC Co. at Deadline 5	SZC Co. refers the Examining Authority to the response provided by ONR at Deadline 2.
Al.1.10	The Applicant, SCC	Strategic alternatives for the movement of freight The Suffolk County Council [RR-1174] states that the Council does not support the Applicant's proposed freight transport strategy as it stands, and considers that it is still reasonably achievable to increase the proportion of rail and potentially sea-borne deliveries. In the light of the Applicant's strategic assessment of alternatives, and the Applicant's subsequent Changes to the original application, please indicate: (i) Why it is considered that an increased proportion of rail transport and sea-borne transport can be achieved without causing undue delay to the construction programme? (ii) Whether the changes to the application have overcome the SCCs concerns in this respect?
	Response by SZC Co. at Deadline 2	There are potentially two parts to the question: why an increased proportion of rail and sea borne transport can be achieved and why that is possible without impacting adversely on the construction programme. The Applicant's position in relation to the potential for increased rail and sea-borne capacity is set out in Part 1 of the Proposed Changes to the Application [AS-281], particularly from paragraphs 2.2.1 – 2.2.65. In addition, the Applicant's responses to Questions Al.1.11-13 of this chapter explain why a temporary Beach Landing Facility is considered appropriate where an earlier proposal for a jetty was not. The Applicant's responses to Questions TT.1.3 and TT.1.5 in Chapter 24 (Part 6) of this report explain the deliverability of the rail capacity proposals. Close scrutiny of the potential for both marine and rail capacity took place in response to engagement with stakeholders and continuing design development. As a result, the freight management option which involves the use of 4 trains per day for up to 6 days per week, in combination with a second, temporary BLF for bulk materials assumed to be operating at 70% of its campaign capacity and with HGV traffic taking c.40% of materials volume is SZC Co.'s preferred freight management option (see the Freight Management Strategy [AS-280], section 4). The revisions to the freight management strategy (through the enhancement of rail and marine capacity) do not adversely affect the construction timetable. The

		Implementation Plan is unaffected in principle and the Applicant's response to Question AI.1.4 of this chapter explains the credibility of deployment by 2035. In this context, it may be helpful to briefly explain that: • the proposed construction sequence involves an 'early years' stage which does not defer the project in advance of the completion of transport or accommodation related associated development; in view of the urgency of the project; • the increase in train capacity (from 3 trains per day to 4) does not require any different or additional infrastructure; • the sequence of train capacity is unaltered – with the branch line works first opening up the capacity for 2 trains per day to Land East of Eastlands Industrial Estate; • the step up from 2 to 4 trains per day on the opening of the green rail route is unaffected in terms of timing compared with the original 3 trains per day assumption but would allow greater capacity (than a step up to 3 trains per day) and greater resilience in the overall programme; • the temporary BLF will be constructed whilst the early works stage is being undertaken; it does not affect that stage; • again, the commissioning of the temporary BLF will support rather than slow the programme.
	Response by Suffolk County Council at Deadline 2	(i) It is not clear to us whether the question refers to (a) an increased proportion of rail and sea-borne transport in relation to the proportion (around 40%) set in the original DCO submission; or (b) an increase beyond the proportion (60%) set in the DCO change application. Our response deals with each of these aspects separately: (a) With its change application, the Applicant has conceded that in its view, an increased proportion of rail and sea-borne, from 40% in the original submission to 60% in the change application can be achieved. The Applicant states that this can be achieved as required for the construction programme timetable, although SCC has raised concerns about needing to evidence the deliverability. These concerns, that we had yet to see the evidence that these are deliverable at the time required by the project to mitigate its impact on the road transport network, were raised at numerous occasions with the Applicant, and in the Local Impact Report (e.g. para 15.4 [REP1-045])). Some of the outstanding issues to deliver the proposed rail

		strategy are summarised in the LIR Para 15.39 onwards. We have also not seen clear evidence that HGVs can be reduced to the levels indicated in the change documents. The Implementation Plan [APP-599] shows that delivery of the rail and marine infrastructure is at a similar stage in the programme to the highway mitigation, at the end of the Early Years Scenario. This implies no greater delays are forecast for the delivery of rail and marine transport than for road. SCC is not party to the detailed programming of the construction phase nor the associated risks so does not feel informed to comment in more detail. (b) SCC is not satisfied at the moment that the increased proportion set in the change application (60% by rail and sea) is the upper limit that can be achieved. We think a higher proportion can be achieved if the capacity of rail and marine modes allows for this, and we do not see why this should delay the programme. Both the marine and rail options have been shown by the Applicant to in theory deliver significant tonnages of materials, likely to be above the 60%, and the Applicant has not evidenced why 40% of materials have to be transport by HGV and thus the proportion of materials being brought to site using rail and sea-borne transport modes cannot be increased further beyond 60%. The Applicant states, but has not evidenced, that some specialist materials such as concrete powders have to be delivered by road. SCC considers that the Applicant has not fully explored the maximisation of delivery of materials by modes other than road and is not matching the aspirations of recently examined projects such as Wylfa New Nuclear Plant (while the Transport Assessment there was based on a minimum 60% of materials being delivered by sea, Wylfa's target was 80% - see ExA's recommendation report EN010007-003948-Recommendation Report - English.pdf (planninginspectorate.gov.uk) paragraphs 17.4.1 and 17.4.5) nor evidencing that it is matching the aspiration of the NPS. (see LIR [REP1-045] para 15.50) (ii) The changes to the freight management strategy, aiming to increase rail and seaborne transport, are broadly welcome by SCC; however, at this point, the changes in the application have not yet overcome SCC's concerns, due to unknowns and outstanding matters in terms of: a) Uncertainty in the deliverability and timing of additional train movements, and lack of clarity in the timing of the construction of a second beach landing facility (as set out under (1) and in the LIR para 15.35)

		b) SCC is not satisfied at the moment that the increased proportion of deliveries by rail and sea set in the change application (60% by rail and sea) is the upper limit that can be achieved. Unless it is clearly evidenced why the proportion of materials being brought to site using rail and sea-borne transport modes cannot be increased further beyond 60%, a higher target should be set if the capacity of rail and marine modes allows for this (see part (1) (b) of the answer above). c) Concerns that adverse impacts of the transport strategy have not sufficiently been minimised and mitigated. This includes impacts from the additional night-time train movements as well as from road traffic. It should be noted that even when marine and rail deliveries are maximised, a substantial amount of additional traffic will be created as a result of the construction activity. The LIR sets out (in para 15.91 onwards) the negative impact on the highway network and (in Table 14-17) highway related mitigation that will, or may be, required, with a number of locations not being agreed by the Applicant. d) The residual carbon footprints, as even if sustainable transport modes of rail and sea are maximised, the carbon footprint of the construction traffic will be substantial. As set out in the LIR (para 21.3), SCC encourages the Applicant to consider ways to off-set the carbon footprint of the development. In summary, SCC considers the proposed changes in the freight management strategy, to increase rail and sea-borne transport modes, as important. If deliverable, and secured by suitable requirements and/or obligations, combined with a comprehensive mitigation package, the changes would make the application more acceptable to SCC. However, as set out in the LIR, many of the issues highlighted above remain unresolved and "work in progress" Due to the uncertainties around the deliverability, if the project is consented it is SCC's strong stated position that the DCO must include suitable controls and monitoring secured by requirements to ensure that mitigation is delivered in a timely manner and impacts on communities do not exceed those assessed in the ES and Transport Assessment, as set out in the LIR.
	Response by SZC Co. at Deadline 3	SZC Co. and Horizon at Wylfa offered the same commitment for the movement of construction materials, i.e. 40% maximum by HGV. The Wylfa application gave no commitment to reduce HGV movements below that level. It is relevant, however, that the application at Wylfa involved a Material Off-loading facility (MOLF) of considerably greater potential and capacity than can be achieved at Sizewell. In particular, the MOLF

	would provide two purpose-built quays: a bulk quay (with two berths); and a Ro-Ro quay. The facility was described in the Wylfa application as follows: <i>"The bulk quay would extend between the eastern breakwater and the Ro-Ro quay and comprise two berthing platforms, each with four mooring dolphins (i.e. eight on total). It would provide berthing facilities for bulk vessels and unloading facilities for bulk materials. The two berthing platforms would have approximate surface area dimensions of 65 m by 30 m. The area behind the platforms and dolphins would be filled to a platform level of between +5 m AOD or +6 m AOD, and would be protected by a rock armour revetment.</i> <i>The Ro-Ro quay would extend eastwards from the southern end of the bulk quay (i.e. towards the shoreline) and comprise a quayside used primarily for Ro-Ro vessels and Lift-on Lift-off (Lo-Lo) vessels, incorporating a ramp for ship to shore transfer of AILs, and Lo-Lo of equipment and materials by cranes. Its quay wall would be approximately 100 m in length and its quay surface would be set at a platform level of between +5 m AOD or +6 m AOD. The quay wall for the Ro-Ro ramp would be set at the same level as the bulk berth quay surface level with the toe of the sloping ramp used to receive AILs being at approximately +3.5 m AOD, thereby providing a shallow gradient up to the general quay level. The quay wall would continue towards the Cooling Water System intake and the base of the wall would match the level required for the Cooling Water System intake.</i> <i>In addition to the bulk and Ro-Ro quays, the MOLF would include a temporary layby berth that vessels could be moored against for short-term waiting until the destination bulk or Ro-Ro berth is available. The berth would be located at the southern end of the western breakwater and consist of a series of berthing and mooring dolphin structures. The berth is remote from the land and would be accessed by small boats."</i> The scale of the structure, the number of berths (3) and a significantly greater depth of water would allow access by a greater range, type, size and frequency of vessels. A MOLF has vehicular access allowing it to handle containerised and other goods of a type that cannot be brought via a BLF (or MBIF) which only supports a conveyor for bulk

		materials. The constraints at Sizewell do not make this scale of marine intervention practical. Please also see SZC Co.'s response to Chapter 15 of the Comments on Councils' Local Impact Report (Doc Ref. 9.29), where SZC Co. discusses maximising delivery of materials by rail and marine in further detail in response to matters raised by SCC.
	Response by Marlesford Parish Council at Deadline 3	The Applicant appears confident that its plans for delivering 60% of materials by sea and rail (leaving circa 40% to be moved by road) can be achieved without compromising the project timetable. But uncertainties still exist, and MPC shares SCC's concerns, expressed in its answer to this question, that the Applicant has yet to demonstrate conclusively that its plans can be achieved. And there is also a question of whether, if additional capacity above 60% were achievable by rail and sea, the Applicant would commit to using that capacity as a means of reducing the road borne freight percentage below 40%.
	Response by Woodbridge Town Council at Deadline 3	WTC welcomes SCC's response. • We feel that the Applicant is trying to say whatever is necessary to get a positive decision on the DCO - in the expectation that once that stage has been passed and the build started, they will be allowed to use whatever means are expedient to finish. This is of grave concern to WTC; we are very worried that our townspeople's health and wellbeing will be given scant regard once the build has started. • We contend that throughout its FMS, the Applicant is under-playing the adverse impact of night-time train noise on the health and well-being of people living near the track. The noise will be enough to disturb sleep much further from the track than a few metres. • While it's welcome that HGV movements are supposed to stop during the night (between 23.00 and 07.00), it's only sharing the misery, rather than giving any relief, to start delivering freight by rail through the night between these same times. Woodbridge is situated between the A12 and East Suffolk Line transport arteries.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to the matters raised by SCC in its Comments on Written Representations [REP3-042] submitted at Deadline 3. It is not the case that SZC Co. is less than fully committed to its Freight Management Strategy [AS-280] and it proposes a DCO consent and legal agreement with binding limits based on that Strategy. Extensive measures are proposed to limit and mitigate noise from night time

		trains on the East Suffolk main line and the Saxmundham to Leiston branch line to acceptable levels and these are being closely reviewed with specialist advisers to ESC and SCC.
Al.1.16	The Applicant	Site selection for the Two Village Bypass The Planning Statement, Appendix A - Site Selection Report, section 6, sets out the site selection process for the Two Village Bypass. This is also noted in the Site Selection Report, paragraph 6.4.70, and the reasons for rejection of that proposal are set out in subsequent paragraphs. The representation of Farnham with Stratford St Andrew Parish Council [RR-0379] expresses concern as regards the route alignment for the bypass of Farnham and Stratford St Andrew villages. There are also objections from a number of local residents including Ashtons Legal on behalf of Farnham Environment Residents & Neighbours (FERN) and others [RR-0108 to RR-0117]: (i) Please respond in detail to the criticism made by the Parish Council and other IPs to the proposed alignment of the new road including any change to the Ancient Woodland designation, the impact upon the properties at Farnham Hall and the benefit of facilitating a future four village bypass. (ii) Please provide a larger scale plan of Plate 6.1: A12 Four village route options with the proposed Two Village Bypass route overlaid to aid comparison of those schemes.
	Response by SZC Co. at Deadline 2	SZC Co. has prepared a summary document which brings together a number of issues relating to the history of and selection of the two village bypass in order to assist the ExA: Two Village Bypass Summary Paper (refer to Appendix 5C of this chapter). (i) Criticism - that further consideration should be given to marine and railway led provision Applicant response - Please see the SZC Co. response to Question TT.1.22 in Chapter 24 (Part 6) on this matter. Criticism - the pursuit of a bypass route to the west of Foxburrow Wood, to the exclusion of a more easterly alignment Applicant response - The proposed two village bypass alignment has been selected to minimise its impact on residential properties and sensitive receptors, whilst providing an effective bypass of Farnham and Stratford St. Andrew.

		The route selected was assessed to have the least environmental effects. For instance, an alternative alignment further from Farnham and Stratford St Andrew would inevitably extend further into countryside and impact on woodland at Palant's Grove, whilst increasing journey times and reducing or negating the effectiveness of the road as a bypass. SZC Co.'s proposals for the bypass to run to the north of Foxburrow Wood obviate that impact. In doing so the proposals also involve a smaller land take than the Parish Council's suggestion and provide an effective bypass which offers a clear benefit to traffic compared with remaining on the existing A12. In this respect, the DCO alignment accords with the lessons learned from previous bypass proposals. The history of bypass proposals, and how the DCO proposal has evolved from these historic proposals, is explained at Section 2.2 and Chapter 3 of the Two Village Bypass Summary Paper (Appendix 5C). The route selected by SZC Co. is comparable with the preferred route options historically promoted by the Highways Agency, preferred by an independent public inquiry and, more recently, preferred in studies undertaken on behalf of the County Council. This is set out in more detail in the Summary Paper. A consequence of the route is its relative proximity to properties at Farnham Hall. In this respect, SZC Co. has taken care in developing the route to respect the amenity of those properties. Where the proposed alignment passes to the east of the Farnham Hall properties, the route would be in cutting approximately 4.5m deep to reduce the environmental impacts on residents. Noise impacts at Farnham Hall have been carefully considered. NPS EN-1 requires the avoidance of significant adverse effects on health and quality of life from noise. Paragraphs 4.6.32 and 4.6.33, and Table 4.24 of Volume 5 Chapter 4 of the ES [APP-415] confirm that during 2028 Peak Construction, 2028 Typical Day and 2034 Operation, the SOAEL is only exceeded at Pond Barn Cottages (and mitigation made available). The bypass of course brings lasting noise and other benefits to Farnham and Stratford St Andrew. Criticism - Palant's Grove has been de-classified as Ancient Woodland Applicant response - Please see the SZC Co. response to Question AI.1.22 of this chapter. Criticism - that Farnham Hall is ten separate properties rather than one such that around twenty properties and not eleven will be affected

	Applicant response - Please see the SZC Co. response to Question NV.1.42 in Chapter 21 (Part 5) of this report. Criticism - An easterly alignment would enable the linking up of a future four village bypass. Applicant response – The proposed alignment of the two village bypass in the DCO application would not prejudice the delivery of a longer, four village bypass in the future, but, based on the conclusions of previous studies (as discussed below), a more preferable solution may be for a separate bypass of Little Glemham and Marlesford to be brought forward in the future by Suffolk County Council (SCC) if deemed appropriate. The proposed two village bypass route has evolved as the detail has been developed but it is fundamentally the same route as the preferred route in SCC’s 2014 A12 Four Villages Study. This route (known as SB5), which bypassed the two villages of Farnham and Stratford At Andrew is shown at Plate 2.2 of the Two Village Bypass Summary Paper (Appendix 5C) of this chapter. In the 2014 Study, SCC concluded that: <i>"a staged approach for the implementation of an improvement scheme for the length of A12 between Wickham Market bypass and the junction with A1094 Friday Street – termination point for this study – would be the most suitable solution. Currently the section of A12 between Marlesford and Little Glemham has a layout with comparatively acceptable road widths and geometry. The most difficult section with the worst geometric layout is that between Stratford St Andrew and a point north of Farnham."</i> Similarly, the two village bypass Summary Paper explains that DfT’s decision (December 2019) to reject the bid for Suffolk’s Energy Gateway (SEGWay, 2017) scheme stated that alternative options ‘<i>such as a smaller two village bypass</i>’ should be considered. Equally, SCC’s 2006 study, as explained in the Summary Paper, also concluded that shorter interventions are preferable. The DCO proposal for a two village bypass would contribute significantly to the long term local objective for a four village bypass. Should a four village bypass be pursued in the future, a spur could be created coming off the two village bypass to the south which would continue to bypass Little Glemham and Marlesford. This would require changes to the two village bypass to tie the two together but it could be achieved if a four-village bypass was still sought in the future. Figure 5.1 in this chapter provides an indicative sketch of how a potential link could be provided to link the two village bypass to a future

		four-village bypass. Alternatively, separate bypasses for Little Glemham and Marlesford could be developed in the future. Criticism – a speed limit of 60mph rather than 50mph which will cause more noise and pollution Applicant response – A speed limit of 50mph rather than 60mph would reduce noise levels by approximately 1dB, however, this noise reduction is unlikely to be reflected at every noise receptor as noise from other roads would mask this marginal reduction. (ii) A larger scale plan of Plate 6.1: A12 Four village route options (2006) with the proposed two village bypass route overlaid is provided at Figure 5.2 in this chapter. In addition, figures have been prepared to show the proposed two village bypass overlaid onto the A12 Four Villages route options from the A12 Four Villages Study 2014 (Figure 5.3 in this chapter), and the proposed two village bypass route overlaid onto the A12 SEGWay Strategic Case 2017 route options (Figure 5.4 in this chapter). This helps to show the proposed two village bypass in the context of the various route options for an A12 bypass, which evolved through SCC's studies between 2006 and 2017. The proposed two village bypass is shown in green on each of these figures.
	Response by Marlesford Parish Council at Deadline 3	In its response, the Applicant claims that an alternative route for the Two Village Bypass further to the east of Farnham (supported by Farnham and Stratford Parish Council and Farnham Environment Residents and Neighbours (FERN)) would increase journey times and reduce or negate the effectiveness of the road as a bypass. MPC contends that this is not a credible position – the additional distance involved could not be claimed to negate the bypass's effectiveness. The Applicant goes on to say in relation to a more easterly alignment better facilitating a Four Village Bypass "The proposed alignment of the two village bypass in the DCO application would not prejudice the delivery of a longer, four village bypass in the future, but, based on the conclusions of previous studies (as discussed below), a more preferable solution may be for a separate bypass of Little Glemham and Marlesford to be brought forward in the future by Suffolk County Council (SCC) if deemed appropriate." MPC disputes the fact that the proposed Two Village Bypass alignment would still allow the connection to a Four Village Bypass at a later stage and this view is supported at para 2.24 in SCC's Deadline 2 Written Representation [Rep2-189] where SCC states "The Two Village Bypass will in effect preclude the building of the SEGWay four village bypass proposals on the desired alignment as set out in the SEGWay business case, and it does not deliver the full improvements required to address future congestion on the A12 to

		support the Lowestoft and east Suffolk economy, support the housing development in the Suffolk Coastal Local Plan and the other energy NSIP developments in the area." MPC's position remains as stated in para 7 of our Deadline 2 submission [Rep2-365], namely that the Applicant should be required to provide a Two Village Bypass alignment that is capable of joining to a bypass of Marlesford and Little Glemham, preferably as part of the Applicant's works or at a later stage.
	Response by FERN at Deadline 3	[A summary of the response is provided below – refer to REP3-102 for full response.] Table 1 below shows out of the 26 houses affected by the Applicant's route the majority are worse off. We fail to understand how this 'alignment has been selected to minimise its impact on residential properties'. Table 2 shows the Farnham & Stratford St Andrews Parish Council's detailed analysis of both the Applicant's Route and the Parish Council's route with exact measurements, this was submitted regularly in the Consultation period and thereafter by the Parish Council (http://farnhamwithstratfordstandrew.onesuffolk.net/assets/Uploads/Farnham-withStratford-PC-Stage-3-Consultation-Response-FINAL3.pdf). EDF can hardly claim to be unaware of it. [Refer to REP3-102 for Tables 1 and 2.] THE ALTERNATIVE - to the East of Foxburrow Wood The bypass that does the least harm is the one put forward in detail in 2016 by Stratford St. Andrew & Farnham Parish Council to EDF's Consultation 2. Details of this and a route map can be found at: farnhamwithstratfordstandrew.onesuffolk.net/assets/Uploads/Farnhamwith-Stratford-PC-Stage-3-Consultation-Response-FINAL3.pdf.) [Refer to REP3-102 for benefits of this route listed by FERN.] AGAINST i) A loss of a thin strip of land between Foxburrow Wood and Palant's Grove – whatever designation EDF give to that strip of land, its value is low compared to the damage EDF's route would do and it is incomprehensible that this strip is used as justification for a route that is so blatantly wrong.

		EDF's DCO route is 2.4km and the Parish Council's more easterly route is 2.9km this calculates at adding around 24 seconds to the journey time, which was confirmed by ESC/SCC in their joint response at Consultation 4 as making little difference to road users. <i>[With reference to the following statement in SZC Co response: 'In this respect, the DCO alignment accords with the lessons learned from previous bypass proposals.']</i> Where is the evidence for this last assertion? Do people opt to travel through Ipswich rather than use the western, southern or eastern bypasses? Likewise for the A12 Martlesham, Woodbridge, Wickham Market, Saxmundham or Kessingland bypasses? Suffolk County Council can no doubt say whether its schemes in Lowestoft (the eastern relief road, the northern spine road and the southern relief road) have failed in the objective of relief of traffic, and providing better routes. Likewise for the Bury St Edmunds eastern relief road and the Beccles southern relief road, EDF are not adducing any evidence to show that a more easterly route will not deliver exactly the same benefits (save a marginal increase in travel time) but without causing anywhere near as much harm to the built and natural environment. <i>[with reference to the proximity of two-village bypass route to properties]</i> Not just Farnham Hall estate but also other properties as shown in Tables 1 and Table 2. EDF has obviously not looked closely enough at the Inspector's report on the Highways Agency's scheme, which makes it clear that the decision was marginal, and it is evident also that the impact on Heritage was not sufficiently taken into account, as it should be now. Although a cutting is imperative for some properties, the road would still be very present in places as it is only in part in a deep cutting. A further worry is that in the Applicant's addendum it says it could be subject to plus/minus 1m changes vertically. The route goes very close to Pond Barn Cottages, Pond Wood, the gardens and walled garden at Farnham Manor, Farmham Hall Farmhouse, Stockhouse Cottages, Old Police House and Mollett's Farm. Traffic will be visible from upper windows in 2/3/4/5 Farnham Hall. Boothby's Barn and The Cartshed gardens and houses in Farnham Barn would directly face the DCO route and see it and hear it. The noise would severely affect these properties and their outside amenities will no longer be the tranquil places they

		currently are. The large overbridge and ramps will be an intrusion into the landscape, and people walking up and down the western ramp and over the bridge will have direct views into some of the homes and gardens. There is no doubt there will be a significant impact from noise and pollution to this rural landscape (and of major detriment); the area is currently one of bird noise and fresh air. People spend a lot of time outside in their gardens and villagers walk up and through here to enjoy the countryside, which will be blighted by EDF's route. The Applicant's table of requirements for the bypass is an earth shattering list including 360 wheeled tracked excavators, 180 loaders, articulated haulers/dump trucks, vibratory tamping rollers, road tipper wagons, compressors and pneumatic tools, motor graders dozers, asphalt pavers (and tipper lorries), crane. These will be working in close proximity to tourism businesses, homes and gardens for extended hours and over months. Compare this to the 3 diggers that were building a reservoir about 500m from a centre point at Farnham Hall Estate that caused local upset, with constant digger beeping on reversing and diggers engine revving whilst they continually went back and forth. The Applicant's bypass comes unnecessarily close to the majority of homes and this will make their environment particularly unbearable during construction. Also, as the main construction site is right by Mollett's Farm there will be continual movement of road building apparatus up by their holiday tourism business and continually going past Farnham Hall Estate/Farnham Hall Farmhouse/Pond Wood/Pond Barn etc. Why has the Applicant chosen the most insensitive route that causes maximum blight to villagers who live in the S.E part of Farnham? <i>[with reference to the de-classification of Palant's Grove as Ancient Woodland]</i> Yes, the corridor between Foxburrow Wood and Palant's Grove has been declassified as AW. It has been accepted by Natural England that it was NOT ancient woodland and should not have been classified as such. <i>[with reference to the number of properties at Farnham Hall]</i> The Farnham Hall Estate has Farnham Manor, 2 Farnham Hall, 3 Farnham Hall, 4 Farnham Hall, 5 Farnham Hall, Boothby's Barn, The Cartshed (2a Farnham Barn), 2 Farnham Barn, Farnham Barn, 1 Hall Cottage, 2 Hall Cottage plus The Old Vicarage.

		<i>[with reference the proposed alignment not pre-judging a four-village bypass in the future]</i> ESC/SCC have said because of the severe loop it would be impossible to link into. The EDF alignment severely prejudices the potential for any future relief of Marlesford and Little Glemham; the more easterly Parish Council route does not do so. <i>[with reference to a solution for a separate bypass of Little Glemham and Marlesford]</i> This would entail 4 roundabouts in a short distance, slowing traffic and causing tailbacks. <i>[with reference to the two village bypass route being fundamentally the same route as the preferred route in SCC's 2014 A12 Four Villages Study]</i> This mis-characterises the 2103 A12 Four Villages study for SCC; it was not conclusive about any route and summarised that all the options needed 'cost/benefit ration analysis, alongside design refinement including mitigation measures, accurate costing analysis and traffic forecast and a detailed environmental assessment' before a preferred route was decided on." It did confirm that the route known as SB5 was the 'least favourable' option for biodiversity. (https://www.eastsuffolk.gov.uk/assets/Planning/Sizewell/Executive-Summary-A12-Four-VillagesStudy-02062014-REV-2.8.pdf) Below are the details of the Applicants' consultations that showed that, after Consultation 2, no further discussions were undertaken with either the Parish Council or local people about the exact details of the DCO route. The plans presented in Consultation 2 comprised a rather vague line on a map making it possible to see any route detail. We can only wonder why EDF were not pressed to make greater efforts to investigate the Parish Council's more easterly route and with the same diligence that EDF put into investigating its preferred route west of Foxburrow Wood. This made something of a mockery of the consultation process and EDF is engaging in increasingly desperate arguments to attempt to justify what is simply the wrong route alignment. <i>[Refer to REP3-102 for details of the consultation provided by FERN.]</i> <i>[References to FERN not being able to find Appendix 5C Two Village Bypass Study and Figure 5.1 in the Examination Library].</i>

		<i>[with reference to the 60mph speed limit]</i> There is a 6m hill to climb and a roundabout at either end of the bypass so a 60mph speed limit seems excessive and unnecessary. Noise effects to properties have been underestimated in the DCO.
	Response by SZC Co. at Deadline 5	Response relating to the four village bypass SZC Co. notes the business case for a four village bypass was rejected by Government in 2019, with a recommendation that a smaller scheme should be pursued with a financial contribution from EDF and industry stakeholders (refer to Two Village Bypass Summary Paper, paragraph 2.2.38, [REP2-108]). In fact, the two village bypass would be fully funded by SZC Co. with no call on the County Council or government, whilst additional mitigation of existing and incremental effects is proposed in Marlesford and Little Glemham. The two village bypass would also make a substantial start to any future four village bypass and provide the majority of the most significant benefits. Response to FERN <i>The DCO alignment accords with the lessons learnt from previous bypass proposals:</i> SZC Co. made this statement in explaining that the route selected by SZC Co. is comparable with the preferred route options historically promoted by the Highways Agency, preferred by an independent public inquiry and, more recently, preferred in studies undertaken on behalf of the County Council. This is set out in more detail in the <u>Two Village Bypass Summary Paper</u> [REP2-108]. SZC Co.'s response to ExQ1 Al.1.16 at Deadline 2 remains valid. <u><i>Proximity to properties along the Two village bypass:</i></u> As requested by the Examining Authority, SZC Co. submitted further information at Deadline 4. Appendix A [REP4-006] comprises a table with distances of the Two village bypass to properties. The relationship with affected properties is acceptable in planning terms. The alignment of the road has been optimised to protect the amenity of properties whilst providing a buffer to Foxborrow Wood. <u><i>Heritage and noise impacts:</i></u>

	SZC Co.'s Response to SZC Co.'s Comments on Written Representations [REP3-042] (page 70, 71 and 76-78) remains valid. SZC Co. does not accept the statement that the noise effects to properties have been underestimated. The assessment utilises the appropriate calculation method, as set out in the Calculation of Road Traffic Noise (CRTN)³⁹, which takes account of all relevant factors, including traffic flow volume and composition, speed, gradient, road surfaces, and intervening obstructions where present. tThe noise impacts were determined at the worst-affected locations. The effect at that location was deemed to occur at other nearby receptors, even though the effects are likely to be less at these other receptors, because, as an example, they may be more screened from traffic noise by intervening buildings. <i>Route selection and Appendix 5C and Figure 5.1:</i> SZC Co.'s site selection process, and the reasons for selecting the proposed route of the Two village bypass have already been set out in the Two Village Bypass Summary Paper, which can be found at [REP2-108] from electronic page 145. Figure 5.1 can be found at [REP2-101] on electronic page 17. <i>Four Village Bypass:</i> SZC Co.'s has responded to this in SZC Co.'s Comments on Written Representations [REP3-042] (page 71). <i>Woodland between Foxburrow Wood and Palant's Grove:</i> SZC Co.'s response to ExQ1 Al.1.22 [REP2-100] remains valid. The woodland between Foxburrow Wood and Palant's Grove is not Ancient Woodland, but is designated as Foxburrow Wood County Wildlife Site (CWS). This is not a designation "given by EDF". The County Council's Deadline 3 'Response to Request from ExA for more information (ASI, 10th June)' [REP3-081] confirms the status of the affected woodland as part of a

³⁹ Calculation of Road Traffic Noise (CRTN), Department of Transport, Welsh Office (1988)

		County Wildlife Site and advises that <i>"the non-Ancient Woodland part of the CWS joins the two larger parts of the woodland and remains important for its ecological functioning."</i> East Suffolk Council's Response to Examining Authority's First Round of Written Questions BIO.1.134 [REP2-176] has confirmed the designation of this woodland. ESC stated on page 59 that <i>"as a CWS we considered it to be of 'County' level importance for the purposes of EIA"</i>. <i>SCC's 2014 A12 Four Villages Study</i> As set out in paragraph 2.2.27 of the Two village bypass Summary Paper [REP2-108], Route SB5 was a preliminary preferred route in SCC's 2014 A12 Four Villages Study (the other preliminary preferred route being SB1). Please see the Sumamry Paper for further information on SB1. Table 7 of the SCC 2014 A12 Four Village Study sets out the potential impacts of Route SB5 on biodiversity, and states that there is "possible direct loss of Ancient Woodland". As set out at paragraph 3.1.2 of the Summary Paper, whilst the Two village bypass alignment is largely similar to Route SB5, SZC Co. adjusted the alignment of the bypass slightly further south between stage 2 and stage 3 to reduce impacts on Nuttery Belt and remove any impact on Pond Wood. An overlay of the Two village bypass route and Route SB5 and Route SB1 is shown on Figure 5.3 [REP2-101] (electronic page 19) of SZC Co.'s Response to ExQ1 A1.1.16. <i>Consultations</i> SZC Co.'s response in Section 2.3 of the Two village bypass Summary Paper remains valid [REP2-108]. Section 2.3 summarises SZC Co.'s consultation on mitigation options for Farnham across all the consultation stages, and summarises how SZC Co. has had regard to the consultation feedback.

Al.1.17	The Applicant	Site selection for the Two Village Bypass The ES 6.6, Volume 5 Two Village Bypass, Chapter 3 Alternatives and Design Evolution, paragraph 3.2.25, refers to analysis which suggested that congestion was only likely within Farnham due to the narrowing of the road at the Farnham bend. At Stage 2 of the consultation Stratford St Andrew was also added to the bypass options so as to remove Sizewell C traffic congestion from both villages. The Appraisal of Sustainability (AoS) for the Sizewell Site (DECC, 2010) noted the Four Village Bypass as one of the key transport interactions for the proposed Sizewell C development. Please explain in detail the reasons for concluding that congestion was only likely to occur at the bend and that the impact of Sizewell C traffic would not be sufficient to justify a bypass of all four villages.
	Response by SZC Co. at Deadline 2	The Appraisal of Sustainability (AoS) for the Sizewell Site⁴⁰, states that '<i>Strategic development plans are in place for a scheme to provide a new route for the A12, bypassing the four villages of Farnham, Stratford, Glenham and Marlesford</i>'. Since the publication of the above report in 2010, further work has been carried out by both SCC and SZC Co. on the A12 near these four villages. This additional work is set out in detail within the Two Village Bypass Summary Paper (Appendix 5C) of this chapter). In particular, and as explained in the Summary Paper (Appendix 5C), the 2014 study published by SCC recognises that the issue relates to Stratford St Andrew and Farnham, it states: <i>"Currently the section of A12 between Marlesford and Little Glemham has a layout with comparatively acceptable road widths and geometry. The most difficult section with the worst geometric layout is that between Stratford St Andrew and a point north of Farnham."</i> Paragraph 2.3.50 of the Transport Assessment [APP-602] states that the Farnham Bend between Stratford St. Andrew and a point north of Farnham is a pinch point along the A12. The Farnham bend is an existing known constraint to abnormal indivisible load (AIL) movements on the A12 due to narrowing of the A12 and tight configuration of the bend (see Chapter 2.2 of the Two Village Bypass Summary Paper at Appendix 5C to this chapter for further information).

⁴⁰ DECC (2010) Appraisal of Sustainability: Site Report for Sizewell. Available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47800/1983-aos-site-report-sizewell-en6.pdf

		At the Farnham bend, the A12 bends sharply and larger vehicles such as HGVs must slow to pass each other when coming from opposite directions. Table 8.4 and Table 8.5 of the Transport Assessment Addendum [AS-266] set out the flows in the Early Years, before the two village bypass would be in operation. A detailed breakdown of flows by vehicular type for Peak Construction without the bypass is contained at Chapter 2 of the Two Village Bypass Summary Paper. The modelling demonstrates a significant increase in HGV flows. During the network peak hours of 08:00-09:00 and 17:00-18:00, there would be a 76% and 143% increase in HGVs respectively through Farnham during Peak Construction (typical day) as a result of Sizewell C construction traffic. This significant increase in the number of HGV movements negotiating the narrow bend would reduce average speeds and increase the likelihood of congestion and journey unreliability. Suffolk Police has highlighted a clear risk of collision at the Farnham Bend. The safety concerns are set out at Chapter 2 and Chapter 3 of the Two Village Bypass Summary Paper (Appendix 5C of this chapter). Table 8.7 of the Transport Assessment Addendum [AS-266] shows that the introduction of a bypass of the two villages would reduce traffic flows by approximately 99% during Peak Construction during the evening peak hour (17:00-18:00) through Stratford St Andrew and Farnham. The bypass would be highly effective in its principal purpose. In comparison, and as noted above in the 2014 study published by SCC, the A12 between Marlesford and Little Glemham has a layout with comparatively acceptable road widths and geometry, unlike at the Farnham Bend. A bypass of all four villages would be of a significant scale and this scale would have significant environmental impacts, as noted in the 2006 Four Villages Study undertaken for SCC. A four village bypass would be a disproportionate intervention to mitigate the effects of Sizewell C traffic during the construction phase, and therefore it was not included within the application for development consent for the Sizewell C Project. However, is necessary to give detailed consideration to more local issues and, particularly, issues arising from the bend in Farnham.
	Response by Marlesford Parish Council at Deadline 3	The Applicant justifies its position on a SCC report which states that "The most difficult section with the worst geometric layout is that between Stratford St Andrew and a point north of Farnham". Whilst MPC recognises this as a fact, it should not be used to ignore the current difficulties faced by Marlesford and Little Glemham and whilst SCC states

		that there are “comparatively acceptable road widths and geometry” on the Marlesford and Little Glemham stretches of the A12, this does not automatically mean that the A12 through these two villages is acceptable for the volume of traffic proposed by the Applicant. We refer the ExA to comments made by Inspector Guy Rigby in the EA1-N and EA2 Issue Specific Hearing 13 (Traffic and Transport), when he recognised that Marlesford is “the first unimproved section of the A12 after the dual carriageway section [north of Wickham Market]”. MPC maintains its position that the only feasible, economic and sustainable solution is a bypass of all four villages. After all, Marlesford and Little Glemham will experience the same volumes of traffic that would have gone through Stratford St Andrew and Farnham.
	Response by SZC Co. at Deadline 5	SZC Co.’s response at Deadline 2 remains valid. SZC Co. is nevertheless in discussion with Marlesford Parish Council in terms of mitigation and enhancement measures.
Al.1.18	The Applicant	Site selection for the Two Village Bypass The ES 6.6, Volume 5 Two Village Bypass, Chapter 3 Alternatives and Design Evolution, paragraph 3.3.25, indicates that the alternative alignment put forward by the Parish Council was reviewed at the Stage 4 consultation stage, taking into account the impacts on woodland, environment and nearby receptors as well as operational matters, but it was not considered to be a better solution. Please explain: (i) The operational matters that weighed upon that decision. (ii) The additional average journey time that users of the alternative alignment would be likely to take compared to the proposed route and the existing routes. (iii) Justification for the conclusion that the proposed route would be likely to encourage road users to bypass the current A12 route through Stratford St. Andrew and Farnham compared to the alternative route.
	Response by SZC Co. at Deadline 2	(i) In relation to operational matters, the Parish Council’s alternative alignment would be considerably longer, diverting traffic well into the countryside, rather than providing a realistic bypass of the villages. The Parish Council’s alternative alignment would be 2,860m in length compared to 2,380m for the DCO proposals, almost half a kilometre longer. The Parish Council’s alternative alignment has not been designed in detail and, for instance, is not compliant with geometric standards. To address this at a high level SZC Co. has prepared a geometric standards compliant schematic alignment version of

		the Parish Council's alternative to help understand the potential impact more closely (referred to as the revised alternative Parish Council alignment). A comparison of the Parish Council's alternative alignment, and the revised alternative Parish Council alignment are provided at Appendix A and Appendix B of the Two Village Bypass Summary Paper (Appendix 5C). The revised alternative Parish Council alignment would have significant effects on Friday Street Farm, as the alignment would sever more of the 'pick-your-own' fields from the Farm Shop and Café compared to the proposed alignment in the DCO submission. The Two Village Bypass Summary Paper at Appendix 5C explains in more detail the reasons why the Parish Council alignment is not considered to be a better solution. (ii) SZC Co. has used a strategic model to calculate the journey time on the existing A12 at Peak Construction (2028) through Farnham and Stratford St Andrew without the bypass. The journey time is estimated at 1 minute 50 seconds, but this estimate does not take into account potential delays at Farnham Bend, and therefore the journey time is likely to be greater. This journey time has been measured from the same points on the A12 as where the proposed bypasses (both the two village bypass and the Parish Council alignment) would leave and re-join the A12. The journey times for the DCO proposed bypass is estimated at 1 minute 48 seconds; whilst the journey time for the revised alternative Parish Council alignment is estimated at 2 minutes 8 seconds. (iii) The two village bypass journey time is marginally faster than staying on the A12 through Farnham and Stratford St Andrew, assuming that there is no congestion at Farnham Bend. However, the bypass is clearly needed due to the safety and potential congestion concerns at Farnham Bend, as explained in response to Question Al.1.17 of this Chapter. The Parish Council alignment journey time is longer and could not be expected to be attractive to the majority of drivers. Whilst Sizewell C construction traffic would be instructed to use the bypass and avoid the two villages, Sizewell C traffic represents only approximately 7% of A12 traffic (based on Location AB – Marlesford, which is just to the south of Farnham – Table 8.6 of the Transport Assessment Addendum [AS-266]) and the majority of other vehicles using the A12 would be less likely to divert onto a bypass which offers no significant benefit in journey time or distance. As a result of its greater length the revised alternative Parish Council alignment would be significantly less successful in its primary purpose – to bypass the two villages. The revised alternative Parish Council alignment would be unlikely to provide the significant

		reduction in traffic flows that would come as a legacy benefit for these local communities with the DCO proposals.
	Response by FERN at Deadline 3	[A summary of the response is provided below – refer to REP3-102 for full response.] No meetings or discussion was undertaken with the Parish Council about their proposed route and things were obviously taken as settled at Consultation 3, which makes a mockery of the supposed process of consultation. <i>[with reference to the following statement in SZC Co response: 'The two village bypass journey time is marginally faster than staying on the A12 through Farnham and Stratford St Andrew, assuming that there is no congestion at Farnham Bend.']</i> It is ridiculous to use the word "marginally". A simple drive through the villages at 30 mph will, shown this as significantly longer in time than the more easterly route. <i>[Statements of disagreement with SZC Co's arguments on the benefits of the proposed two-village bypass alignment over the Parish Council's alternative]</i>
	Response by SZC Co. at Deadline 5	<u>Consultations</u> SZC Co.'s response in Section 2.3 of the Two village bypass Summary Paper remains valid [REP2-108]. Section 2.3 summarises SZC Co.'s consultation on mitigation options for Farnham across all the consultation stages, and summarises how SZC Co. has had regard to the consultation feedback. <i>Two village bypass journey times and Statements of disagreement with SZC Co's arguments</i> SZC Co.'s response at Deadline 2 remains valid. SZC Co. has worked closely with the local stakeholders as part of the evolution of the design and preferred alignment of the two village bypass. Chapter 16 of the Local Impact Report (LIR) [REP1-045] sets out Suffolk County Council and East Suffolk

		Council's position on the two village bypass. At paragraph 16.54 of the LIR [REP1-045] it states that <i>"the Councils consider that the route proposed by the Applicant is the least worst option when considering impacts on Foxborrow Wood and its position is subject to satisfactory detailed design of the bypass."</i> It goes on to state at paragraph 16.55 of the LIR [REP1-045] that <i>"the new route will remove traffic from an existing constrained section on the A12 known as Farnham Bends, which will improve road network resilience and reliability. The bypass will remove through traffic from the communities of Farnham and Stratford St Andrew and improve network resilience by providing an alternative route to traffic during incidents. Although longer, being a higher speed road of modern design it will somewhat improve journey times and thus help to support the Suffolk economy."</i> The greater length of the Parish Council's suggested route was judged to make it operationally less effective when the same alignment was considered by the Inspector who conducted the 1995 inquiry into the Highway Agency's proposals (see reference to alternative 14 at paragraph 3.1.7 of the Two village bypass Summary Paper [REP2-108]). .
Al.1.19	The Applicant	Site selection for the Two Village Bypass The ES 6.6, Volume 5 Two Village Bypass, Chapter 3 Alternatives and Design Evolution, paragraph 3.3.27 states that the alternative alignment would be closer to Walk Barn Farm than the SZC Co. proposal is to any neighbouring property. Nonetheless the proposed route would pass close to the Farnham Hall complex. Please provide in summary a comparison of the distance of the two routes from residential properties in the vicinity; the numbers of residences in the various locations; the anticipated noise impact upon those residents and any impact upon heritage assets.
	Response by SZC Co. at Deadline 2	The proposed two village bypass has been routed as far away from residential properties as practical, whilst providing an effective bypass and avoiding environmentally important woodland and gardens. Comparison of distance and number of properties within 250m of the routes: Chapter 3 of the Two Village Bypass Summary Paper, and Appendices C and D of the Summary Paper (found at Appendix 5C to this chapter), include plans showing

	the proximity of the geometric standards compliant Parish Council alignment to properties along the whole route (including 2 properties at Walk Barn Farm), and plans showing the proximity of the two village bypass alignment (as proposed in the DCO) to properties along the whole route (including the properties at Farnham Hall). The plans show that there are 48 properties within 250m of the proposed bypass in the DCO alignment and that there are 32 properties within 250m of the geometric standards compliant Parish Council alignment. The plans show that the two village bypass alignment (as proposed in the DCO) is approximately 83 metres from Farnham Hall Farm House (to the east of the bypass) and 135 metres from the nearest property at Farnham Hall (to the west of the bypass). The geometric standards compliant Parish Council alignment is 21.6 metres from Walk Barn Farm. Potential noise impacts: The assessment of potential noise impacts from the two village bypass are set out in Volume 5, Chapter 4 of the ES [APP-415] and updated in Volume 1, Chapter 5 of the ES Addendum [AS-184]. There is no equivalent assessment for an alternative alignment. Table 4.21 in Volume 5, Chapter 4 of the ES [APP-415] shows that there will be no significant adverse effects from the construction of the two village bypass, once mitigation is taken into account. Table 4.23 in Volume 5, Chapter 4 of the ES [APP-415] shows that significant adverse effects from the use of the two village bypass are possible at 11 receptors or receptor groups. A significant adverse effect, in an EIA context, which is what is identified in Table 4.23, is not the same as a significant adverse impact on health and quality of life, as described in the Noise Policy Statement for England or NPS-EN1. They are separate concepts. It does not follow from the existence of a significant adverse effect in EIA terms that there will be a significant adverse impact on health and quality of life (i.e. an exceedance of the 'SOAEL') in terms of the NPSE or NPS EN-1. Please refer to the answer to Question NV.1.75(i) in Chapter 21 (Part 5) for a full explanation of why this is the case.

		Overall, the noise effects of the two village bypass accord with NPS EN-1 paragraph 5.11.9 because noise effects have been minimised by design, whilst significant adverse effects on health and quality of life are avoided, as SOAEL will not be exceeded. Potential heritage impacts: The impact on heritage assets on the DCO alignment of the two village bypass alignment is summarised in Table 9.5 of Volume 5, Chapter 9 of the ES (Terrestrial Historic Environment) [APP-432]. The table shows that no significant adverse effects are anticipated for any heritage assets during the construction phase and during the operational phase. The Parish Council alignment would pass close to the Grade II listed Hill Farmhouse (1278707) and Pond Barn, which is a non-designated heritage asset considered in the ES, on a raised embankment, and would be likely to give rise to significant adverse effects through change to setting to these heritage assets. Other effects arising through change to setting would be of a limited magnitude broadly comparable to those set out in the submitted ES. The Parish Council alignment is similar to that investigated in the early 1990s for a proposed bypass, and there are a number of areas where artefactual material and archaeological features have been identified, including cropmarks east of Glemham Hall (SSA13), a scatter of medieval artefacts near Whin Covert (FNM 006) and Pond Barn (FNM 004), a scatter of burnt and worked flints near Nuttery Belt (FNM007), Prehistoric and medieval field systems at Pond Barn (FNM 021) and cropmarks of an undated field system (FNM 013). Effects on these features are considered likely to give rise to disturbance of archaeological remains which would be broadly comparable to that arising from the DCO alignment set out in the submitted ES.
	Response by FERN at Deadline 3	[A summary of the response is provided below – refer to REP3-102 for full response.] See Table 1 and Table 2 in [REP3-102] which show correct distances [to properties]. There is ONE residential property at Walk Barn Farm, it is a small farm bungalow of low architectural merit that is usually unoccupied but occasionally so for holiday lets or a very occasional visit by the owners, we understand. The alternative route would be behind this bungalow, behind a thick line of trees/hedge, the way the house orientates and the height of land levels mean it would have a lower adverse effect to the property

		than the current route does to many other properties. We also question the 20m proximity that the Applicants claim the Eastern route would put on Walk Barn Farm. We have detailed plans of Option 14 that went East of Foxburrow Wood drawn up by the Highways Agency in a 1990 consultation (A1 plans which we could provide). This was for a proposed dual carriageway that went east of Foxburrow Wood. It was positioned about 90m from Walk Barn Farm, it did clip Foxburrow Wood by 10m, but was a dual as opposed to a single carriageway. We are not road builders but this 20m measurement appears mistaken. <i>[Pictures of Walk Barn Farm, Mollett's Farm, the Old Vicarage, Farnham Manor, Farnham Hall, Boothby's Barn, 2 Farnham Barn & Farnham Barn, 1 & 2 Hall Cottages, and The Cartshed provided within [REP3-102]].</i>
	Response by SZC Co. at Deadline 5	As requested by the Examining Authority, SZC Co. submitted further information at Deadline 4. Appendix A [REP4-006] comprises a table with distances between properties to the DCO boundary, the permanent boundary and to the two village bypass alignment (edge of carriageway). In this context the Parish Council's 'alternative' is not an alternative for the purposes of comparative assessment. It has not been designed to a standard that enables its effects to be robustly assessed. Paragraph 4.4.3 of NPS EN-6 is clear that the onus is not on the Applicant to design alternatives suggested by others. What is apparent on any basis, however, is that any alternative to the east of Foxborrow Wood would run very close to Walk Barn Farm.
Al.1.20	The Applicant	Site selection for the Two Village Bypass The Consultation Report Appendix G records concern that the two village bypass would damage Grade II listed buildings and other heritage assets in the area. The response indicates that potential loss of heritage significance through change to setting would be addressed through mitigation measures including standard CoCP measures to minimise noise and air quality effects (construction phase). (i) Please explain in detail why such measures are not proposed for the operational phase and identify the mitigation that is proposed for that phase? (ii) Specifically in relation to ES Vol 5 Chapter 4 Noise and Vibration para 4.7.12, how would further consideration of measures that could be implemented to further reduce

		traffic noise at detailed design stage be secured, and what type of measures are anticipated?
	Response by SZC Co. at Deadline 2	(i) Figure 9.1 of Volume 5, Chapter 9 of the ES (Terrestrial Historic Environment) [APP-434], shows that the majority of heritage assets are located adjacent to the A12 within the villages of Stratford St Andrew and Farnham. The introduction of a bypass of the two villages would reduce traffic flows by approximately 99% during Peak Construction through Stratford St Andrew and Farnham. The existing carriageway would remain open for local traffic but signposting and the timesaving advantages of the bypass would take all but very local traffic out of the villages. As summarised in Table 9.6 of Volume 5, Chapter 9 of the ES (Terrestrial Historic Environment) [APP-432], and between paragraphs 9.6.64 and 9.6.108, the removal of traffic from the two villages during the operational phase will result in a positive effect for the majority of the heritage assets. In many cases, the reduction in traffic noise as result of diverted traffic would help restore the setting of the assets, therefore contributing to their historic interest. Out of the 16 designated heritage assets in the 'data search study area' (defined at paragraph 9.3.10 of [APP-432]), only one designated heritage asset (Farnham Manor Grade II) is assessed to experience minor adverse effects which are not significant during the operational phase. In terms of mitigation, as the new road passes near Farnham Manor the road is proposed to be in cutting, approximately 4.5m deep, as shown in Dwg no. SZC-SZ0204-XX-000-DRW-100522 [APP-038]. Woodland planting is also proposed along the western side of the cutting. As shown in Table 9.6 of Volume 5, Chapter 9 of the ES (Terrestrial Historic Environment) [APP-432], only one other heritage asset is assessed to have minor adverse effects which are not significant during the operational phase, and this is reported on the 'Historic Landscape Character' (HLC). In terms of mitigation, existing vegetation has been retained where possible, and additional hedgerow planning is proposed along the route of the road. During the operational phase there are no significant adverse effects anticipated for any heritage asset.

		(ii) Further steps may be taken to mitigate and minimise adverse noise effects as part of the detailed design of the road, which may include the use of a quiet road surface. This was not originally proposed as this road surface is more expensive to maintain. However, this will be discussed with Suffolk County Council (SCC) and East Suffolk Council (ESC) and an update will be provided within the SoCG (Ref. 9.10.12) at Deadline 4.
	Response by FERN at Deadline 3	<i>A summary of the response is provided below – refer to REP3-102 for full response.]</i> Please see FERN Heritage report from Brighter Planning Consultancy submitted at WR Deadline 2. This concludes that EDF's assessments and proposals fail to comply with statutory tests (S66(1) Listed Buildings and Conservation Areas Act 1990 and the guidance of the NPPF).
	Response by SZC Co. at Deadline 5	<u>Heritage</u> The concerns raised in the FERN Heritage Impact Assessment are similar to matters raised in the Suffolk County Council and East Suffolk Council Joint Local Impact Report [REP1-045], to which a response has been prepared, providing greater detail and explanation of how the assessment presented in Volume 5, Chapter 9 of the ES [APP-432] was carried out. Reference should be made to Chapter 12 of SZC Co.'s response to the Joint Local Impact Report [REP3-044]. The impact on heritage assets on the proposed alignment of the two village bypass is summarised in Table 9.5 of Volume 5, Chapter 9 of the ES (Terrestrial Historic Environment) [APP-432]. The table shows that no significant residual adverse effects are anticipated for any heritage assets during the construction phase and during the operational phase. <u>Locating Appendix 5C</u> SZC Co.'s site selection process, and the reasons for selecting the proposed route of the Two village bypass has already been set out in the Two Village Bypass Summary Paper, which can be found at [REP2-108] from electronic page 145.

		<u>Woodland between Foxburrow Wood and Palant's Grove</u> SZC Co. has responded to this in its Comments on Written Representations [REP3-042] (page 74) submitted at Deadline 3. Please also see above in response to Al.1.16. <i>Route selection</i> SZC Co. has worked closely with the local stakeholders as part of the evolution of the design and preferred alignment of the two village bypass. Chapter 16 of the Local Impact Report (LIR) [REP1-045] sets out Suffolk County Council and East Suffolk Council's position on the two village bypass. At paragraph 16.54 of the LIR [REP1-045] it states that "<i>the Councils consider that the route proposed by the Applicant is the least worst option when considering impacts on Foxburrow Wood and its position is subject to satisfactory detailed design of the bypass.</i>"
Al.1.22	The Applicant	Site selection for the Two Village Bypass The ES 6.6, Volume 5 Two Village Bypass, Chapter 3 Alternatives and Design Evolution, paragraph 3.3.29, refers to the potential impact of the alternative alignment upon Foxburrow Wood ancient woodland and Palants Grove: (i) Please explain in detail the perceived difficulties in maintaining a 15m buffer to Foxburrow Wood and why this could not be overcome? (ii) Provide an update as to the status of Foxburrow Wood and Palant's Grove as ancient woodland. (iii) The extent of the County Wildlife Site that would be lost as a result of the alternative alignment.
	Response by SZC Co. at Deadline 2	The alternative alignment proposed by the Parish Council is not compliant with geometric standards. However, SZC Co. has prepared a revised alternative, comparable to the Parish Council's alignment, so that it is compliant with geometric standards (referred to as the revised alternative Parish Council alignment). The Parish Council alignment, and the revised alternative Parish Council alignment can be found at Appendix A and B of the Two Village Bypass Summary Paper (Appendix 5C of this chapter). This revised alternative Parish Council alignment has been prepared at a high-level to help understand the potential impacts of an alignment to the east of

		Foxburrow Wood, however it has not been designed in detail, for example the likely extent of earthworks required. The level of detail shown in Appendix B of the Two Village Bypass Summary Paper (Appendix 5C of this chapter) is considered sufficient to inform this response. (i) The revised alternative Parish Council alignment would pass between the two ancient woodlands of Foxburrow Wood and Palant's Grove, bisecting the woodland between them (which forms part of the Foxburrow Wood County Wildlife Site (CWS)). As with the DCO alignment for the two village bypass, in addition to the requirement of land for the road itself, the revised alternative Parish Council's alignment would also require additional land for any necessary earthworks, drainage, diversions of PRow, fencing and planting, as well as land to facilitate construction for example haul routes. At this time, as detailed design has not been undertaken, it has been assumed that the Parish Council alignment would require approximately a 14m to 20m corridor on both sides of the road alignment (assuming no earthworks are required) where it passes between the two ancient woodlands to facilitate construction and operation of the road, including the accommodation of haul routes, drainage, PRow changes (specifically E-243/006/0) and a fence. This corridor would be wider if earthworks are required. At its closest point, the road in the revised alternative Parish Council alignment would be approximately 23m from ancient woodland on the eastern side and 30m on the western side. With a 14m to 20m corridor either side of the road, it would be possible to avoid land take directly from the ancient woodland (assuming no earthworks would be required), but the alignment, due to the corridor, would impinge upon a 15m buffer to Foxborrow Wood and Palant's Grove ancient woodland. In addition, as described above, the revised alternative Parish Council alignment would result in a new road fragmenting Foxburrow Wood CWS. The alignment would separate the two ancient woodlands (Foxborrow Wood and Palant's Grove Ancient Woodland), which are currently functionally linked by the central wooded section of Palant's Grove. Bisecting Palant's Grove would fragment the CWS and sever the ecological connectivity of between the two retained ancient woodlands and prevent movement of wildlife through the existing corridor which connects them. No tree surveys of the section of woodland that would be impacted have been undertaken and therefore the potential for bat roosts is not known, however, historical records and bat transect surveys undertaken in May and July 2019 recorded evidence of bat activity (Common pipistrelle

		<i>Pipistrellus pipistrellus</i>) and the revised alternative alignment would result in loss of woodland that is likely to provide suitable foraging, commuting and roosting habitat. In comparison, the route proposed by SZC Co. would avoid both of these Ancient Woodlands in their entirety, and not result in their separation. The proposed route by SZC Co. would also provide a 15m buffer to Foxborrow Wood and would not result in the loss of any CWS. (ii) The central section of Palant's Grove woodland, was previously classified as ancient woodland but was de-classified by Natural England after the submission of the DCO application. However, both Foxborrow Wood and the eastern section of Palant's Grove remain designated Ancient Woodland. In addition, all of the woodland is a non-statutory designated County Wildlife Site (Foxborrow Wood CWS). (iii) The revised alternative Parish Council alignment would pass between Foxborrow Wood ancient woodland and Palant's Grove ancient woodland, requiring the removal of the central section of Palant's Grove. The road itself, and the corridors either side of the road required to facilitate construction and operation of the road (as explained in part (i) of this response), would result in a permanent loss of approximately 1,834sqm of Foxborrow Wood CWS (assuming no earthworks would be required in the revised alternative Parish Council alignment). The County Wildlife Site (CWS) designation is recognition of a site's high wildlife value within the County context and is typically made by the local planning authorities. Site selection criteria vary but in general, these sites support important or threatened species and habitats that are local and national priorities for conservation including the habitat types listed on Section 41 of the NERC Act. Further information on CWS designations is set out in response to question Bio.1.20 in Chapter 7 (Part 2) of this report. CWSs are not protected by legislation, but their importance is recognised by local authorities when considering any relevant planning applications and there is a presumption against granting permission for development that would have an adverse impact on a site⁴¹.

⁴¹ East Suffolk Council (ESC) (2020). Local Plan <https://www.eastsuffolk.gov.uk/assets/Planning/Planning-Policy-and-Local-Plans/Suffolk-Coastal-Local-Plan/Adopted-Suffolk-Coastal-Local-Plan/East-Suffolk-Council-Suffolk-Coastal-Local-Plan.pdf>

		The removal of this central neck of Foxburrow Wood CWS would fragment the CWS and sever the ecological connectivity of the ancient woodlands on either side, resulting in avoidable harm to the biodiversity of the CWS.
	Response by FERN at Deadline 3	<i>A summary of the response is provided below – refer to REP3-102 for full response. References to SZC Co. being misleading due to the following reasons:</i> As we know only too well at FERN (and keep saying) the CWS was an automatic designation when the corridor between the woods was wrongly designated as Ancient Woodland some years ago; it has been reappraised by Natural England and the corridor between Foxburrow Wood and Palant's Grove has now been undesignated, as seen on magic mapping. By being no longer AW it calls into question whether it is properly CWS. That corridor is denuded and of little value because of its narrowness and proximity to intensive arable farming. <i>[References to FERN not being able to find Appendix 5C Two Village Bypass Study and Figure 5.1 in the Examination Library].</i> Palant's Grove has been kept as AW by Natural England but on a questionable basis, relying on the hachuring shown on Hodskinson's map of 1783, which looks to be some distance further east. A small wood can be seen on the 1803, estate map, however. I repeat, the corridor became designated automatically as CWS by virtue of the corridor being mistakenly designated AW. I reattach the SCC letter which says that. Please would the ExA ask EDF to unearth any qualitative assessment of the corridor which shows that it actually has a justified CWS status, rather than having had such status ascribed automatically as a result of a mistaken (and now corrected by Natural England) designation as AW. EDF is failing to put into the planning balance the harm that will be caused to Nuttery Belt and the interconnected habitats affected by its DCO route, as well its failure so far to present expert hydrological evidence to show that there will be no threat whatsoever to Foxburrow Wood (properly AW and CWS) and Pond Wood (now designated as AW by Natural England and also as CWS, on proper assessment, not anything automatic). The overall harm caused by the Applicants' route has been woefully underestimated and not even properly investigated (see FERN's expert Ecology report), EDF is not making a fair and proper explanation for the planning balance to be considered by the ExA.

		<i>[with reference to SZC Co. statements on Parish Council's alternative alignment]:</i> These comments by EDF represent an exaggerated perspective. The gap between Foxburrow Wood and Palant's Grove is 103m wide and was considered wide enough for a dual carriageway proposed and drawn up in a previous consultation by the Highways Agency in 1990. The scrub woodland corridor itself is flat, as are the fields either side, north and south. What possible earthworks would be required? In design terms, it would be bad practice to provide wide verges, 24 because that will give too much sense of openness to drivers and encourage excessive speed. Any design should be sensitive to the natural environment and take as little land as possible. EDF is providing no justification from the Design Manual for Roads and Bridges for these assertions., and particularly not for the excessive 14-20 metre corridors it is assuming. Where is such specified in the DMRB? There would be some severance of farmland but that provides an opportunity, particularly on the western side, for enhanced planting. S246 Highways Act 1980 specifically provides for the acquisition of land for mitigation and no doubt SCC can confirm that it has used that statutory power to ameliorate the harmful effects of its road schemes where considered necessary. This requires a value judgement on how a scheme is to be best fitted into the natural environment. EDF's proposals for its DCO route are already woefully short on measures to conceal the alignment. Putting a bypass in the corridor between Palant's Grove and Foxburrow Wood would provide some screening but EDF would have the opportunity to use S246 powers to provide additional screening, so as to even better mitigate the intrusion of a new road into the landscape. It is, however, ironic that, in heritage terms, one would be almost back to having a roadway east of Foxburrow Wood as shown on Hodskinson's map of 1783 terms. Two PROWS would still be affected, it is true, but with less harm to the villagers generally (ie not just us in the Farnham Hall area or at Mollett's) because the network close to the village would be retained, unlike EDF's DCO route which causes severance and reduces the attractiveness of a walk out to and around Foxburrow Wood or up to Friday Street. EDF apparently considers an at grade crossing acceptable for the public footpath in the north; why is EDF assuming it could not do so on the more easterly route? If EDF considers that overbridges would be required, then surely that must be

		true of both footpath routes affected by its DCO, and particularly so for the northern one, given its proximity to the attractions at Friday Street. The comments about drainage are seen with something of a hollow laugh, given EDF's failure to give assurances to the owners of Hall Cottages and Mollett's Farm. Not having the deep cutting EDF is proposing for its DCO alignment must surely reduce the issues on road drainage. Firstly, there is no justification given in DMRB terms for such wide corridors and we ask that the ExA questions on what possible DMRB basis EDF can justify this 25 over what is a flat area. Rather EDF should be looking at least 30 metre buffers on each side, which would still leave 50 metres within which to put in a 7.4 metre carriageway. EDF's comments serve to show that it has simply not looked properly at this area (as indeed it has not for Nuttery Belt). It is simply false to suggest that Palant's Grove is being "bisected". All EDF has to do is look at the 1803 estate map to see what areas existed as of that date. The corridor between the two areas of woodland has been allowed to grow up, hence it containing scrub growth for the most part. Yes, there will be some landscape impact but setting that against the harm caused by EDF's DCO alignment to both the built and natural environment a proper planning balance must surely be in favour of a route that causes much less harm. In bat assessments it was noted by our ecology experts (Bioscan UK independent ecology report submitted by FERN WR deadline 2) that EDF sent ecologists out to undertake walked bat transects but then failed to consider where all the bats were originating from. EDF's DCO reports the closest bat roost as 695m away when there are 2 occupied maternity listed bat roosts in Farnham Hall Estate 20m & 40m from the Applicants site boundary, connected to the Ancient double hedgerow wildlife corridor, which will be severely damaged as EDF proposes it be removed yet links the roosts to AW Foxburrow Wood. The Parish Council's alternative also avoids both of the areas of AW because it passes between them, not through them. It would also provide a much larger buffer zone, either side, and not have the impact on hydrology that comes from such a deep cutting, on EDF's DCO alignment, much too close to the sunny western side of Foxburrow Wood, where unfortunately trees stress has been seen. EDF's DCO alignment would be a major barrier to wildlife movement, between the inter-connected habitats and sever the diverse areas of habitat biodiversity as listed in Fern's WR Deadline 2 Bioscan Report on Ecology and FERN report on Trees & Woodland. EDF is already proposing bat hop overs but these have been noted to not work; we are also currently a total darkness

		landscape at night which is why there are so many bats roosting at Farnham Hall Estate that use the wildlife corridor to Foxburrow Wood. EDF is mistaken in seeking to identify the corridor as part of Palant's Grove. The original form of that wood can be seen on the 1803 estate map. We question EDF's assessment of the area loss., especially if it is based on land take which is excessive. Please let the ExA and us see the DMRB justification. The reality is that there has been no local authority assessment of this corridor. EDF is making a false assumption, based on what ought to be a logical deduction but here the starting premise is unsound, because the corridor only became CWS as a result of it being mistakenly identified as AW. The applicant seems to continue to ignore the reality, which is that SCC confirmed that the CWS designation was automatic. The reality is that neither EDF nor the Councils have actually examined the corridor and starting from a false premise renders the entire argument unsound and to be dismissed. The reality is that, as with Nuttery Belt, the applicant simply does not know whether the corridor would qualify for CWS status on merit (as opposed to an automatic designation on a mistaken designation as AW). It is deeply ironic that, for its DCO route, the applicant can suggest proceeding without properly surveying Nuttery Belt and yet, when it comes to this corridor, the rules seem to change and suddenly, the applicant is contending for things that do not follow logically and are unproven in fact. One must also take into account other factors, such as: (I) The loss of Nuttery Belt (probably Ancient Woodland; EDF never assessed that woodland properly despite its direct land take and despite it running along a public lane but rather saying it was 'access not granted' which was clearly misleading. (II) The loss of 120m of double wildlife corridor ancient hedgerow (III) The loss of ancient/veteran trees (IV) Further severance and landscape intrusion by a large overbridge (V) The loss of wildlife amenity due to the proximity of a road at grade by the AW/CWS Pond Wood (VI) The severing of the central portion of highest biodiversity value (VII) The loss of amenity for villagers (VIII) The damage to heritage and related landscape setting.

	Response by SZC Co. at Deadline 5	<u>Woodland between Foxburrow Wood and Palant's Grove</u> SZC Co. has responded to this in its Comments on Written Representations [REP3-042] (page 74) submitted at Deadline 3. The woodland between Foxburrow Wood and Palant's Grove is not Ancient Woodland, but is designated as Foxburrow Wood County Wildlife Site (CWS). Please see above in further response to Question Al.1.16. The connecting strip of woodland is mature woodland, with tall standards and although it has not been subject to detailed botanical survey it could not be characterised as 'scrub woodland'. The woodland remains an interconnecting area of woodland which provides ecological connectivity between the two Ancient Woodlands (Foxburrow Wood and Palant's Grove). Its designation is not surprising and its removal would be detrimental to the purposes of the CWS and to the well-being of the Ancient Woodlands. <u>The two village bypass being a wildlife barrier</u> The new road alignment is a single carriageway road, which is unlikely to prove a major barrier to movement of most mammal species. Nevertheless mammal ledges have been included in the River Alde bridge and the culverts within River Alde embankment. Similarly 'bat hop overs' are proposed with new woodland planting to maintain bat connectivity over the new road. Clearly by the same logic in respect of mammal crossings, an alternative road alignment east of Foxburrow Wood would potentially create a barrier to wildlife movement between the ancient woodlands of Foxburrow Wood and Palant's Grove. <u>Bat assessments</u>

		In response to the ExA's request for further information at Deadline 4 [REP4-006], SZC Co. undertook a Bat Emergence and Re-entry Survey of trees east of Farnham Hall. This can be found in Appendix C of Deadline 4 [REP4-006]. Paragraph 5.5.2 [REP4-006] sets out the details of additional surveys to be undertaken with respect of bats. Subject to appropriate access being granted, the results will be submitted to examination at Deadline 7. <i><u>The status of the woodland at Nuttery Belt</u></i> Nuttery Belt is not designated as ancient woodland by Natural England. Ancient Woodland is defined in the NPPF (Annex 2) as: <i>"An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites."</i> SZC Co. has reviewed Hodkinson's map of Suffolk (dated 1783), and a historic map dated 1825. Neither of these maps show Nuttery Belt, and the earliest map that SZC Co. has identified which shows woodland in the location occupied by Nuttery Belt is the Ordnance Survey 1 Inch to the Mile map dated 1837, with the earliest detailed depiction being in the Tithe Map, dated 1838 (IR/30/33/155). Therefore SZC Co. considers that it cannot be demonstrated that the area of Nuttery Belt has been continuously wooded since 1600 AD and therefore could not be designated as Ancient Woodland on the basis of cartographic evidence. Natural England is responsible for designating and updating the ancient woodland inventory, based on documentary evidence and attributes and characteristics of the woodland. A substantial ecological baseline is in place for habitat features for the site of the Two village bypass, and this is sufficient for EIA purposes. Given the concern of stakeholders, and as set out at Deadline 4 [REP4-006], however, SZC Co. will be undertaking a habitat assessment of Nuttery Belt, with particular focus on identifying

		trees in the periphery of the woodland (which are most likely to be impacted) and trees with suitability for supporting roosting barbastelle. <u>Hydrology on Foxburrow Wood</u> SZC Co. has undertaken ground investigation work on the Two village bypass alignment. The ground investigation work identified that the water table recorded in boreholes is well below the level of the cutting, so there will be no ground water effects on Foxburrow Wood.
Al.1.24	The Applicant	Site selection for the Southern Park and Ride The Site Selection Report, paragraph 5.4.7, indicates that for the Stage 1 consultation, Option 1 – Wickham Market was considered to be in the optimal position: (i) Please explain further why that was considered to be the case, in particular by way of comparison with a site located further south on the A12. (ii) Please explain further why Options 2 and 3 were considered to have the potential to cause greater issues in terms of congestion, access and highway safety compared to Option 1.
	Response by SZC Co. at Deadline 2	(i) Prior to Stage 3 consultation, a review of travel times from areas west of the A12 to the northern and southern park and ride sites demonstrated that the potential impacts of locating the park and ride at either Woodbridge or Martlesham would not be preferable to Wickham Market. If the park and ride was located at either Woodbridge or Martlesham, many construction workers living west of the A12 would likely be allocated to using the Darsham park and ride as this would be a shorter total journey time to the main development site, with a much shorter bus journey time from Darsham (circa 10 minutes) than from either Woodbridge (circa 30 minutes) or Martlesham (circa 35 minutes). Additional workers allocated to the northern park and ride would increase traffic using the A1120 through Yoxford High Street Conservation Area towards the A12 and north to the northern park and ride. While traffic flows on the B1078 travelling to and from the Southern park and ride would obviously reduce, other Sizewell C related LGV traffic

		would remain and still cause an impact that would require mitigation. Therefore, moving the southern park and ride further south to Woodbridge or Martlesham would not remove B1078 impacts and would increase impacts elsewhere (i.e. A1120 in Yoxford). (ii) Access to the Option 2 site at Woodbridge would be at a new fourth arm to the A12/A1152 Woods Lane roundabout. The additional arm and turning traffic would likely increase the number of collisions significantly at the roundabout. Traffic leaving the park and ride site and heading south would increase the conflict flow past the A12 southbound and A1152 arms, which would increase queuing and delays. By comparison, the Transport Assessment shows that traffic travelling to/from the Wickham Market site does affect performance of the B1078/B1116 Fiveways roundabout and does not impact A12 flows past the site. A new roundabout at Scott's Lane would be needed to access the Option 3 site, to accommodate the right turning movement out of the park and ride site in the evening. A new roundabout would impose additional delays to A12 traffic compared to the Wickham Market site, which does not impact A12 flows past the site. The additional traffic turning into and out of the park and ride site at the new roundabout would likely result in a small increase in the number of collisions at this location.
	Response by Mr Arthur Stansfield at Deadline 3	<i>SZC Co. response at Deadline 2: 'If the park and ride was located at either Woodbridge or Martlesham, many construction workers living west of the A12 would likely be allocated to using the Darsham park and ride as this would be a shorter total journey time to the main development site.'</i> It does not necessarily follow that the workers should be allocated to the Northern Park and Ride. <i>SZC Co. response at Deadline 2: 'Option 2 site at Woodbridge would be at a new fourth arm to the A12/A1152 Woods Lane roundabout. The additional arm and turning traffic would likely increase the number of collisions significantly at the roundabout.'</i> Is this true? Surely this also applies to Wickham Market - there will be additional collisions in the High Street and also increased danger to pedestrians and cyclists. <i>SZC Co. response at Deadline 2: While traffic flows on the B1078 travelling to and from the Southern park and ride would obviously reduce, other Sizewell C related LGV traffic would remain and still cause an impact that would require mitigation.'</i>

		This indicates that Wickham Market will have substantial LGV traffic. EDF have told us that the route from the west will be A14/A12. If this is the case then the closer the park and ride site is to A14/A12 junction then the less traffic on the A12 heading north. EDF have no way of enforcing their policy and would require effective monitoring to be in a position to enforce the policy.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 is still valid. The intended route for Sizewell C workers to the Wickham Market park and ride will be via the A12 northbound off-slip and through the Fiveways roundabout (B1078/B1116), accessing the park and ride via a new access on the northbound slip road to the A12, which carries two-way traffic between the Fiveways roundabout and the new access. The construction phase signage strategy (described at para. 4.4.35 of the Construction Traffic Management Plan [REP2-054]) directs Sizewell C workers along this route, which avoids Wickham Market. The Consolidated Transport Assessment [REP4-005] concludes that some traffic will travel thorough Wickham Market along the B1078 and SZC Co. is therefore working closely with Wickham Market Parish Council, SCC and ESC to develop a package of improvements within the village to improve safety, pedestrian amenity and provide a new cycle link to the park and ride site. Chapter 6 of the Construction Traffic Management Plan [REP2-054] describes the measures proposed to manage and monitor LGV traffic through the Delivery Management System (DMS).
Al.1.25	The Applicant	Site selection for the Southern Park and Ride The representation of Great Glemham Parish Council [RR-0438], submits that the SPR facility should be situated alongside the FMF at Sevenhills to reduce pressure on Wickham Market. What assessment has been made of existing pressures on Wickham Market and the impact that the proposed park and ride facility would have on those pressures in comparison to a location beside the FMF?
	Response by SZC Co. at Deadline 2	SZC Co. has not considered siting the southern park and ride adjacent to the freight management facility, as it would require workers to make a circa 45 minute bus journey (an extra 20 minutes compared to that from Wickham Market) to site after driving to the park and ride site from their home location. For many workers, including those living in Ipswich, Woodbridge and Framlingham for example, such a location would be a deviation from their most direct route to site adding time, costs and emissions to their

		journey. Only those living in Felixstowe would find such a location convenient. By contrast, the southern park and ride at Wickham Market would intercept trips on their route to the main development site. SZC Co. has developed a package of measures for the B1078 between the A140 at Coddendam and Wickham Market that would mitigate impacts along this route. The measures and funding mechanism in the Draft Deed of Obligation (Doc Ref. 8.17(C)) are described in the Consolidated Transport Assessment (Doc Ref 8.5(B)).
	Response by Mr Arthur Stansfield at Deadline 3	<i>SZC Co response at Deadline 2: 'freight management facility, as it would require workers to make a circa 45 minute bus journey (an extra 20 minutes compared to that from Wickham Market) to site after driving to the park and ride site from their home location.'</i> EDF are more concerned with convenience to workers and their journey time than impact to residents of Wickham Market. <i>SZC Co response at Deadline 2: 'those living in Ipswich, Woodbridge and Framlingham for example.'</i> How many workers are expected to live in these towns and also in Wickham Market. For Wickham Market what will be the impact on on-street parking? There could be increased demand for on-street parking.
	Response by Marlesford Parish Council at Deadline 3	In its answer, the Applicant states that "SZC Co. has developed a package of measures for the B1078 between the A140 at Coddendam and Wickham Market that would mitigate impacts along this route. The measures and funding mechanism in the Draft Deed of Obligation (Doc Ref. 8.17(C)) are described in the Consolidated Transport Assessment (Doc Ref 8.5(B))." MPC is not aware that any package of measures is fully developed for the B1078 and we await further detail from the Applicant. MPC welcomes the fact that any measures that are agreed will be funded through the s106 agreement.
	Response by SZC Co. at Deadline 5	Section 10.4(d) of the Consolidated Transport Assessment [REP4-005] describes in some detail the road safety context along the B1078 between the A140 and B1116 in Wickham Market, as well as a package of road safety improvements proposed to be secured via a "B1078 Road Safety Contribution" in the draft Deed of Obligation (Doc Ref. 8.17(E)). This package of measures was developed in close consultation with SCC as the highway authority, and the intention is that SCC would deliver those improvements using the funding mechanism set out above.

		The Gravity Model, described in Appendix 7A of the Consolidate Transport Assessment [REP2-047] was used to estimate the residential distribution of Sizewell C workforce. Table 4, 5 and 6 of the appendix shows a distribution of construction workforce for early years, peak construction and operational phases respectively. Please see response to question TT.1.36 in relation to the management of fly-parking.
Al.1.30	The Applicant	Site selection for the Sizewell Link Road The Site Selection Report, paragraph 7.4.27, recognises that Route W located to the south of Saxmundham was best placed to intercept the Sizewell C HGVs from the south. However, it is asserted that it would not have as effectively relieved B1122 communities of traffic as more northerly routes. Please explain the basis of that assertion and why greater weight was not placed upon the relief from HGVs and other traffic travelling from the south?
	Response by SZC Co. at Deadline 2	The Sizewell link road as proposed would be more effective at relieving HGV impacts on communities than Route W or any other route. Whilst HGVs from the south would travel further north along the A12 before turning onto the bypass to reach the proposed alignment of the Sizewell link road than they would with a route W alignment, that section of the A12 forms a bypass to Saxmundham of significantly lower environmental sensitivity than the section of the A12 through Yoxford or than the sensitivity of the northern section of the B1122. As set out in response to Question Al.1.27 of this chapter, those communities are much better relieved by the selected route. The Sizewell link road is proposed to be open to the public and SZC Co. predicts that general traffic currently using the B1122 would transfer to the proposed Sizewell link road, as the Sizewell link road follows a similar alignment to the B1122. This will not only relieve those communities of Sizewell C traffic, it would reduce existing traffic flows through the villages of Middleton Moor and Theberton. In comparison, it is unlikely that as much existing B1122 traffic would reroute via a 'W North' alignment, due to its relative remoteness from the B1122. The issue of traffic volumes on the B1122 through Yoxford, Theberton and Middleton Moor were particular issues raised during the early consultation stages and these issues would not be resolved with the 'W North' alignment. The issue of relief from the south was also an important consideration – please see the response to Question Al.1.27 of this chapter.

		The Sizewell Link Road Paper (Appendix 5D) to this chapter) also explains that route W is no longer a feasible option due to its physical overlap with local plan allocations around Saxmundham.
	Response by Suffolk County Council at Deadline 3	SCC has set out its views on the Sizewell Link Road routeing in SCC's Written Representation [REP2-189], including that "SCC has continued to ask the Applicant for a comprehensive explanation and justification of the chosen route, but the Applicant has not provided conclusive and acceptable evidence." SCC notes that Appendix 5D (and its supporting appendices and sub-appendices) [REP2-108] of the Applicant's Response to ExQ1s seeks to provide that further explanation and justification, in particular in section 8.4 of Appendix 11 to Appendix 5D and in Sub-Appendix D of Appendix 11 to Appendix 5D. It is unfortunate that this explanation has only belatedly been provided. SCC notes that, based on the Applicant's assessment in the Visum modelling in Appendix 10 to Appendix 5D, the Sizewell Link Road as proposed offers, in comparison to the "route W"/"D2", considerably less benefit in terms of shortening journey times and journey distance (and so CO2 emissions) for the majority of construction traffic (especially HGVs), and offers no significant legacy compared to "route W"/"D2". SCC reserves its position on the adequacy of that modelling but notes that it proceeds on the premise that: Buses from the northern park and ride at Darsham would use the B1122 rather than a SLR based on "route W"/"D2" on the grounds of convenience; but that HGV construction traffic from the north would be directed to use that (longer) SLR route. SCC also notes that buses serving the Darsham Park and Ride would have a shorter/quicker journey if routed via the B1122 than via the SLR as proposed, but the modelling has assigned those buses to the proposed SLR. In addition, the figures presented for HDV movements on the A12 at Yoxford in the Visum modelling differ from those presented by the Applicant in its Response to ExQ A1.1.27, and the references to paras 4.1.64 to 4.1.72 of Appendix 5D in that Response are not understood. SCC is also not persuaded that, at the detailed design stage, it would not have been possible for an alignment evolved from "route W"/"D2" to be achieved which was compatible with the proposed Saxmundham Garden Neighbourhood. This, together with challenges to other points made in Appendix 5D paras 3.1.56 to 3.1.71, result in SCC not agreeing with the conclusions of the Environmental Appraisal Summary Table 8.14 of Appendix 11 to Appendix 5D. Furthermore, the work undertaken by the Applicant in

		respect of the comparisons between Route W and the proposed SLR fails to take into account the advantages that Route W would have in relieving settlements such as Saxmundham, Leiston, Coldfair Green and Knodishall of much of the SZC traffic passing through those places. However, SCC welcomes the provision of a clearer explanation of the Applicant's route choice than hitherto provided and, whilst it considers that the position is more finely balanced than is presented in [REP2-108], with a range of environmental and transportation benefits and disbenefits in both route options, and that no demonstrable 'best' solution emerges, it nonetheless acknowledges that the Applicant has made that choice and so formulated its proposals. SCC is therefore now focused on addressing that choice on its own merits. If the ExA wishes to further examine the feasibility and desirability of alternative routes to the SLR, SCC would be happy to provide further detail on its concerns about the route selection process. As referred to in the Written Representation[REP2-189]; notwithstanding SCC's concerns on the route selection process, SCC remains of the view that a relief road must be provided, and, faced with the actual proposal submitted in the DCO application before it, SCC supports the provision a new road as an acceptable way to mitigate the construction traffic impacts on the B1122 and, during the construction period, as an improvement when compared to the status quo. However, based on the environmental impacts of the proposed SLR accompanied with limited legacy benefits SCC maintains its view that the road should be removed when Sizewell C construction is complete.
	Response by SZC Co. at Deadline 5	SZC Co. is grateful to the County Council for its revised position following its review of the information submitted at Deadline 2.
Al.1.32	The Applicant	Site selection for the Sizewell Link Road The ES 6.7 Volume 6 Sizewell Link Road Chapter 3 Alternatives and Design Evolution, paragraph 3.3.21, confirms that once operational, the SLR would be open to general traffic during and after the construction of Sizewell C. The Consultation Report, section 8.10 - Changes to the Sizewell C Project in response to the Stage 4 consultation, indicates that a decision was made at that stage to propose the SLR as a permanent facility, rather than temporary. However, the Consultation Report Appendix G Stage 4 Issues Table f Sizewell Link Road/Theberton Bypass – records general support for removal of the SLR following the construction phase and for the land to be restored. Please explain in further detail the assessment of the consultation responses on this

		topic which led to the decision to permanently retain the SLR and how that reflects the Stage 4 consultation responses.
	Response by SZC Co. at Deadline 2	The removal of the Sizewell link road was included as an option within the Stage 4 consultation. The majority of the responses opposed the removal of the Sizewell link road. Question 6 of the consultation questionnaire asked: <i>"Please provide your views on whether some or all of Sizewell link road/Theberton bypass should be removed and the land restored once Sizewell C is operational."</i> A total of 161 responses were received to this question, of which, 41 responses gave a view on whether the Sizewell link road should be removed and land restored. Of these responses, 68% opposed the removal of the Sizewell link road after Peak Construction and 32% supported the removal of the Sizewell link road. In the Councils' joint response to Stage 4 (Suffolk County Council and East Suffolk Council (ESC)), ESC raised concerns about the potential environmental impact of the removal of the road. ESC raised specific concern regarding the removal of the SuDS that serve the Sizewell link road, which could have a negative impact on the biodiversity that would have established in the SuDS from the time they were constructed. ESC also raised concerns that the removal of the Sizewell link road would increase the duration of the construction phase of Sizewell C. Further information on the consultation responses received on the retention of the Sizewell link road has been compiled to assist the examination. This information is set out at Chapter 3, Section viii of the Sizewell Link Road Paper (Appendix 5D of this chapter). As a response to the Stage 4 consultation, a decision was made to propose the Sizewell link road as a permanent facility, rather than temporary. Taking account of the views expressed through consultation and engagement, SZC Co. considered that it would be preferable to avoid further disruption to local residents and the environment by removing the road and to leave it as a lasting legacy of the Sizewell C Project. The road also provides a long-term route to Sizewell C and Sizewell B, which is of continuing benefit operationally.

	Response by Mr Ian Galloway at Deadline 3	In their response the Applicant asserts; "A total of 161 responses were received to this question, of which, 41 responses gave a view on whether the Sizewell link road should be removed and land restored. Of these responses, 68% opposed the removal of the Sizewell link road after Peak Construction and 32% supported the removal of the Sizewell link road." This paragraph lays bare the paucity of information shared during the Pre-Application Consultation and the narrow margins by which hugely impactful decisions have been made by the Applicant and doesn't clarify if written responses (i.e. not just questionnaire answers) were included in 'the count'. Equally it exposes the duplicity of the Applicant whose leading public advocate is known to have quoted on more than one occasion that "...this is not a vote...". Taking their own statistics, the Applicant seems to be saying that; their Pre-Application Consultation occasioned just 161 responses to questions pertaining to the retention or removal of the proposed SLR. What we also ascertain from this is that a Parish Council acting on behalf of their residents (some of whom did resident research, held exhibitions, held Parish Meetings, etc.) only counts as one respondent to the question. In summary, if these figures are to be believed; then less than 28 people (68% of 41 people that expressed a view) decided that the SLR should be retained (at least in the mind of the Applicant). Moreover, as we know more than one Parish Council and the County Council expressed the view that the SLR should be removed, these 27.88 people (the actual percentage product of 68% of 41) were instrumental in subverting widely held views at individual, Parish Council and County Council level...a good thing it isn't a vote then! Incidentally, the inappropriate quoting of percentages by the Applicant is wholly typical of their presentation of data throughout the Pre-Application Consultation phase. Surely a better representation would be: A total of 161 responses, of which 41 expressed a view as to whether the SLR should be retained, split: Retain SLR - 28 respondents (68.3%), Remove SLR - 13 respondents (31.7%)
	Response by SZC Co. at Deadline 5	SZC Co.'s position was set out in full at Deadline 2.

Al.1.33	The Applicant	Site selection for the Sizewell Link Road The Suffolk County Council [RR-1174] submits that the SLR should not be permanent and instead be removed after Sizewell C construction is completed for the reasons set out in paragraphs 40 and 41 of its representation. It submits that the retention of the SLR would cause a greater permanent residual landscape and ecological impact than a temporary solution, as well as resulting in permanent loss of agricultural land. Since there is no strategic transport case for permanent retention of the SLR the Council requests the road to be removed after the construction period: (i) Please provide a detailed response to these concerns relating to the need to retain the SLR on a permanent basis at this location. (ii) Whilst the proposed development would help to reduce the amount of traffic on the B1122 through Middleton Moor and Theberton during the peak construction phase of the Sizewell C Project, is it necessary for it to remain to achieve a reduction in traffic during the operational phase? And (iii) Please identify and explain the advantages and disadvantages of retention of the road versus its removal?
	Response by SZC Co. at Deadline 2	(i) As a response to the Stage 4 consultation, a decision was made to propose the Sizewell link road as a permanent facility, rather than temporary. It was considered by SZC Co. that it would be preferable to avoid further disruption to local residents and the environment by removing the road and to leave the road as a lasting legacy of the Sizewell C project for the benefit of local communities but also for the benefit of providing good quality long term access to Sizewell. The Councils (Suffolk County Council and East Suffolk Council) submitted a joint response to Stage 4, in which ESC raised concerns about the potential environmental impact of the removal of the road. ESC stated (para. 241): <i>"At Stage 3, ESC raised concerns with potential adverse environmental impacts of removal of a Sizewell Link Road post the construction phase. ESC retains this view and would not support proposals to remove a Sizewell Link Road post construction. ESC considers a separate HGV route to serve the existing A and B stations as well as the new C station to be a positive legacy of the development."</i> Further detail on environmental impacts of the removal of the Sizewell link road, and the need to retain the Sizewell link road on a permanent basis, is set out at Chapter 3, Section viii of the Sizewell Link Road Paper (Appendix 5D) of this chapter).

		(ii) Retaining the Sizewell link road would result in a permanent reduction in traffic for communities along the B1122. The Sizewell link road would also be particularly beneficial when statutory outages, and forced/un-planned outages, occur in the operational stage of Sizewell B and C. This permanent reduction in traffic for communities along the B1122, as a result of the Sizewell link road, also offers other benefits, including sustained improvements in noise and air quality, particularly in Theberton. Further detail as to why the Sizewell link road should be retained for the operational phase, including how the Sizewell link road can help alleviate traffic from the B1122 during outages at Sizewell B and Sizewell C is set out at Chapter 3, Section viii of the Sizewell Link Road Paper (Appendix 5D of this chapter) (paragraphs 3.1.131 to 3.1.134). (iii) If the Sizewell link road is retained, there would be a number of advantages. Retaining the Sizewell link road would result in a permanent reduction in traffic for communities along the B1122, and would offer environmental benefits, particularly around Theberton. In the Councils' joint response to the Stage 4 consultation, the Councils state (para. 239) that the adoption of the whole Sizewell link road has yet to be agreed with SCC, however, the Councils (both Suffolk County Council (SCC) and East Suffolk Council (ESC)) summarise the environmental benefits around Theberton. Paragraph 246 of the Councils' response states: <i>"The Councils [SCC and ESC] consider the Theberton Bypass as a legacy benefit of the development, by removing through traffic from the village, with likely associated benefits on noise and air quality and greater network resilience, and strongly believe it should be retained following construction."</i> Retaining the Sizewell link road also will be particularly beneficial for communities along the B1122 when statutory outages occur in the operational stage of the power plant. It is estimated that during the maintenance and refuelling outages for just Sizewell C, approximately 1,000 additional staff would be required to work on site at any one time. Retaining the Sizewell link road will mean that these additional workers, and any necessary parts/ material/machinery, can avoid using the B1122, and will not have to travel through the villages of Yoxford, Theberton and Middleton Moor. ESC recognises the legacy benefit in retaining the Sizewell link road in the context of the Sizewell A, B and C, but also in relation to other projects, such as the Greater

		Gabbard and Galloper offshore windfarms. In the Joint Local Impact Report (dated May 2021 [EN010012]), ESC states (para 16.93): <i>"Taking additional HGV movements from the B1122 and removing its role as the abnormal indivisible load route for Sizewell B and the existing substations for National Grid and Greater Gabbard and Galloper offshore windfarms justifies retention of the Sizewell Link Road. Its retention as a dedicated and purpose-built HGV and abnormal indivisible load route to Sizewell A, B, C, and to the existing offshore windfarm related substations, justifies its permanency".</i> SZC Co. anticipates that the existing B1122 would be downgraded by SCC to an unclassified road once the Sizewell link road is operational. As the majority of traffic would reassign to use the Sizewell link road, the B1122 will experience much lower traffic volumes and could become more popular among cyclists, helping improve cycling connectivity in the immediate area. The advantages of retaining the Sizewell link road are set out in more detail at Chapter 3, Section viii of the Sizewell Link Road Paper (Appendix 5D of this chapter) (paragraphs 3.1.130 to 3.1.134). If the Sizewell link road was temporary, a significant amount of construction activity and traffic would be required to remove the Sizewell link road. The Sizewell link road would need to be built to a high standard. With a 10-12 year construction period and given the scale and nature of traffic involved, it is misconceived to think the Sizewell link road could be built as some form of temporary haul road. Its construction would require a large amount of construction material quantities, as set out in Volume 6, Chapter 2 (Description of Sizewell Link Road) of the ES [APP-446]. If the Sizewell link road was made temporary, the works would include the removal of the Sizewell link road itself, pavements, road drainage networks, utilities (cables, overhead lines) and the Pretty Road Overbridge. There would also be a need to reinstate parts of the A12 and B1122, including: removal of A12 Western Roundabout and reinstating the existing A12 alignment; removal of Middleton Moor roundabout and reinstatement of the existing B1122 alignment; and the removal of Sizewell link road tie-in to the B1122 at the eastern end of the Sizewell link road and reinstatement of the existing B1122 alignment. These activities would result in a significant amount of construction traffic. To construct the Sizewell link road, a large amount of material is proposed to be moved to the main development site. If the Sizewell link road was temporary, this material would have to

		be transported back to the Sizewell link road site to reinstate the land to the original condition or sourced from elsewhere if that material had already been incorporated in site landscaping. It is estimated that to move just this material from the main development site to the Sizewell link road site to reinstate the land would require 10,556 one way truck movements alone.⁴² This would be in addition to other construction traffic movements that would be needed for other works, including drainage and landscaping. The removal of the Sizewell link road has the potential for environmental impacts, and this was noted by ESC in response to the Stage 4 consultation. ESC stated (para. 241): <i>"At Stage 3, ESC raised concerns with potential adverse environmental impacts of removal of a Sizewell Link Road post the construction phase. ESC retains this view and would not support proposals to remove a Sizewell Link Road post construction."</i> Overall, the removal of the Sizewell link road would require a significant amount of construction activity and would have environmental impacts. It would also negate the benefit that road will bring to sensitive communities at Yoxford and on the B1122 and dent the community the long term benefits of relief to and the potential enhancement of the B1122 as a local road with an emphasis on walking and cycling.
	Response by Ian Galloway at Deadline 3	It is not contested that a relatively small number of people residing along the B1122 could potentially benefit from lower traffic levels during; construction, operation, outages and presumably the decommissioning of Sizewell A, B and C/D. What is contested is whether the Applicant should effectively have a 'private road' to their front door, that after completion of SZC construction, Suffolk residents will become obliged to pay for the maintenance of, presumably through local taxation. Moreover, the Applicant cheerfully points out that there will be an estimated 1,000 people required during outages. With potentially three reactors active, outages become the new 'normal' with no Park and Rides, no bus transfers, no passenger rail services, no active management of

⁴² The figure quoted here is linked to reinstating the land if the Sizewell link road was made temporary. The total number of one way movements for **construction** of the Sizewell link road are as follows :

Import: 12,434 HGVs

Export: 10,556 HGVs

Total: 22,991

		HGV/LGV, fly-parking patrols long disbanded, defined traffic routing but a fading memory, the picture looks bleak! The reality is, in the words of Mr Bull; "...it is a free world..." and SZC outage workers and regular SZC employees can and will route themselves wherever, however, whenever they want. Consequently, whilst the Applicant opines a post SZC construction 'brave new world' for Yoxford, Middleton Moor and Theberton, the reality is they can make no guarantees, and perhaps more importantly have largely shown little desire to go the 'extra mile' to engage and work with local communities prior to submitting the dDCO – 'Plus sa change'!
	Response by Suffok County Council at Deadline 3	SCC has set out in some detail its position on its views as Local Highway Authority on the merits of the Sizewell Link Road, and its request to remove the Sizewell Link Road after construction of Sizewell C in its Written Representation [REP2-189] and refers the ExA to this document. There are a number of issues raised in the Applicant's response above that SCC considers would be helpful to add further comments on at this stage: Use during outages – While there are up to 1,000 additional workers on site during outages, only a minority will need to travel along the B1122, with the majority staying in the immediate area or travelling from the south and thus using shorter and quicker routes to access the A12. Furthermore, such outages are intermittent; Use for AILs at other energy schemes – All of the schemes quoted will be in place by the time that it is suggested that the SLR is removed and after that, the gap between the need for the use of AILs is likely to be measured in decades. The retention of the SLR, with its ongoing environmental damage cannot be justified on such occasional use; Impact of operations to remove the SLR – It is accepted that there would be environmental consequences of the physical activity of removing the SLR at the end of the construction period, but this would be a short term impact by comparison with the ongoing environmental impact of leaving it in place. We do not have detailed evidence to support the HGV movements suggested by the Applicant but note that, if it was clear from the outset that the road was to be temporary, then different arrangements for the storage of materials would be in place, similar to that used for the Green Rail Route rather than hauling it all off-site and thus significantly reducing this impact.
	Response by SZC Co. at Deadline 5	SZC Co. has set out its position in the Sizewell Link Road Response Paper submitted at Deadline 2 [REP2-108] and notes SZC Co.'s view that the Sizewell link road should be

		retained is shared by East Suffolk Council for the reasons set out in Section 2 of its Comments on Written Representations at Deadline 3 [REP3-060].
Al.1.34	The Applicant	Site selection for the Sizewell Link Road The representation of Ward Farming Ltd [RR-1259] is critical of the process whereby the SLR route was selected. Please respond specifically to the criticisms made by Ward Farming Ltd including of the Aecom report commissioned by EDF.
	Response by SZC Co. at Deadline 2	SZC Co. undertook a detailed site selection process when deciding on the Sizewell link road route. Background information on the route selection process has been compiled to assist the examination. This information is set out at Chapter 4 of the Sizewell Link Road Paper (Appendix 5D) of this chapter). The AECOM report was commissioned by SZC Co. in April 2019 to provide a peer review of the selection of the route for the Sizewell link road and the rationale in selecting it as a preferred option. AECOM was asked to undertake an independent selection process to provide an independent opinion of the preferred option for the Sizewell link road. AECOM assessed each route against a number of criteria including: • Relief to Communities • Scale of Cost • Minimising Route Mileage • Legacy Benefit • Engineering Impact • Transport Environmental and Safety Topics This independent assessment concluded that Route Option Z scored the best against the assessment criteria and AECOM recommended the route as the preferred option from the four route options assessed. In addition to the independent assessment by AECOM, SZC Co. also commissioned LDA Design Consulting (LDA Design) to undertake an independent appraisal but focussing only on environmental considerations. The LDA Design assessment also concluded that the preferred option was Route Z (South). Further information on these independent reviews of the site selection process is set out at Chapter 4, paragraphs 4.1.23 to 4.1.37 of the Sizewell Link Road Paper (Appendix 5D) of this chapter).

		Following the DCO application submission, SZC Co has undertaken further assessment and appraisal work on the Sizewell link road options to ensure that the chosen route was the most appropriate route. This further work concludes that Route Z (the Sizewell link road) is the most appropriate route. This further work is summarised at Chapter 4, paragraphs 4.1.38 to 4.1.91 of the Sizewell Link Road Paper (Appendix 5D) of this chapter).
	Response by Ian Galloway at Deadline 3	I am not a Planning Professional, nor familiar with the particular disciplines of Infrastructure Engineering. I am however, a retired independent Consultant across disciplines in the Telecommunications, Government, Local Government, Financial Services and IT sectors. In this connection I have been fortunate enough to commission as well as undertake Peer Reviews on behalf of clients. It would appear from my standpoint that there may be different interpretations of 'independent' as well as differing expectations of Peer Reviews. For this reason I would not wish to make any immutable claim as to the rights or wrongs of what seems to qualify as an Independent Peer Review in this particular case. I would however ask the ExA to have regard to the; who, what, how, when where and why of this particular case and formulate their own opinion of the work, its efficacy and substance. Moreover, I would suggest that they also fully consider whether the outlined scoring matrix provides a suitable basis for deriving the optimal route, paying particular attention to other stakeholder viewpoints. It maybe that differing stakeholder groups have irreconcilable points of view. However, the Applicant has never shared the richness of their model and/or their weighted priorities. In this regard the ExA might also wish to elicit the characteristics of each option and understand how the preferred option fulfils its role as the Applicants "...most appropriate route." Finally, the ExA may wish to probe the weighted importance of 'cost' within the decision matrix, relative to other considerations.
	Response by SZC Co. at Deadline 5	SZC Co. response at Deadline 2 remains valid.

Al.1.35	The Applicant, SCC	Electrical connection to the National Grid substation The Suffolk County Council [RR-1174], submits that the provision of four additional tall pylons with overhead lines on the development site would have considerable additional detrimental impact on the Suffolk Coast and Heaths AONB. The review on behalf of the Council by Pöyry Energy Limited (AFRY) indicates that the use of Gas Insulated Lines (GIL) to connect to the National Grid (NGET) substation is a feasible alternative to overhead lines and pylons. This technical report has been supplied to the applicant for consideration: (i) Please explain further on whether GIL would provide a viable and less impactful alternative in this location? (ii) If not already submitted, please provide a copy of the AFRY technical report.
	Response by SZC Co. at Deadline 2	(i) The use of gas insulated lines was considered but would not be feasible at Sizewell C due to unacceptable impacts on the operability and security of the site. The proposed operational site is extremely compact, thereby minimising overall land take, so all areas above ground would be occupied by buildings, roads or working areas. A number of potential routes were considered for gas insulated lines at high and low level, but in all cases the supporting structures or the lines themselves would impair either the normal operation of the power station or physical security of the site. A Power Export Connection Technical Recommendation Report has been prepared, which looks at the feasibility of the 3 main design solutions: • Underground Cable • Gas Insulated Line • Overhead Line Please refer to this report (at Appendix 5E of this chapter) for more detailed assessment of the GIL solution. (ii)The AFRY report was commissioned and is held by Suffolk County Council.
	Response by Suffolk County Council at Deadline 2	(i) SCC and its consultants AFRY consider that the use of GIL appears to be a viable, and significantly less impactful, alternative to pylons and overhead lines. This is explored in detail in SCC's Written Representation submitted at Deadline 2, and we refer the ExA to this document for further detail. (ii) The Written Representation has appended the AFRY report from September 2020 on

		the DCO submission information (Appendix WR4a). Further appendices provide commentary from SCC and AFRY to updated technical reports from the Applicant, in Appendix 4b and 4d.
	Response by SZC Co. at Deadline 3	SZC Co. has set out its response to the SCC position in the Comments on Councils' Local Impact Report (Doc Ref. 9.29).
	Response by Suffolk County Council at Deadline 3	SCC wishes to refer the ExA to its Written Representation [REP2-189] setting out its views, and the evidence from its technical consultants, on the potential of the use of Gas Insulated Lines as an alternative to pylons and overhead lines. The Council had been able to see a pre-submission version of the report referred to by the Applicant as Appendix 5E and therefore its Written Representations do cover the matters raised in the Applicant's response to this question.
	Response by SZC Co. at Deadline 5	Refer to SZC Co. response at Deadline 3 to Question LI.1.50 [REP3-046]; this remains valid.
Al.1.36	The Applicant	Electrical connection to the National Grid substation The ES Appendix 8.4 A Site Selection Report indicates that the 4 and 5 pylon and undergrounding options were assessed at Stage 4. The four pylon option was the preferred option. (i) Notwithstanding the details provided in the Site Selection Report, please explain further the safety issues and significant safety and programme-related risks associated with the construction and operation of an underground cable option that specifically apply to this location? (ii) Why could any adverse impact on the SSSI not be satisfactorily overcome by mitigation?
	Response by SZC Co. at Deadline 2	(i) The only underground solution that could achieve the required power ratings, meet requirements for inspection and maintenance access, and avoid the buildings and structures required within the Sizewell C site would be to install cables in dedicated galleries. However, detailed investigation has shown that there are no feasible options available to introduce additional galleries within the constraints of the site. Construction of an underground gallery solution for Unit 1 would not be feasible. The proximity of Unit 1 to Sizewell B means that constructability and space constraint issues are not surmountable.

		Construction of an underground gallery solution for Unit 2 could be considered but would not be acceptable due to the impacts on safety and construction schedule. It is also considered that the knock-on impacts on the environment would be unacceptable. Accommodating the gallery within the site could only be achieved by increasing the size of the main platform to the north, resulting in further loss of the Sizewell Marshes SSSI. In addition, the construction schedule would be prolonged by a significant period of time as there would still be insufficient space for all the excavations required to construct the gallery without halting or severely disrupting other construction activities. Furthermore, the reduced reliability of a cable connection introduces nuclear safety concerns, contradicting the need to ensure that risk is As Low As Reasonably Practicable (ALARP). Nuclear safety could be degraded compared to Hinkley Point C, which is not acceptable. A more detailed examination into the safety and programme related risks are set out in the Power Export Connection Technical Recommendation Report at Appendix 5E of this chapter. (ii) The underground cable option would result in additional permanent land take of the Sizewell Marshes SSSI. Although compensatory habitats would be put in place to offset the loss of reedbeds, ditches and wet woodlands from the SSSI based on the layout in the DCO proposals, the extent of compensatory habitats has not got an embedded 'contingency' to offset the additional habitat loss which would be associated with the undergrounding solution. If the undergrounding solution were progressed, the net habitat loss would not be fully compensated for and this would increase the magnitude of effect on SSSI habitats to significant adverse. This would represent a conflict with paragraph 5.3.7 of NPS EN-1, which requires development, as a general principle, to aim to avoid significant harm to biodiversity. Moving the northern edge of the platform northwards to accommodate the underground galleries would also reduce the retained SSSI corridor west of the SSSI crossing. SZC Co has already been challenged by all ecological stakeholders on the potential fragmentation effects of introducing the design for the SSSI Crossing at the eastern end of the retained SSSI corridor. Narrowing the retained SSSI corridor to the west of the SSSI crossing would reduce the value of the corridor by: reducing the habitat extent; reducing its functional width to any animals moving through the corridor; and, by bringing both construction and operational disturbance closer to the retained Leiston drain.

	Response by RSPB at Deadline 3	We have set out our position regarding the principle of SSSI loss in detail in our Written Representations, submitted at Deadline 2. We welcome the Applicant's recognition that the assessed (and not preferred) undergrounding option would result in significant (and in our view unacceptable) impacts on Sizewell Marshes SSSI, including increasing the extent of permanent land take to an extent that the compensation provided for SSSI loss would be inadequate, and further constraining the SSSI corridor to the west of the SSSI crossing. We therefore agree with the Applicant that these proposals should not be taken forward.
	Response by Suffolk County Council at Deadline 3	SCC wishes to refer the ExA to its Written Representation [REP2-189] setting out its views, and the evidence from its technical consultants, on the potential of the use of Gas Insulated Lines as an alternative to pylons and overhead lines. The Council had been able to see a pre-submission version of the report referred to by the Applicant as Appendix 5E and therefore its Written Representations do cover the matters raised in the Applicant's response to this question.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 3 to Question LI.1.50 [REP3-046] remains valid.

Chapter 6 - AR.1 Amenity and recreation

AR.1.0	The Applicant, ESC, SCC	Alde Valley Academy Leiston The off-site sports facilities are regarded as an important mitigation in assisting the assimilation of the workforce into the area. As currently set out the facility would not appear to have a time frame for delivery, or in light of the ESC [RR-0342] resolved potential drainage concerns: (i) Please advise on the latest position in respect of the progress of the S106, surface water management issue identified, and what the timeframe for delivery of this facility would be. (ii) In order to achieve the necessary mitigation what timeframe for delivery would be required?
	Response by SZC Co. at Deadline 2	(i) The latest position on the off-site sports facilities is set out in Schedule 10 of the Draft Deed of Obligation (Doc Ref. 8.17(C)). It is intended that these would open around the same time as the accommodation campus but the wording is intended to provide some flexibility in order to balance the benefits of opening the facilities with the

		need to plan construction works at a time that minimises disturbance for Alde Valley School. For example, we would not want the off-site sports facilities construction to disturb pupils during public exams, so it may be more appropriate for these to open slightly later than the campus rooms. The Main Development Site Flood Risk Assessment (Doc. Ref 5.2A) [AS-018] concludes that this site is at low risk from all sources of flooding. SZC Co. notes ESC's comments on surface water flooding and will design this facility to manage surface water in accordance with the Outline Drainage Strategy (Doc Ref. 6.3 2A (A)) and in particular such that off-site flood risk is not increased. The detailed design and drainage proposals will be subject to approval by East Suffolk Council in accordance with Requirement 5 (Project wide: Surface and foul water drainage) of the draft DCO (Doc Ref. 3.1(C)). (ii) While delivery is necessary mitigation secured by the Deed of Obligation and meaningful in addressing community concerns, it is not necessarily linked to specific milestones of the Project, though would (as set out in Question AR.1.0), SZC Co. intends to link the opening of the off-site sports facilities to the delivery of the accommodation campus, subject to the caveats about disturbance to the school in (i) above.
	Response by Suffolk County Council at Deadline 2	(i) Discussion on the S106 are ongoing; S106 discussions on this matter need to involve also SCC as the landowner and Alde Valley Academy as the lease holder, as well as with regard ESC's role in design, build and the ongoing management/maintenance of the off-site facilities. It is anticipated that a shared-use arrangement will be agreed between ESC and SCC/Alde Valley Academy - priority for pupils during school hours. The detailed specification of the sports pitches including flood lights, access, car parking etc. still needs to be agreed. Surface water drainage concerns will need to be addressed in the detailed design of the facilities; the Applicant has not yet provided appropriate evidence to demonstrate that the proposed surface water drainage approach would not increase existing surface water flood risk at the sports facilities. It is anticipated that the SCC Lead Local Flood Authority concerns can be addressed via an appropriate design solution but until the Applicant shares this information the issue currently remains unresolved. SCC's expectation is that the off-site sports facilities will need to be open in advance of or at the same time as the accommodation campus. However, construction of the off-site sports facilities will need to be timed so as to not adversely impact on sensitive time periods at Alde Valley Academy e.g. examination time.

		(ii) The delivery of the off-site sports facilities will complement offerings to the workers at the campus, as such SCC would be keen for there to be a cap on number of workers permitted on site prior to the campus being available and for the off-site sports facilities to be operational prior to or at the same time as the campus opens.
	Response by East Suffolk Council at Deadline 2	(I) ESC's expectation is that the off-site sports facilities will need to be open in advance of or at the same time as the accommodation campus. However, construction of the off-site sports facilities will need to be timed so as to not adversely impact on sensitive time periods at Alde Valley School e.g., examination time. Latest progress on the S106 is included in Schedule 10 [REP1-007] and we are progressing discussions further with the Applicant with regard to this element and ESC's role in design and build of the off-site facilities. Surface water drainage concerns will need to be addressed in the detailed design of the facilities; ESC is hopeful that this can be achieved but need to ensure it is secured through appropriate signing off of detailed design drawings incorporating an appropriate surface water drainage scheme. This could be secured via existing proposals for surface water drainage or through an alternative mechanism. (ii) the delivery of the off-site sports facilities will complement offerings to the workers at the campus, as such ESC would be keen for there to be a cap on number of workers permitted on site prior to the campus being available and for the off-site sports facilities to be operational prior to or at the same time as the campus opens.
	Response by SZC Co. at Deadline 3	(i) It is intended that these facilities would open around the same time as the accommodation campus however the description currently given by SZC Co is intended to provide some flexibility in order to balance the benefits of opening the facilities with the need to plan construction works at a time that minimises disturbance for Alde Valley School. The delivery of the facilities is the responsibility of ESC rather than SZC Co. Facilities will be designed to manage surface water in accordance with the Outline Drainage Strategy and in particular such that off-site flood risk is not increased. The detailed design and drainage proposals will be subject to approval by East Suffolk Council in accordance with Requirement 5 (Project wide: Surface and foul water drainage) of the draft DCO [REP2-015]. Shared use arrangements will be agreed through a management plan, with the intention that Alde Valley School users would be prioritised during the school day. Detailed specification and design are subject to further discussion between SZC Co, ESC and SCC.

		(ii) As the facilities are not relied upon to mitigate adverse effects, it is not appropriate to link it to a threshold in terms of workforce numbers. Further information regarding SZC Co's position on limiting the workforce is set out in Chapter 31 of SZC Co's Comments on Councils' Local Impact Report (Doc Ref. 9.29).
	Response by East Suffolk Council at Deadline 3	Timing of delivery of these facilities will need to be discussed further with the Applicant. ESC consider they should be in place before the Campus is operational, this is achievable provided the funding is in place at the appropriate time to enable ESC to deliver the off-site sports facilities without adversely impacting on sensitive time periods at Alde Valley School.
	Response by SZC Co. at Deadline 5	SZC Co. looks forward to progressing discussions on this with ESC and would welcome the delivery of the off-site sports facilities before the campus is operational if this is achievable. A detailed approach towards delivery of the facilities has been set out within Schedule 10 of the Draft Deed of Obligation (Doc Ref. 8.17(E)) that is anticipated will give sufficient control to ESC over delivery of the facilities within the timescale identified.
AR.1.1	The Applicant, ESC, SCC, Leiston and Sizewell PC.	Alde Valley Academy Leiston (i) In the event that the sports pitches and supporting facilities are not in place in a timely manner would the effect on the local community be regarded as significant in your view? (ii) What time frame of delivery needs to be stipulated to avoid such effects?
	Response by SZC Co. at Deadline 2	(i) and (ii) Volume 2, Appendix 9E (Sport and Leisure Audit and Estimated Demand) of the ES [APP-196] sets out that the proposed facilities are not needed to mitigate for the potential effect on formal sports and leisure provision, but Volume 2, Chapter 9 [APP-195] notes that they would contribute towards community integration and cohesion in a qualitative manner. SZC Co. considers that it would (as set out in Question AR.1.0) provide benefit in being linked to the delivery of the accommodation campus. Therefore, Schedule 6 of the Draft Deed of Obligation (Doc Ref. 8.17(C)) requires ESC in preparing a proposed timetable for the delivery of the sports facilities, to have regard to the planned occupation of the accommodation campus as set out in the Implementation Plan (Doc Ref. 8.4I(A)).

	Response by East Suffolk Council at Deadline 2	(i) The effect on the local community is likely to be significant as there are limited facilities in Leiston currently. (ii) ESC considers that the off-site sports facilities should be available prior to or at the same time as the campus opening. ESC would be reluctant for the campus to be made available prior to off-site sports provision.
	Response by Leiston Town Council at Deadline 2	AR.1.1 Alde Valley Academy - Sports Facilities (i) Although it is not possible to predict demand for sports facilities in Leiston with any precision, the Town Council is aware of requests from existing clubs and organizations for improved facilities for use of existing residents of the town and surrounding villages. Leiston is a small town with limited sports provision and existing facilities are used not only by Leiston residents but also by those of Aldeburgh, Saxmundham and surrounding villages. With the predicted number of workers on Sizewell C increasing demand, there could be a significant adverse impact on both existing users and Sizewell C workers. This is likely to be felt more after the first two years when numbers of workers in the town are likely to rise dramatically. However, the early workers will have no amenities at all on site. (ii) We, therefore, believe that the sports facility must be built as soon as is feasible within the first two years. Furthermore any further recreational facilities identified as being necessary should also be provided within this timescale.
	Response by Suffolk County Council at Deadline 2	(i) The effect on the local community is likely to be noticeable as there are limited facilities in Leiston currently. A shortfall of sports facilities in the local area would have an adverse impact on the health & wellbeing of the existing and new residents. (ii) SCC considers that the off-site sports facilities should be available prior to or at the same time as the campus opening. An early trigger point within the planning obligation for the payment of financial contributions should minimise the risk of non-delivery. It is suggested that a project plan for the delivery of the new facilities should be agreed between ESC and SCC/Alde Valley Academy.
	Response by SZC Co. at Deadline 3	See SZC Co comments on ESC and SCC response to AR.1.0 (above) – SZC Co agrees that delivery to co-incide with the delivery of the Accommodation Campus is appropriate, subject to minimising disruption to Alde Valley Academy. SZC Co does not agree that not delivering the proposed facilities would lead to a shortfall in sports facilities in the local or wider area, as has been assessed by SZC Co at Appendix 9E to Volume 2, Chapter 9 of the ES [APP-196]. There is no evidence that this would lead to adverse impacts on the health and wellbeing of existing or new residents. The delivery of the facilities is likely to result in a significant beneficial effect.

	Response by East Suffolk Council at Deadline 3	There is a disagreement between the Applicant and ESC as to the significance of effect on the local community if the off-site sports facilities are not provided in a timely manner. However, ESC is confident that they can be delivered in a timely manner and would welcome further discussion with the Applicant to ensure we both have the same aim and timetable for delivery.
	Response by SZC Co. at Deadline 5	Please see response to AR.1.0.
AR.1.2	The Applicant	Land East of Eastlands Industrial Estate (Accommodation) The application anticipates accommodation for up to 600 workers being available: (i) Has a plan been provided showing the layout for the site? Please clarify where this can be found and how this would be delivered through the DCO? (ii) How confident can the ExA be that this provision would be forthcoming in a timely manner, and be retained, and optimally occupied throughout the construction period. (iii) Reference is made by ESC [RR-0342] to the possibility the site may be laid out with mobile homes. These require very different space requirements and no doubt would offer very different levels of accommodation. In light of this suggestion what confidence can the ExA have in the mitigation suggested within the ES being delivered? (iv) In light of reference to two alternatives please explain what has been assessed within the ES and what would be delivered through the DCO.
	Response by SZC Co. at Deadline 2	(i) The ExA is referred to Figure 2.9 in Chapter 2 (Part 1) of this report for a layout showing the caravan park. Schedule 1 of the Development Consent Order would authorise the development of serviced pitches for up to 400 caravans and 400 temporary car parking spaces at Work No. 1A (ee). (ii) The operational period for the caravan park has been added to the Implementation Plan (Doc Ref. 8.4I(A)), which will be secured by the Draft Deed of Obligation (Doc Ref. 8.17(C)). Schedule 3 sets out that that SZC Co. shall use reasonable endeavours to deliver the caravan park in accordance with the Implementation Plan, unless otherwise agreed with the Accommodation Working Group. Experience from other major civil construction projects requiring substantial NHB civils workers (e.g. Heathrow T5, London Olympics, HPC, Sizewell B) suggests

		that there will be demand from workers on short-term contracts who bring their own caravans to the area around construction sites, seeking to stay as close to the site as possible. This is a characteristic particularly of earthworks-type roles, but also of civils construction workers in general. At HPC, for example, where earthworks are complete but the project is still largely in the 'civils phase', there are two caravan sites close to the site (private, but with commercial agreements) that have been consistently full throughout the project. There is no project-specific site at Hinkley Point C (if there were, it would likely be popular). Even now (as reported to SEAG in November 2021) there are over 300 workers in caravan accommodation at Hinkley Point C, despite being well past the early years/earthworks phase. The Sizewell C workforce profile sets out that in the early years of the project, there would be less than 2,000 NHB civils construction workers for the majority of the first four years. The civils peak occurs after that – and there would be substantial demand for these types of accommodation at that point. Even over the overall peak year (year seven) there would be between 1,000 and 2,000 civils workers – many of whom will seek caravan accommodation (especially if provided on a convenient, well-managed, secure, safe and site-adjacent location with direct bus links to the site). There is no evidence to suggest that the demand for workers bringing their own caravans would shift towards workers seeking more static caravans towards the peak (there will still be a substantial civils workforce). However, a mechanism to review this demand and respond via the Housing Fund may be appropriate and SZC Co. will consider this to potentially be a role for the tourism element of the Housing Fund. SZC Co. anticipates that the caravan park will be popular with workers as a result of its secure and safe management, regular and direct bus service to the main development site, proximity to both the main development site and Leiston, and the flexibility it offers in booking. It will also be priced to fill. Whilst SZC Co. cannot mandate that workers use the caravan park, it can and will work with contractors to encourage use. (iii) SZC Co. confirms that mobile homes would not be provided and has updated the ES Description of Construction chapter (Doc Ref. 6.14(A)) to confirm that individual caravans shall not exceed 7m in length and 2.55m in width (including

		external elements). (iv) Volume 3, Appendix 2.2.A, paragraphs 3.4.237 and 3.4.240 of the ES Addendum [AS-202] describes what has been applied for and is the basis for the assessments within in the ES, including Volume 2, Chapter 9 (Socio-economics) [APP-195]. Details of how the caravan park would be delivered through the DCO is set in parts (i) and (ii) of this question. There is considered to be no alternative as mobile homes would not be provided.
	Response by Stop Sizewell C at Deadline 3	The Applicant says civils workers will want to bring their own caravans. Based on reports from residents at Hinkley Point C, we are concerned about unregulated caravan sites popping up.
	Response by SZC Co. at Deadline 5	SZC Co. recognises Stop Sizewell C's concern and has addressed this. Paragraph 5.2.6 of the Accommodation Strategy [APP-613] sets out that <i>"The primary purpose of the proposed caravan park is to ensure civils construction workers who seek to bring caravans to construction projects have a designated space, thereby reducing the risk of unlicensed caravan sites, while also seeking to reduce effects on the rest of the market."</i> Paragraph 5.2.7 [APP-613] further notes that SZC Co. also expects the market to also bring forward accommodation of this type and <i>"will be supporting this in a managed, sustainable way in-line with providers' aspirations and ESC policies."</i> This will be through a contribution in the Housing Fund to <i>"support outreach, licencing, enforcement and pre-application advice for East Suffolk Council, within the terms of the Tourist Accommodation Management Strategy"</i> (see Schedule 3 of the Draft Deed of Obligation (Doc Ref. 8.17(E))).
AR.1.3	The Applicant	Mitigation In light of the comments from ESC in their [RR-0342] is it agreed a financial contribution to the Suffolk Coast RAMS is an appropriate way of mitigating for the recreational disturbance likely to arise from the accommodation campus as suggested by ESC?
	Response by SZC Co. at Deadline 2	SZC Co. has agreed with ESC to provide the financial contribution to the Suffolk Coast RAMS set out in their relevant representation [RR-0342] (£149,912). The purpose of this funding is to mitigate for the recreational disturbance at European sites that could potentially be caused by construction workers residing at the accommodation campus and the Land East of Eastlands Industrial Estate (LEEIE) caravan site. SZC Co. consider

		that this is a robust and highly precautionary contribution because the calculations at paragraphs 1.67 and 1.68 of ESC's RR-0342: 1. Do not allow for the fact that the Zone B tariff of £321.22 per dwelling used in ESC's calculation (from the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)⁴³) is based on there being more than one person residing in each dwelling on average. If the average residential occupancy was 2.4 people for example, this would equate to £133.84 per person and a lower RAMS contribution for accommodation campus and LEEIE based workers. 2. ESC's RAMS calculation assumes full occupancy for a 10 year lifespan of the campus on a precautionary basis (see paragraph 1.67 of ESC's RR-0342). 3. Construction workers at the accommodation campus and LEEIE have a different profile to typical residents and would use European sites for recreation substantially less than the general public for reasons summarised below. As described at the second bullet point in paragraph 3.3.10 of the Recreational Disturbance Evidence Base (Shadow HRA Report Volume 1 Appendix E Annex A [APP-148]), the workforce will be dominated by men aged 20-50, based on the national breakdown of people employed in the construction industry, and the key sport/recreation characteristics for this demographic group are as follows: • preference and higher than national average participation in organised/formal sport - main reason is to meet friends; • football and gym are overwhelmingly favoured as activities. The provision of formal recreation facilities for construction workers comprising a gym at the accommodation campus and sports facilities including a full-size 3G football pitch and two MUGAs at Alde Valley School adjacent to Leiston Leisure Centre is described in paragraphs 3.4.218 to 3.4.220 and 3.4.262 to 3.4.264 of Volume 2, Chapter 3 (Description of Construction) of the ES (Doc Ref. 6.14(A)); • work commitments are a significant reason for not undertaking recreation activity; and • other than sport, these groups are less likely to take part in recreation and leisure activities outside of the home.

⁴³ ESC (2021) Habitat Mitigation (RAMS). Available at: <https://www.eastsuffolk.gov.uk/planning/developer-contributions/rams/>

		The majority of construction workers will work in shifts, limiting the time when all workers may be looking to undertake recreation activity (first bullet point in paragraph 3.3.10 of the Recreational Disturbance Evidence Base (Shadow HRA Report Volume 1 Appendix E Annex A [APP-148])). Indicative shift patterns are shown in section 1.3 of the Code of Construction Practice Part B(Doc Ref. 8.11(B)). A proportion of shifts will be during the day with '<i>time off</i>' during the hours of darkness when recreational resources at European sites are likely to be less attractive to construction workers because they are remote and unlit. Construction workers based in the accommodation campus and LEEIE would live alone because families would not be allowed to stay at the campus or at the LEEIE (first bullet point in paragraph 3.3.8 of the Recreational Disturbance Evidence Base (Shadow HRA Report Volume 1 Appendix E Annex A [APP-148])) describes this for campus-based workers; families would also not be allowed to stay at the LEEIE caravan site). The majority of these construction workers are likely to return home at weekends/at the end of their working period (paragraphs 3.3.8 and 3.4.20 and of the Recreational Disturbance Evidence Base (Shadow HRA Report Volume 1 Appendix E Annex A [APP-148])). It is during these periods that construction workers would be more likely to go for walks or cycle, when they will not be in the Sizewell C area and will not visit the European sites that could be affected during the construction of Sizewell C. Another reason why the agreed RAMS payment is considered robust and highly precautionary is because it is based on residents at typical dwellings, some of which would have dogs. Dogs are a key source of potential disturbance to wildlife at European sites, and also exercising dogs is a key reason to go for regular walks. Construction workers based at the accommodation campus (paragraph 3.3.18 of the Recreational Disturbance Evidence Base (Shadow HRA Report Volume 1 Appendix E Annex A [APP-148])) and LEEIE would not be allowed dogs at their accommodation. Therefore, dogs would not be a potential source of harm from this source, and these workers would not be undertaking regular (e.g. daily) dog walks. East Suffolk RAMS payments in East Suffolk are intended to provide funding to mitigate for all potential harm due to recreational disturbance at European sites. For the Sizewell C Project, in addition to the RAMS payment SZC Co. is proposing a suite of other mitigation measures for construction workers and for people who may be displaced from the area around the construction site to European sites including:

		• A new informal car park accessed off the B1122, a surfaced footpath, and approximately 27 hectares of new open access land, including areas where dogs will be allowed to be exercised offlead at Aldhurst Farm (paragraphs 1.2.26 and 1.2.38 of the updated Rights of Way and Access Strategy in Volume 2, Appendix 15I of the ES submitted at Deadline 2 (Doc Ref. 6.3 15I(A)). This car park would be increased to 20 spaces early in the construction phase to allow for additional users of the recreational access network, and funding provision for this is to be included in the Deed of Obligation. • Improvements to Kenton Hills car park including additional spaces, management of vegetation and signage (paragraphs 1.2.24 and 1.2.39 of the updated Rights of Way and Access Strategy in Volume 2, Appendix 15I of the ES submitted at Deadline 2 (Doc Ref. 6.3 15I(A)) . This would provide up to 15 additional parking spaces allowing for greater use of the recreational access network including the permissive footpath network in Kenton Hills. • SZC Co. is in discussion with SCC and ESC on projects which would enhance the right of way and access network, that lie outside the DCO site boundary, which will be funded by SZC Co. through the Deed of Obligation (a draft Deed of Obligation is provided in Doc Ref. 8.17(C)). These will include a number of enhancements outside European sites which will make recreational resources more attractive to use, helping to reduce displacement of people to European sites. Monitoring and Mitigation Plans for European sites are being developed by SZC Co. in consultation with Natural England, the RSPB and the National Trust, setting out how mitigation measures will be implemented where necessary, to ensure that recreational disturbance due to additional visitors arising from Sizewell C does not cause Adverse Effects on the Integrity (AEoI) of European sites. Two draft Monitoring and Mitigation Plans will be submitted into examination at an appropriate deadline and provide further detail. The first is submitted at deadline 2 (see the draft Minsmere Monitoring and Mitigation Plan – Walberswick European Sites and Sandlings (North) European Site (Doc Ref. 9.15)). These plans and the RAMS payment RAMS are elements of a broad mitigation package which will ensure that Sizewell C does not cause any AEoI of European sites.
	Response by East Suffolk Council at Deadline 3	Whilst ESC welcomes and agrees with the applicant's commitment to make a financial contribution to the Suffolk Coast Recreational Disturbance Avoidance and Mitigation

		Strategy (RAMS), by way of a small point of clarification in relation to their answer to ExA question AR.1.3, ESC would make the following comment: As set out in paragraphs 8.29 and 8.30 of the LIR [REP1-045], the purpose of Suffolk Coast RAMS is to address mitigation requirements arising from the in-combination impacts of new residential developments within the RAMS zone of influence. This contribution is considered to be required in addition to the direct mitigation measures the Applicant has identified to deliver (e.g. through the Minsmere Monitoring and Mitigation Plan – Walberswick European Sites and Sandlings (North) European Site). The Council considers that both mitigation 'strands' are required to address the 'alone' and 'in-combination' impacts on European designated sites considered likely to arise from this development.
	Response by RSPB at Deadline 3	See Appendix 2b to our Written Representations for our critique of the predictions of increased recreational visits to designated sites from the construction workforce, including comments on the assumptions around recreational behaviour of construction workers made as part of the assessment. As discussed further below and in our comments on the Minsmere Monitoring and Mitigation Plan (also submitted at Deadline 3), we welcome the production of the Plan and the additional mitigation measures proposed, including the RAMS payment, but continue to advocate the provision of Suitable Alternative Natural Greenspace (SANG) to provide additional mitigation for the increased number of residents in the area during the construction period and note our support for Natural England's comments on this issue.
	Response by SZC Co. at Deadline 5	SZC Co. is very grateful to the RSPB and other stakeholders for their active role in developing the detail of the Monitoring and Management Plans. SZC Co.'s position in relation to the need for a SANG was set out at ISH7 and is recorded in the written submissions following that hearing (see Written Summaries of Oral Submissions made at ISH7: Biodiversity and Ecology Parts 1 and 2 (Doc Ref. 9.47)). In relation to the RAMS payment, SZC Co. notes that there is a close correlation between the purposes to which ESC's RAMS fund are to be applied and the measures committed by SZC Co. in the DCO and the draft Deed of Obligation. SZC Co. would be pleased to work with ESC to ensure that the RAMS payment proposed is targeted to add additional resilience to the measures it already proposes.

AR.1.8	The Applicant, AONB Partnership, ESC, SCC	AONB The AONB Partnership set out detailed concern [RR-1170] with regard to the assessment of and significance of effects on the AONB and its statutory purposes: (i) Can the Applicant please respond in full to these concerns in respect of recreation and amenity? (ii) Can the Applicant also set out the effects on the AONB and its value as a recreational and amenity area through each of the construction, operational and decommissioning phases. (iii) Do the Councils and AONB Partnership consider the ES has fully recognised the benefits of the AONB as a recreational and amenity area and provided for appropriate mitigation?
	Response by SZC Co. at Deadline 2	(i) Statutory purposes of the AONB The emphasis of the AONB Partnership's Relevant Representation relates to loss of access with a particular focus on The Suffolk Coast Path/proposed England Coast Path and that it is these aspects that this response focuses in on, but references to the full Amenity and Recreation assessment are provided. The Countryside and Rights of Way Act 2000 confirms that the purpose of designating AONBs is the conservation and enhancement of the natural beauty of the area. As part of SZC Co's pre-application engagement, discussions between the Suffolk Coast and Heaths AONB Partnership, Suffolk County Council, Suffolk Coastal District Council (now East Suffolk Council) and SZC Co., were held which identified what constitutes the natural beauty and special qualities of the Suffolk Coast and Heaths AONB. The findings are presented in Appendix 13 C of Volume 2, Chapter 13 (Landscape and Visual) of the ES [APP-217]. The extensive rights of way network; the areas of designated open access land; and opportunities for a range of active and passive recreational pursuits are identified as Special Qualities Indicators, highlighting their importance to the Suffolk Coast and Heaths AONB and the ability for people to access key landscape types and other assets. Volume 2, Chapter 13 (Landscape and Visual) of the ES [APP-216] presents an assessment of the proposed development during construction and operation on the natural beauty and special qualities of the Suffolk Coast and Heaths AONB which underpin the assessment of the impact on the statutory purpose of the AONB.

		A detailed assessment of the effects on public access (including effects on rights of way and open access land) within and outside the Suffolk Coast and Heaths AONB is presented in Volume 2, Chapter 15 (Amenity and Recreation) of the ES [APP-267], with relevant details provided below: Loss of public access Paragraph numbers under this heading (loss of public access) refer to the updated Rights of Way and Access Strategy in Volume 2, Appendix 15I of the ES submitted at Deadline 2 (Doc Ref. 6.3 15I(A)) unless otherwise stated. Loss of public access within the AONB during the temporary construction phase will comprise: • the temporary closure of the northern section of bridleway E-363/019/0 (Bridleway 19) which runs along the western edge of the AONB. An off-road diversion is provided for this temporary closure. (Paragraph 1.2.22.); • the closure of permissive footpaths in Goose Hill (paragraph 1.2.27) and a short section between Bridleway 19 and the retained permissive footpath network in Kenton Hills (paragraph 1.2.25); • Sandlings Walk would be diverted north along the coast and then west between Minsmere Sluice and Eastbridge (but kept open) due to the above closures (paragraph 1.2.27); and • loss of access to areas of the beach during construction of the sea defences and beach landing facilities (paragraph 1.2.7). Temporary closures of PRoW E-363/021/0 and the Coast Path (comprising the Suffolk Coast Path, Sandlings Walk, the future England Coast Path) which run along the coast through the main development site, and inland diversions of the Coast Path, may also be necessary for short periods during the construction phase. However, SZC Co. has sought to minimise temporary closures of the PRoW E-363/021/0 and Coast Path, and will continue to do so throughout the pre-construction and construction phases. Further detailed design work included in the Additional Submission in January 2021 has identified that PRoW E-363/021/0 and the Coast Path would be kept open at all times except in rare circumstances where it is considered unsafe to do so, as noted in paragraphs 2.10.38, 2.10.40 and 2.10.54 of Volume 1, Chapter 2 of the ES Addendum [AS-181].

	If the Coast Path needs to be temporarily closed for short periods and the inland diversion of the Suffolk Coast Path, Sandlings Walk and future England Coast Path is required during the construction phase it would follow the route shown on Figure 15I.4 of Volume 2 Chapter 15 Appendix 15.I (updated Rights of Way and Access Strategy) of the ES (Doc Ref. 6.3 15I(A)). The following additional permanent provision of linear and area access is provided within, on the edge of or immediately adjacent to the AONB during the construction phase: • A new approximately 4.5km long offroad bridleway from Sizewell Gap in the south to the accommodation campus in the north (paragraphs 1.2.15 and 1.2.36). Part of this would accommodate the Bridleway 19 diversion. • A new bridleway link between the above offroad bridleway in the south-east field of Aldhurst Farm and Valley Road (paragraphs 1.2.19 and 1.2.36). • A new footpath connection between the offroad bridleway within the northern field in Aldhurst Farm and Bridleway 19 and the permissive footpath network in Kenton Hills from approximately the second year of the construction phase (paragraphs 1.2.20 and 1.2.36). This would be dedicated as a PRoW (bridleway) on the commencement of the operational phase. This is Change 15 described at section b) xii) of Volume 1, Chapter 2 (Main Development Site) of the ES Addendum [AS-181], and shown on Figure 2.2.32 of Volume 2, Chapter 2 (Main Development Site) of the ES Addendum [AS-190]. • A new informal car park, a surfaced footpath, and approximately 27 hectares of new Open Access land, including areas where dogs will be allowed to be exercised offlead (paragraphs 1.2.26 and 1.2.38). This car park would be increased to 20 spaces early in the construction phase to allow for additional users of the recreational access network, and funding provision for this is to be included in the Section 106 Agreement. • Improvements to Kenton Hills car park including additional spaces, management of vegetation and signage (paragraphs 1.2.24 and 1.2.39). This would provide up to 15 additional parking spaces allowing for greater use of the recreational access network including the permissive footpath network in Kenton Hills. During operation temporarily closed linear routes would be restored to their existing or new agreed alignments, and the 'coastal margin' would be defined along the coast including on the sea defences (exact area inland of the England Coast Path will be

		agreed with Natural England) (paragraph 1.2.34). A permanent loss would be short sections of east-west aligned permissive footpath within Goose Hill, with an alternative east-west aligned permissive footpath provided (paragraph 1.2.32). Loss of access during the construction phase has been minimised and alternative and additional routes and areas provided. Compromised experience for those using routes or areas Information is provided in response to Question AR.1.8 (ii) in this chapter. Proposed mitigation Proposed mitigation for effects on recreational receptors is described in section 15.5 of Volume 2, Chapter 15 (Amenity and Recreation) of the ES [APP-267]. During the construction phase this includes: • Measures set out in the updated Rights of Way and Access Strategy in Volume 2, Appendix 15I (Amenity and Recreation) of the ES (Doc Ref. 6.3 15I(A)) submitted at Deadline 2. Key measures include: ○ improved and new linear and area access described above; ○ minimising the need for temporary path closures and diversions, and where these are unavoidable providing alternative routes so as to reduce to a minimum any disruption or loss of amenity; and ○ the Coast Path would be kept open at all times except in rare circumstances where it is considered unsafe to do so. This is a substantial improvement to the position in the original DCO application where temporary closures including closure for approximately six months during construction of the BLF and a temporary diversion inland was assumed (see paragraph 3.4.68 of the updated Volume 2 Main Development Site Chapter 3 Description of Construction (Doc Ref. 6.14(A))). • Minimising and managing additional traffic on roads that could affect recreational receptors through a suite of measures listed in paragraph 15.5.30 of Volume 2, Chapter 15 (Amenity and Recreation) of the ES [APP-267], including: providing contractor accommodation at the main development site; park and ride facilities for construction workers; bus services for construction workers; provision of two BLF's and a railway connection to the main development site to maximise deliveries by sea and rail and minimise deliveries

		by road; a freight management facility to manage the flow and route of HGVs on the highway network; and a package of highway improvements. • A number of the mitigation measures set out in Table 3.1 of Part B of the Code of Construction Practice (Doc Ref. 8.11(B)) will reduce noise at source. • Measures to mitigate adverse effects on visual amenity including: retention of existing vegetation where possible; screen planting; temporary earth bunds, fencing/construction hoarding to screen lower level construction activity; limiting the heights of construction elements; and controlling light pollution. During operation all temporarily diverted PRoW would be reinstated to their original or new routes. The Coast Path would run through the naturalistic coastal grassland/dune setting east of the new hard coastal defence, within the accessible 'coastal margin' which will be designated by Natural England under the Marine and Coastal Access Act 2009. The improved and new routes are summarised in the updated Rights of Way and Access Strategy in Volume 2, Appendix 15I (Amenity and Recreation) of the ES (Doc Ref. 6.3 15I(A)) submitted at Deadline 2) as follows: • enhanced north-south recreational routes through the creation of a 4.5km off-road multi-user bridleway for equestrians, cyclists and pedestrians. This includes off-road routes where existing rights of way and the Sustrans cycle route currently run along roads, and the creation of new routes where none exist at present; • a new off-road bridleway from Valley Road, connecting to the new off-road bridleway described above; • a new bridleway connection across Lovers Lane between the off-road bridleway within Aldhurst Farm and bridleway 19 adjacent to Kenton Hills; • the new linear and area public access created at Aldhurst Farm forming part of the planning permission for the construction of the new wetlands (reference DC/14/4224/FUL), including the expanded car park, a definitive footpath and approximately 27ha of Open Access land; • a new formalised permissive footpath from Kenton Hills car park, connecting to the extensive permissive footpath network in the woodland and to the Sandlings Walk and the Coast Path;

		- the provision of additional spaces at Kenton Hills car park, surface improvements, selective vegetation removal to create a more open environment and improvements to signage; and - a permanent new footpath north of Leiston connecting two existing PRoW and Abbey Lane. SZC Co. has sought to minimise adverse effects and maximise enhancement for recreational receptors as far as reasonably possible through design and mitigation. During the operational phase the Sizewell C Project would provide permanent enhancement to recreational access within the AONB. (ii) The assessment of effects on recreational receptors within and outside the AONB during the construction and operational phases has been assessed in Volume 2, Chapter 15 (Amenity and Recreation) of the ES [APP-267]. This identifies that there would be adverse effects on some recreational receptors within the AONB. Consistent with the requirements of NPS EN-1, the assessment of effects on the AONB has been undertaken as part of the LVIA given its designation is routed in the value of the landscape. The assessment is recorded in Volume 2, Chapter 13 (Landscape and Visual) of the ES [APP-216] as described further below. Volume 2, Chapter 15 (Amenity and Recreation) of the ES [APP-267] does not provide an assessment of effects on the AONB as a recreational area, as the AONB is not of itself a recreational receptor, albeit recreation activity occurs within its defined area. However, the status of the AONB as a nationally designated landscape has been accounted in the assessment of the value of resources (e.g. PRoW) used by receptors identified in the Amenity and Recreation assessment and within paragraphs 15.6.5 to 15.6.16 of Volume 2, Chapter 15 (Amenity and Recreation) of the ES [APP-267]. The value of these resources, combined with susceptibility of receptors, fed into the assessment of sensitivity in accordance with the methodology (see Table 1.4 of Volume 1, Appendix 6K (Amenity and Recreation Legislation and Methodology) of the ES [APP-171]). For example, users of the Sandlings Walk, Suffolk Coast Path and future England Coast Path (paragraph 15.6.6), and Regional Cycle Route 41/42, National Cycle Route 1 and the Suffolk Coastal Cycle Route (paragraph 15.6.11 of Volume 2, Chapter 15 (Amenity and Recreation) of the ES [APP-267]) are all assessed to be of high value because they pass through the AONB. PRoW, Open Access Land, registered common

		land, permissive footpaths and the beach within the AONB are all of high value '<i>because recreation is of great importance to the AONB</i>' (paragraph 15.6.7). The assessment of effects on recreational receptors within the AONB within Volume 2, Chapter 15 (Amenity and Recreation) of the ES [APP-267] has informed the assessment of effects on the AONB natural beauty and special quality indicators and the overall effects on the AONB at paragraphs 13.6.131 to 13.6.150 (construction phase) and paragraphs 13.6.304 to 13.6.321 (operational phase) of Volume 2, Chapter 13 (Landscape and Visual) of the ES [APP-216]. Effects on recreational receptors are assessed under the special quality 'health and wellbeing' in Table 13.14 (construction phase) and Table 13.17 (operational phase) of Volume 2, Chapter 13 of the ES [APP-216].
	Response by East Suffolk Council at Deadline 2	(iii) ESC is a committed and active member of the AONB Partnership. ESC considers that the ES does not fully recognise the benefits of the AONB as a recreational and amenity area and therefore the mitigating measures proposed are not adequate. The LIR [REP1-045] identifies the impacts arising from the project from a tourism perspective and references studies undertaken that demonstrate the potential adverse impacts on the location with particular reference to its importance as a recreation and amenity area. ESC agrees with many of the findings in the Summary of Effects for construction phase (table 15.11) and operational phase (table 15.12) in 6.3 Volume 2 Main Development Site Chapter 15 Amenity and Recreation [APP-267] that identifies a series of significant residual effects. To address these residual effects, a mitigation and compensation package is required. This is being discussed with the Applicant and is expected to take the form of a Natural Environment Fund to be secured through the section 106 agreement. The magnitude and form of this fund is still under discussion and therefore ESC cannot say this time that appropriate mitigation is provided.
	Response by AONB Partnership at Deadline 2	The AONB Partnership note that the statutory primary purpose of the AONB designation is to conserve and enhance natural beauty. There are two secondary non-statutory purposes: • To take account of the needs of agriculture, forestry, fishing and other local rural industries and of the economic and social needs of local communities, paying particular regard to promoting sustainable forms of social and economic development that in themselves conserve and enhance the area's natural beauty; and • To seek to meet the demand for recreation so far as this is consistent with the statutory purpose of conserving and enhancing the area's natural beauty - and which

		preferably supports this purpose by increasing understanding, valuation and care for the area - and is also consistent with the needs of rural industries. The AONB Partnership consider that the ES does not fully recognise the benefits of the AONB as a recreational and amenity area. Therefore, the AONB Partnership considers that the applicant should identify the existing recreational and amenity benefits of the area. In part this is identified by the AONB commissioned Volume and Value Study in 2020 (with 2019 figures) that notes the tourism industry is worth £228M pa and supports 5,056 jobs. Evidence of the impacts energy coast projects is further identified in the in the Suffolk Coast Destination Management Organisation/AONB study in 2019. The study showed that 29% of those polled would be a lot less or a little less likely to visit the Suffolk coast having been made aware of energy project proposals. The applicant does not appear to concur with these findings. Furthermore, the AONB Partnership considers that the benefits go far beyond the volume and value of tourism and that other recreational and amenity benefits accrue, including health and well-being (physical and mental), reducing demand for travel to and pressures on other naturally beautiful areas and the value of ecosystem services of the amenity. The AONB Partnership concur with many of the findings in the Summary of Effects for construction phase (table 15.11) and operational phase (table 15.12) in 6.3 Volume 2 Main Development Site Chapter 15 Amenity and Recreation document that identifies a series of significant residual effects. The AONB Partnership considers that the value of the recreational and amenity value of the AONB has been downplayed in the Environment Statement and that the value for wider public benefits of the AONB natural beauty and special qualities has not been fully assessed. The AONB Partnership has not been party to the discussions relating to the magnitude of any mitigation proposals that might be contained within a section 106 agreement with the local authorities relating to the AONB as a recreational and amenity area. However, it notes the section 106 agreement for the Sizewell B Dry Fuel Store in relation to that developments impacts on the AONB and findings of the Suffolk Coast Limited study (that was part funded by the AONB Partnership) into the impacts on the visitor economy of the energy projects on the Suffolk Coast.

	Response by Suffolk County Council at Deadline 2	(iii) SCC does not consider that the ES fully recognises the recreational and amenity benefits of the AONB and does not currently provide for appropriate mitigation of the impact of the development on those. SCC notes that amenity and recreational use are intrinsically linked with many of the factors that define the special qualities of the AONB (see [REP1-045] section 7), and that the ES identifies a number of significant adverse residual effects resulting from both the construction and operational phase of the proposed development. SCC has identified these impacts and the mitigation that we would expect to see in our Local Impact Report [REP1-045] at section 17, table 19.
	Response by SZC Co. at Deadline 3	Issues raised by ESC, the AONB Partnership and SCC are responded to below. 1. <i>The ES does not fully recognise the benefits of the AONB as a recreational and amenity area. The AONB Partnership considers that the applicant should identify the existing recreational and amenity benefits of the area</i> The benefits of the AONB as a recreational and amenity area are recognised and identified in Volume 2 Chapter 15 (Amenity and Recreation) [APP-267], Volume 2 Appendix 15G (Description of Non-Significant Effects) [APP-270] and Volume 2 Appendix 15F (Amenity and Recreation Baseline Report) [APP-270] of the ES. As noted in paragraphs 1.1.4 to 1.1.6 of the Amenity and Recreation Baseline Report, consultees including ESC (formerly SCDC), SCC and the AONB Partnership were consulted on the amenity and recreation baseline and their comments fed into the baseline used in the Amenity and Recreation impact assessment. Existing visitor and recreational user survey information was reviewed and is listed in paragraph 1.2.2 of the Amenity and Recreation Baseline Report, including reports and research on the AONB. Where each receptor is discussed or assessed in Volume 2 Chapter 15 (Amenity and Recreation) [APP-267] and Volume 2 Appendix 15G (Description of Non-Significant Effects) [APP-270] it is, where relevant, described whether it lies within the AONB. 2. <i>The ES does not currently provide for appropriate mitigation of the impact of the development on the recreational and amenity benefits of the AONB</i> SZC Co. has provided a detailed response to the mitigation measures set out within the Table 19 of the LIR. SZC Co. is in discussion with ESC and SCC to agree provision of funding by SZC Co. through the Deed of Obligation, PROW Fund for a package of mitigation and enhancement measures to recreational resources within and outside the AONB. These will be in addition to mitigation and enhancement measures already identified within the DCO. The PROW fund will look to provide new public rights of way

		or open access areas or to enhance the existing public rights of way network and open access areas. The Applicant's response within the Comments on Council's Local Impact Report (Doc Ref 9.29) addresses this issue. <i>3. The AONB Partnership considers that the value of the recreational and amenity value of the AONB has been downplayed in the Environment Statement and that the value for wider public benefits of the AONB natural beauty and special qualities has not been fully assessed</i> The recreational and amenity value of the AONB has not been been downplayed in the ES. The value of recreational resources within the AONB has been fully accounted for in Volume 2 Chapter 15 (Amenity and Recreation) of the ES [APP-267] as described in SZC Co.'s response to ExQ AR.1.8 at Deadline 2 above. The value of these resources within the AONB fed into the assessment of the sensitivity of receptors to the proposed development and the assessment of impacts in Volume 2 Chapter 15 (Amenity and Recreation) of the ES [APP-267] and Volume 2 Appendix 15G (Description of Non-Significant Effects) [APP-270]. As described in SZC Co.'s response to ExQ 1.8 at Deadline 2 above, this informed the assessment of effects on the AONB natural beauty and special quality indicators and the overall effects on the AONB in Volume 2, Chapter 13 (Landscape and Visual) of the ES [APP-216]. SZC Co.'s Comments on Councils' Local Impact Report are provided at Deadline 3 separately (Doc Ref 9.29). Please also see the Response by SZC Co. for Deadline 3 in respect of SE.1.16 and the issue of Tourism, including the reasons why SZC Co. does not agree with the results of the 2019 study, as well as Chapter 2 of Comments on Written Representations which provides SZC Co.'s comments on the Suffolk Coast and Heaths AONB Partnership Written Representation (Doc Ref. 9.28).
	Response by Ian Galloway at Deadline 3	In the light of UNESCO's recent decisions in respect to The Great Barrier Reef and Liverpool what consideration has been (or is to be) given to the potential for Coastal Suffolk designations (of all types) to be threatened or removed as a consequence of the construction, operation, decommissioning and subsequent storage roles for Sizewell A, B and C?

	Response by Stop Sizewell C at Deadline 3	Stop Sizewell C considers that the loss of beach, being reduced to a narrow 'coastal margin' and presence of a temporary and permanent beach landing facility will irrevocably damage the amenity value placed on the Coast Path.
	Response by SZC Co. at Deadline 5	SZC Co. has sought to minimise harm on the AONB and Heritage Coast and does not consider that Sizewell A, B and C threaten the existence of these designations. SZC Co. has assessed effects on the recreational amenity of the Coast Path and these are presented in Volume 2, Chapter 15 (Amenity and Recreation) of the ES [APP-267], and in Volume 1, Chapter 2 (Main Development Site) of the ES Addendum [AS-181].
AR.1.12	The Applicant, ESC, SCC, National Trust, RSPB	Displacement of Tourists/Visitors The National Trust [RR-877] and RSPB [RR-1059] indicate that they do not consider the displacement of tourists and visitors from the current pattern of visiting has been undertaken in a way which could be regarded as precautionary, it could therefore underestimate the effects on both the National Trust land at Dunwich, and the RSPB Minsmere site but also elsewhere: (i) Please respond to this concern. (ii) The National Trust and RSPB are seeking a commitment to mitigation, monitoring of activity and potential compensation – please advise on any progress that has been made in this regard.
	Response by SZC Co. at Deadline 2	(i) Please see response in Appendix 6A – Response to ExQ1 AR.1.12 to this chapter. (ii) Two monitoring and mitigation plans are in preparation, in consultation with Natural England, the National Trust and RSPB and other stakeholders and drafts are to be submitted at an appropriate deadline. These are: • Minsmere Monitoring and Mitigation Plan- Walberswick European Sites and Sandlings (North) European Site, a draft is submitted at Deadline 2 (Doc Ref. 9.15); and • Monitoring and Mitigation Plan for Sandlings (Central) and Alde, Ore and Butley Estuaries European Sites (to be submitted at a future deadline). SZC Co. has held consultation meetings with Natural England, the National Trust and RSPB to discuss these plans, and Natural England, the National Trust and RSPB have

		provided comments on drafts of the Minsmere Monitoring and Mitigation Plan - Walberswick European Sites and Sandlings (North) European Site which have been addressed in the plan submitted at Deadline 2 (Doc Ref. 9.15). Monitoring of recreational use and disturbance at European sites to inform the need for further mitigation is an important part of these plans. SZC Co. is commissioning surveys of existing recreational users of European sites, which we are aiming to commence in early summer 2021, and will be continued during the pre-construction period to record current levels of use. Surveys will be continued during the construction and early operational phases to record changes to inform the need for mitigation and the potential nature of any such mitigation, as set out in the plans submitted or to be submitted. A response on the assessment of tourism effects and the proposed Resilience Funds for RSPB Minsmere and National Trust Dunwich Heath is set out in response to Question SE.1.13 in Chapter 23 (Part 6) of this report. Discussions are ongoing with both parties to agree the scope and quantum of these funds which will be secured in the Schedule 13 of the Deed of Obligation (latest draft Doc Ref. 8.17(C)).
	Response by East Suffolk Council at Deadline 2	ESC has not been directly involved in discussions with RSPB and National Trust and the Applicant regarding mitigation for perceived impacts on RSPB Minsmere and Dunwich Heath National Trust. In paragraph 17.131 of the LIR [REP1-045] ESC references potential displacement impacts and state that we welcome the precautionary approach taken by the Applicant. ESC welcome proposals for resilience funding for RSPB and NT both of who may experience an increase in construction tourists throughout the construction phase of the development.
	Response by RSPB and Suffolk Wildlife Trust at Deadline 2	(i) 1. Our full comments on the Applicant's displacement calculations are provided in the report by Footprint Ecology "Review of Sizewell C application documents and evidence in relation to recreation impacts" (Liley and Saunders, 2020), which forms part of our Written Representations and can be found in the second report in Appendix 2 to that submission. The following points summarise the content of the section on "Predictions of changes in visitor use – Displaced visitors".

		2. The estimates of additional visitor use within the Shadow HRA Recreational Disturbance Evidence Base⁴⁴ Table 3.5 contain errors in their calculations: • Those visitors who did not state a location to which they would be displaced are not accounted for in these figures. This calculation has since been updated for Eastbridge and Minsmere Outer in the paragraphs 8.3.5–10 of the Shadow HRA Report Addendum (AS-173)⁴⁵, as discussed in our Written Representations, but this has not been addressed for all sites. • Existing visitor numbers to each location appear to be estimated • The calculation of extra visits per year is based on the percentage of people who stated they would be displaced to a location applied to the number of people who already visit the location. This is incorrect and the percentage should be applied to the total number of people visiting locations further north around Sizewell (within and outside the Application site) from which some are likely to be displaced - the application of the percentage of all visitors being displaced to a location to the number of exiting visitors to that location does not make sense • It would therefore have been better to take the percentage of interviewees at each location where surveys were conducted that stated they would be displaced to different locations and then scale those figures up, based on the observation data at the relevant survey locations 3. We also have concerns about the assumptions made in the interpretation of the visitor data. Whilst we acknowledge that surveys are one of the few options available to gather information about likely displacement, the limitations of such surveys should be acknowledged. The Shadow HRA Recreational Disturbance Evidence Base paragraphs 3.2.5-3.2.12 does discuss potential differences between stated and actual behaviour, but only the potential for fewer visitors to be displaced than stated, whereas the opposite could also occur. It is also possible that some survey respondents would not be able to adequately visualise the construction works (as no visual representation was given during the survey) and may be more likely to be displaced than they originally expected.

⁴⁴ Shadow HRA Report Volume 1: Screening and Appropriate Assessment Part 4 Appendix 5.10E Annex A Recreational Disturbance Evidence Base (APP-148)

⁴⁵ Shadow HRA Report Addendum (AS-173)

		4. In conclusion, we therefore do not agree that the calculations of displaced visitors are precautionary, as the figures contain errors and the quality of the data around existing numbers of visitors is limited and hence calculations of visitor uplift are not reliable. 5. It should be noted that we also have concerns regarding the calculation of recreational visits by the construction workforce. These are covered in the report section "Predictions of changes in visitor use – visits from the construction workforce" (again in the second report in Appendix 2 to our Written Representations). (ii) 1. One of our key concerns is the lack of detail around the proposals for mitigation and monitoring of impacts of increased recreational pressure. The Application documents variously refer to monitoring and mitigation of recreational pressure on designated sites through the Rights of Way and Access Strategy⁴⁶ and through a monitoring and mitigation plan. However, no detailed monitoring or mitigation proposals were presented for the Minsmere-Walberswick SPA, SAC and Ramsar site or the Sandlings SPA as part of the Application. 2. We note that there has been some progress with mitigation for the effects of the worker campus with a proposed contribution to the Suffolk Councils' Recreation Avoidance and Mitigation Strategy contained within Schedule 11 of the most recent iteration of the Draft Section 106 Agreement⁴⁷. We also consider that provision of suitable alternative natural green space for additional residents during the construction period will be required. 3. We welcome the continued engagement of the Applicant with us and others in discussions around the development of a plan for monitoring and mitigation of recreational impacts on designated sites from recreational displacement. We understand that the Applicant intends to submit mitigation and monitoring plans for the relevant protected sites to the Examination at this or a subsequent deadline. We look forward to the opportunity to update our position on the impacts of recreational pressure on protected sites and species following submission and review of these plans.

⁴⁶ Volume 2 Main Development Site Chapter 15 Amenity and Recreation Appendices Appendix 15I Rights of Way and Access Strategy (APP-270)

⁴⁷ Draft s106 Agreement (REP1-007)

	Response by National Trust at Deadline 2	(i) <u>Realistic v Precautionary Approach</u> EDF have taken two approaches to estimate additional visits to locations as a result of displacement of existing users from the Sizewell area and the construction workforce; a realistic and a precautionary approach. The methodology for calculating the realistic approach is set out in Para.3.2.28, pdf page 438, marked page 38 of Annex A Recreational Disturbance Evidence Base contained in 5.10 Shadow Habitats Regulations Assessment Volume 1: Screening and Appropriate Assessment Part 4 of 5, Appendix E Recreational Disturbance Assessment (Minsmere to Walkberswick SPA/SAC). This applies a percentage increase (2.33% which represents the number of respondents to the Visitor Survey who named Dunwich Heath as a location they would be displaced to) to represent displacement to Dunwich Heath based on the applicants estimated annual visitor numbers to Dunwich Heath. We disagree with this approach as it would not be visitors to our site that would be displaced to our site. <u>The methodology for calculating the precautionary approach</u> is set out in Para.3.2.30, pdf page 439, marked page 39 of the document referenced above in para.6.8. For Dunwich Heath it applies the same 2.33% to an estimated figure of 500,000 visits/year in the Sizewell survey area. As set out in Para 3.2.27, (i. Calculation of annual visits to the area) this 500,000 figure is a rounding down of estimated annual levels of use (517,246) based on counts at each of the seven 2014 Sizewell C visitor surveys locations, with no explanation as to why a rounded down figure is deemed precautionary. The National Trust is further concerned that the use of 2.33% does not represent a precautionary approach to the calculation of recreational displacement to Dunwich Heath. This is because this figure does not make any allowance for: • The 56 respondents (10.89% of the total no. of respondents) who stated they would be displaced but did not name a location • The 13 respondents (2.5% of the total no. of respondents) who said they were not sure they would be displaced by the development

		• The 18 respondents (3.5% of the total no. of respondents) who did not provide a response on displacement The NT accepts that it would be unrealistic to fully uplift the percentage increase in visitors at Dunwich Heath to reflect these three bullet points as these respondents are referring to the wider Sizewell area. However, we feel an appropriate approach that would be precautionary would have been to accommodate an allowance for this uncertainty in EDF's methodology. Given Dunwich Heath is one of the six locations identified as being most frequently mentioned (Para. 4.1.22Appendix A of Volume 2 Main Development Site Chapter 15 Amenity and Recreation Appendices 15A - 15J Part 1 of 3 link to doc) by respondents as an alternative location for recreation, it would be seem reasonable to apportion this number across six sites. The realistic approach that the applicant has used to inform their assessments gives a displacement figure of 4,288 for Dunwich Heath. However, we are of the opinion that using the precautionary approach set out by the applicant and factoring in adjustments to resolve both the rounding down and the uncertainty contained within the survey as explained above, would provide a figure for recreational displacement closer to 26,000 additional annual visits to Dunwich Heath. The National Trust is also of the opinion that the additional infrastructure proposed as a result of the changes to the application (notably the addition of a new temporary beach landing facility and conveyor which would cross the beach in front of the application site, requiring walkers to pass underneath it) would further deter people from Sizewell and displace visitors to other locations. The extent and impact of the development now proposed is therefore different from that which was used to inform the questions posed as part of the Sizewell C Visitor Surveys undertaken in 2014. Given this and preceding points made in this document the Trust remains concerned that figures used in the assessments are not precautionary. <u>Visits by the construction workforce</u> The applicant has sought to quantify the number of visits made to Dunwich Heath by the construction workforce in their application. The National Trust has concerns about the methodology used to estimate the use of the countryside by the workforce and believe the resultant estimates are exceptionally low and not precautionary. It is stated in Para 3.3.17, PDF page 447, number page 47 of Annex A: Recreational Disturbance Evidence Base (Link) that a mid-range estimate (between what is

		uncertain) has been set at around 10% to represent the likelihood of campus, private rented sector and tourist accommodation based workers (who do not have dogs with them – this is 4,800 workers) visiting outdoor informal recreational resources around Sizewell once a week. The National Trust believes the use of the 10% figure is very low and would question whether it represents a precautionary approach to estimating the number of additional visits to the countryside that could be made by the construction workforce. It is of note that the 2018/19 MENE report (Monitor of Engagement with the Natural Environment: Headline report and technical reports 2018 to 2019) states 65% of adults spend time in the natural environment at least once a week. The use of this figure would clearly increase the number of estimated visits to Dunwich Heath by the construction workforce without dogs by 6.5 times. We remain unclear as to the justification and evidence on which the 10% figure has been based. The 10% figure is then multiplied to reflect a theoretical number of annual visits and adjusted down to allow for shift patterns and holidays. To make this figure site specific a percentage has been derived for each named location from a survey of Non-home based outage workers in 2016 (see para 15.6.52, pdf page 64, number page 61, Environmental Statement - Volume 2, Chapter 15, Amenity and Recreation) Link which asked workers where they visited in 'the countryside around Sizewell', as well as 'other' and 'open space, park or playing field in town or village'. Given the long lead-in time for this development proposal it is of concern to the Trust that the assessment of visits to the countryside (including our site) by the construction workforce is reliant on a single survey of construction workers. Given the applicants unique position to access this type of audience the Trust would have expected the applicant to draw on a more comprehensive evidence base in support of estimates contained within its submission. <u>Uncertainty over use of figures in documents</u> The Trust is also concerned that the use of figures by the applicant is inconsistent and it is difficult to follow where and how these figures have been used. This is compounded when different totals are used, for example; It is stated in 6.3 Volume 2 Main Development Site Chapter 14 Terrestrial Ecology and Ornithology Appendix 14B1 Plants and Habitats Synthesis Report Para 1.3.52 pdf page 23, marked page 20, that 'The Recreational Disturbance Evidence Base has estimated that the total number of additional visits to the wider countryside by the construction

		workforce would be 60,000 per year.' This figure is then assigned to key locations but does not add up to the number specified. Table 3.9: Estimated numbers of construction worker visits to locations per year included in Annex A: Recreational disturbance evidence base of Appendix E: Recreational Disturbance Assessment (PDF page 450) does not include a total column that aggregates the numbers of visits by workers without dogs and workers with dogs. If it did it would state a figure of 32,706 for total visits by construction workers. This does not accord with the above total figure (60,000) contained within the Plants and Habitats Synthesis Report or its breakdown of key locations. Table 2.1 of the Shadow HRA report Appendix E: Recreational Disturbance Assessment (PDF page 320) does not include in its total the visits by construction workers with dogs. The inconsistent use of figures is of great concern when trying to establish whether the approach adopted by the applicant is precautionary and when seeking clarity over the figures applied to consideration of our site. We currently have a range of visits by construction workers quoted to be 327 or 2,000. We presume this disparity makes it difficult for EDF, other managers of sites and regulators to clearly understand the impacts or mitigation requirements related to recreational displacement. We have asked for clarity on this matter from EDF but have yet to receive a clear and concise explanation regarding the use of figures in each assessment. (ii) The applicant has stated in discussions and correspondence with the National Trust and RSPB that it will provide a Resilience Fund to mitigate impacts and address risks caused by the Sizewell C development on National Trust land at Dunwich Heath and RSPB land at Minsmere and that both organisations would also have access to other mitigation funds. Provision for Third Party Resilience Funds is set out in Schedule 13 of the Draft Section 106 Agreement draft dated 7 April 2021. The National Trust sent the applicant a list of suggested scope and measures which it considered could be covered by the fund on 8th March 2021. At a meeting with the applicant on 18th March 2021, the applicant advised that it would respond to the suggested scope and measures. After follow up requests from the NT, the applicant advised on 21st May 2021 that they had considered the proposed measures and set out their initial response. However, this unfortunately coincided with the time when we were working towards finalising our Written Representation ready for submission on 2nd June. The

		NT has therefore not had the opportunity to review this. The National Trust welcomes further engagement with the applicant and will be providing dates for further discussion following 2nd June. Therefore the scope and content of this fund is not yet agreed. The applicant has also indicated that the National Trust would have access to the following monitoring and mitigation: <u>Minsmere and Sandlings (North) Recreational Monitoring Plan and Natural Environment Fund</u> The purpose of this plan is to mitigate for risks and possible effects of any net additional users at across its geographic scope. This scope covers the National Trust Dunwich Heath and Beach site. Measures to reduce the potential disturbance on designated species and habitats, as well as impacts on our operational infrastructure are likely to be required. The National Trust has had several meetings with the applicant's consultants to discuss the monitoring and mitigation plan and welcomes this engagement to develop effective measures. The National Trust was provided with an initial draft of the document on 19 August 2020. This draft lack any real content. At a meeting with EDF on the 16 November 2020 the National Trust provided an indication of what monitoring and mitigation measures would be expected to manage any negative impacts on Dunwich Heath and the wider site SAC/SPA/SSSI features. A second draft of EDF's document was received on 26 January 2020 following which further comments in writing were provided by the Trust on 16 February 2020. A third draft of the Monitoring and Mitigation Plan now titled for Minsmere-Walberswick European sites and Sandlings (North) European site was circulated by the applicant to stakeholders on 12 May 2021. This provides greater detail of survey and mitigation proposals. As of 2 June 2021 the NT has not yet had the opportunity to respond in writing to this latest draft and therefore all matters of concern remain not agreed and that we are hopeful of more engagement following the submission of this written representation. It is our understanding that Minsmere and Sandlings (North) Recreational Monitoring Plan would be secured through the s.106 Agreement. Measures included in this plan could be funded through the Dunwich Heath Resilience Fund or the Natural Environment

		Fund. The National Trust has been engaged with other stakeholders and the local authorities about the scope of the Natural Environment fund. However, the local authorities are leading on this and therefore the NT has not been involved in recent discussions with the applicant about this. Therefore the scope and content of the monitoring and mitigation plan and these funds are not yet agreed. <u>Tourism Fund</u> A Tourism Fund is proposed to reduce the risk of perceived changes in visitor behaviour in the Suffolk coast area from materialising e.g. through development of or support for a tourism strategy/action plan, future research and monitoring, marketing and promotional activities, and capital investment. The National Trust has been engaged with other stakeholders and the local authorities about the scope of this fund. However, the local authorities are leading on this and the NT has not been involved in recent discussions with the applicant.
	Response by Suffolk County Council at Deadline 2	SCC has not been directly involved in discussions with RSPB and National Trust and the Applicant regarding mitigation for perceived impacts on RSPB Minsmere and Dunwich Heath National Trust. In para. 17.131 of the LIR [REP1-045] the Councils reference potential displacement impacts and state that we welcome the precautionary approach taken by the Applicant. The LIR states that we welcome proposals for resilience funding for RSPB and NT both of whom may experience an increase in construction tourists throughout the construction phase of the development.
	Response by SZC Co. at Deadline 3	Please see SZC Co.'s responses to the RSPB and Suffolk Wildlife Trust, and the National Trust in Appendix 6A of this document for the Deadline 3 response to this question.
	Response by RSPB at Deadline 3	i. See Appendix 2b to our Written Representations for our critique of the predictions of increased recreational visits to designated sites from displaced visitors and from the construction workforce. See also our comments on the Shadow HRA Second Addendum, also submitted at Deadline 3, for our comments on the implications of the projected uplift in additional visits arising from the revised calculations. ii. We welcome the production of the Minsmere Mitigation and Monitoring Plan for recreational impacts and our comments on this have also been submitted at

		Deadline 3. In summary, we are pleased that our recommendations regarding monitoring locations and mitigation measures have been included in the Plan. We have made some further comments around the further development of this Plan, but we note that our main remaining concern is around the need for the Applicant to provide SANGs (alongside the measures in this Plan) to provide further mitigation of the impacts of the increased number of residents in the area, again noting our support for Natural England's comments on this issue. We also note the need for a similar recreational monitoring and mitigation plan for the Alde-Ore Estuary SPA and Ramsar site and the southern part of the Sandlings SPA. We understand that such a plan is under development and look forward to the opportunity to comment at a future Deadline.
	Response by SZC Co. at Deadline 5	The Monitoring and Mitigation Plan for Sandlings (Central) and Alde-Ore Estuary European Sites (Doc Ref. 9.56) has been included within the Applicant's submission at Deadline 5. The Applicant's position is summarised in response to ExQ AR.1.7 and the issues were examined at ISH7, including the extent to which the Applicant's assessment has been precautionary. Please refer to the Applicant's written submissions following ISH7 (Doc Ref. 9.47). SZC Co. is pleased to be working with the stakeholders to optimise the Monitoring and Management Plans.
AR.1.15	The Applicant, SCC	PROW [RR-809] Miss Maria Toone and [RR-765] Martin Freeman have both expressed concern in respect of the potential safety risks for horse riders by diverting Bridleway 19. Please respond to these concerns and explain how the diversion would address the safety concerns for horse riders, cyclists, and other highway users.
	Response by SZC Co. at Deadline 2	The proposed diversion of Bridleway 19 runs from at the western end of Sandy Lane where it meets Lovers Lane, to the northern end of Bridleway 19 where it joins Eastbridge Road. Existing bridleways (Bridleways 19 (E-363/019/0) and E-363/013/0) currently run along the carriageway of Lovers Lane between Sandy Lane and the B1122 Abbey Road (see Figure 15I.1 of the updated Rights of Way and Access Strategy in Volume 2, Appendix 15I of the ES submitted at Deadline 2 (Doc Ref. 6.3 15I(A))). There is currently no safe walking, cycling or horse riding route segregated from the carriageway along this section of Lover's Lane. The alternative proposed diversion within Aldhurst Farm will provide an off-road route for equestrians, cyclists and pedestrians which is safer than the existing on-road bridleways. Paragraph 1.2.12 of of

		the updated Rights of Way and Access Strategy in Volume 2, Appendix 15I of the ES submitted at Deadline 2 (Doc Ref. 6.3 15I(A)) explains that the proposed diverted bridleway route includes provision for controlled and uncontrolled road crossings suitable for equestrians, cyclists and pedestrians, and a level crossing would be provided in connection with the construction phase rail route. The section of the proposed off-road bridleway between Sandy Lane and Sizewell Gap would be entirely new, and provide an off-road route for equestrians, cyclists and pedestrians as a safer alternative to using the public highway on Sandy Lane and Sizewell Gap. Currently there is a narrow footway along the eastern side of Lover's Lane and a broader footway and cycleway on the south side of Sizewell Gap. The off-road bridleway will be set back from the roads and screened by vegetation as far as possible. The design of the bridleway and its road crossings have been developed with reference to British Horse Society design guidance and following several rounds of public consultation which received written and in person responses from local horse riders. New highway crossings will include signalised Pegasus crossings which offer the highest degree of safety to equestrians, enabling them to wait in a dedicated area until traffic has stopped at a red signal before crossing. Please see Volume 2, Appendix 15I, Figure 15I.1 (Amenity and Recreation) of the ES (Doc Ref. 6.3 15I(A)) for the locations and types of proposed road crossings. The detail on the specification for the crossings will be agreed with SCC. The southern end of the proposed off-road bridleway exits onto Sizewell Gap, and cyclists and pedestrians will be able to cross onto the existing off-road cycleway and footway south of the road. This connects to Leiston and Sizewell, and bridleways south of Sizewell Gap. SZC Co. will consult SCC on equestrian use of this road crossing and section of Sizewell Gap. The width and surface type of the new bridleway will be suitable for equestrians, cyclists and pedestrians, and the principle of providing 3m of paved path plus 2m of grass surface has been agreed with SCC. The detailed specification will be agreed with SCC.
	Response by Suffolk County Council at Deadline 2	The alternative route provided for the temporary closure of public bridleway 19 is proposed as an off-road route from Sizewell Gap to the north end of the closed bridleway at Round House, Eastbridge Road. SCC continues to discuss these provisions through the SoCG and design workshops but is generally satisfied that the proposed route will not be on the road and it will have a dual surface, one of which will be unsurfaced to enable segregation of horse riders. The designs propose the use of

		Pegasus crossings for crossings on Lovers Lane near to Valley Road, Abbey Road south and Abbey Road north at the site entrance (2 crossings). An uncontrolled crossing is proposed at the south end of the proposed bridleway at Sizewell Gap road and for Abbey Lane and the access to Leiston Abbey. The DCO includes speed restrictions on Lovers Lane and the B1122 (Abbey Road) [RR-809] and [RR-765] are correct in highlighting that the proposed bridleway does not meet either of the two existing bridleways on the south side of the Sizewell Gap road and therefore requires horse-riders to use the road or the existing shared footway/cycleway.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Stop Sizewell C at Deadline 3	There are relatively few bridleways in the area and the loss to horseriders of Bridleway 19 is significant.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co. response for Deadline 2.
AR.1.22	The Applicant, SCC, ESC	Southern Park and Ride As part of the proposal to improve access to the Southern Park and Ride it is suggested [RR-762] that this may require traffic regulation orders to remove on street parking along the B1078. (i) Is this correct? (ii) If so, how many parking spaces would be removed? (iii) Where is it anticipated the residents using these spaces would park in the event that this is undertaken? (iv) What assessment has been undertaken to ensure no one with protected characteristics would be adversely affected by such a proposal?
	Response by SZC Co. at Deadline 2	SZC Co. has been working closely with SCC, ESC and Wickham Market Parish Council (WMPC) to develop a package of improvements for the village that will widen footways, improve pedestrian crossing facilities and control traffic speeds through the careful application of footway build-outs and kerb re-alignment. As part of the scheme proposals SZC Co. proposes to rationalise car parking along the B1078 through Wickham Market, creating safe places for pedestrians to cross, improving visibility from property accesses and creating highway geometry that encourages slower speeds.

	(i) Yes. Traffic Regulation Orders will be required to modify the current parking restrictions along the B1078 in Wickham Market. (ii) On the B1078 between Border Cot Lane and Spring Lane, the peak number of vehicles parked along the High Street during a parking occupancy survey in 2019 was recorded as 22; the future capacity would be 17 (loss of five spaces). The capacity of the long parking bay along High Street between Spring Lane and Lower Street would be reduced from 12 to 10 spaces – however the parking survey recorded a maximum of 10 cars parked along the kerbside east of Spring Lane at peak, suggesting that the future design would be sufficient to accommodate demand. On Border Cot Lane parking for seven cars will be provided on the southern side between the High Street junction and Riverside View. This represents a reduction of approximately 3 cars compared to the existing situation, taking into account the presence of crossovers already present. There would be no change in parking provision west of Riverside View. (iii) During high parking demand periods (typically late evening and overnight), a small number of drivers would need to find alternative parking within Wickham Market. The 2019 parking survey showed spare capacity on side-roads. Barhams Way was found to have adequate spare on-street parking capacity for displaced parking, with a public footpath linked directly back to the B1078 High Street (around 120m in length). (iv) The majority of parking along the B1078 in Wickham Market is unmarked. No blue-badge spaces are marked. The scheme proposals include marked parking bays, and so could incorporate marked blue badge parking bays, should that be required. SZC Co. recognises that loss of parking is an important issue for WMPC and continues to work with the Parish to minimise any parking loss. SZC Co. is currently seeking acceptance from the Parish to present the scheme proposals to the community through a public consultation process in the summer. The Wickham Market scheme would be delivered by SCC and funding secured through Deed of Obligation (latest draft of the Deed of Obligation provided in Doc Ref. 8.17(C)).
Response by East Suffolk Council at Deadline 2	ESC is invited to and attends meetings held by the Applicant with Wickham Market Parish Council, chaired by SCC Highways. Specific responses to the questions asked should come from the Applicant and SCC. SCC as local highway authority would be the responsible authority for updating traffic regulation orders. ESC would need to be involved if resident parking zones were to be introduced but we are not aware of any such proposals for Wickham Market. ESC is keen to ensure residents are fully aware of

		proposals and have the opportunity to comment through the proposed public consultation programme by Wickham Market Parish Council. ESC expects any resident with protected characteristics identified through the public consultation exercise to be supported and not disadvantaged or adversely affected by proposals in Wickham Market.
	Response by Suffolk County Council at Deadline 2	(i) As part of the Wickham Market Improvement Scheme some changes to the parking restrictions on the B1078 High Street between Border Cot Lane and the Deben Bridge are proposed. A Traffic Regulation Order would be required. (ii) The design is not developed to a point where the exact number of parking spaces being removed can be given. (iii) While great efforts are being made to maximise the retention of on-street parking there is a delicate balance between this, road safety (in particular for pedestrians) and minimising delays and congestion. There is no legal requirement to provide or protect onstreet parking, but a formal legal consultation process would normally be required to introduce any restrictions. SCC would expect that, as part of our consent with regard to Article 22 on this matter, we would expect there to be a consultation with local residents. This process will enable residents to respond to the proposals. However, it is clear that the removal of car park spaces will negatively impact local residents, and the local characteristics mean that provision of alternative car parking in the near vicinity of the lost car parks will be challenging. (iv) The matter of provision of disabled parking has been a matter of discussion with Wickham Market Parish Council, but no final agreement has been reached regarding what, if any, provision will be made. Formal restrictions to provide disable bays would be included within a traffic regulation order. Alternatively informal (but unenforceable) disabled bays can be provided without legislation. In either case the bays would be available to any road user with the necessary dispensation, not just residents. However, this will not mitigate impacts on other people with protective characteristics, such as elderly people who are not classified as disabled, or children. To SCC's knowledge, no assessment has been undertaken on impacts on people with protected characteristics.

	Response by SZC Co. at Deadline 3	Discussions are on-going with Wickham Market Parish Council, SCC and ESC at a monthly Sizewell C Transport Workgroup on Wickham Market to agree a scheme which will be put to public consultation to gather views. The proposed scheme is also undergoing a Stage 1 road safety audit (RSA) to identify any safety concerns at the preliminary design stage. Based on feedback from residents and the findings of the RSA, SZC Co. will refine the scheme, and confirm the arrangements for on-street parking. The Initial Statement of Common Ground with East Suffolk Council and Suffolk County Council [REP2-076] ref. MI09 sets out the current position.
	Response by Mr Arthur Stansfield at Deadline 3	<i>SZC Co response at Deadline 2: 'On the B1078 between Border Cot Lane and Spring Lane, the peak number of vehicles parked along the High Street during a parking occupancy survey in 2019 was recorded as 22; the future capacity would be 17 (loss of five spaces). The capacity of the long parking bay along High Street between Spring Lane and Lower Street would be reduced from 12 to 10 spaces – however the parking survey recorded a maximum of 10 cars parked along the kerbside east of Spring Lane at peak, suggesting that the future design would be sufficient to accommodate demand.'</i> The capacity of 22 could be as many as 24 by my inspection of the parked cars between Border Cot Lane and Spring Lane. <i>SZC Co response at Deadline 2: 'The capacity of the long parking bay along High Street between Spring Lane and Lower Street would be reduced from 12 to 10 spaces.'</i> The capacity here by my inspection of parked cars was 15 spaces with a further 3 from Lower Street towards the bridge. The use of Barhams Way for displaced parking has not been discussed in meetings with EDF. There seem to be fewer parked cars now than before Covid in certain locations Wickham Market. It is difficult to know the number of parked cars as things return to a more normal situation. If EDF workers rent property in Wickham with multiple tenancy then this could result in 3 or 4 cars per house. This will lead to further pressure on on-street parking
	Response by SZC Co. at Deadline 5	SZC Co. will continue engagement with SCC, ESC and Wickham Market Parish Council through the public consultation process, to agree a set of proposals which achieve the stated benefits whilst minimising impact on parking.

AR.1.23	The Applicant, ESC, SCC	Southern Park and Ride A number of RRs including [RR-521, RR-588, RR-762 and RR-898] indicate that the location of the P&R would adversely affect Wickham Market during construction and subsequent operation as a consequence of the additional traffic. (i) Please advise how the effects on the character and amenity of the town and its residents have been considered in selecting the location for the P&R and (ii) what mitigation if any would be secured to ensure that the effects are kept below a significant level?
	Response by SZC Co. at Deadline 2	(i) The Site Selection report [APP-591] sets out the site requirements and filter stages that SZC Co. has progressed to identify Wickham Market as the preferred option for the southern park and ride site. A number of refinements to the design were made in response to the Stage 4 consultation comments received that aim to improve both the character and amenity of the residents of Wickham Market. Those refinements include: • refinements to the lighting design including incorporation of measures to reduce light spill; and • with regards to reducing delay through Wickham Market, SZC Co. has been working with the Parish Council to bring forward a public realm improvement scheme within the public highway which would represent the first phase of the implementation of the Wickham Market Neighbourhood Plan (rather than temporarily removing on-street parking on the B1078 or constructing a diversion route via Valley Road and Easton Road) (ii) Any additional mitigation would be secured through the Deed of Obligation (latest draft of the Deed of Obligation is provided in Doc Ref. 8.17(C)). The public realm improvement scheme would address elements of the pedestrian safety, and cycling, walking and disability access routes policies of the draft Wickham Market Neighbourhood Plan, as well as deliver a number of the potential improvement works identified in the transport and movement section of the Neighbourhood Plan. Measures are currently exploring the introduction of village gateways, pedestrian crossings, narrowing of roads/widening of pedestrian routes, and demarcation of parking bays.

Response by East Suffolk Council at Deadline 2	For matters relating to additional traffic ESC defers to SCC as local highway authority. The siting of the Park and Ride at Wickham Market – in the parish of Hacheston, evolved through pre-app consultation process to ensure that it did not adversely impact on an area of high archaeological importance. The siting and design, although not complete, has continued to evolve including introduction of a landscape bund in the Change submission following requests from Wickham Market Parish Council. Additional mitigation is being discussed with the Applicant, the Parish Council, and SCC.
Response by Suffolk County Council at Deadline 2	(i) Selection of the park and ride site was a matter for the Applicant. SCC has no comment to make on this point. (ii) The Wickham Market Improvement Scheme is intended to be the method by which mitigation can be provided to keep the impacts of the SZC construction traffic below a significant level. SCC notes that these improvements are focused on Wickham Market and exclude the B1078 east of the parish boundary (Deben River Bridge) to the Southern Park and Ride access. Discussions with the Applicant are ongoing regarding this matter.
Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
Response by Mr Arthur Stansfield at Deadline 3	<i>SZC Co response at Deadline 2: 'with regards to reducing delay though Wickham Market, SZC Co. has been working with the Parish Council to bring forward a public realm improvement scheme within the public highway which would represent the first phase of the implementation of the Wickham Market Neighbourhood Plan (rather than temporarily removing on-street parking on the B1078 or constructing a diversion route via Valley Road and Easton Road) (ii) Any additional mitigation would be secured through the Deed of Obligation (latest draft of the Deed of Obligation is provided in Doc Ref. 8.17(C)). The public realm improvement scheme would address elements of the pedestrian safety, and cycling, walking and disability access routes policies of the draft Wickham Market Neighbourhood Plan, as well as deliver a number of the potential improvement works identified in the transport and movement section of the Neighbourhood Plan. Measures are currently exploring the introduction of village gateways, pedestrian crossings, narrowing of roads/widening of pedestrian routes, and demarcation of parking bays.'</i>

		Does it address pedestrian safety, and cycling, walking and disability access policies of the Neighbourhood Plan? There have been no discussions with the Neighbourhood Plan Committee. The proposals may well make it less safe for cyclists. Very little has been said concerning cyclists by EDF or their consultants during our meetings, certainly nothing has been offered from the cyclists' perspective.
	Response by SZC Co. at Deadline 5	Cycling has been considered as a mode within Wickham Market, and the needs of cyclists balanced against other road users and Wickham Market residents. The highway layouts are designed to encourage low traffic speeds through the village, and therefore make it attractive for cycling. The carriageway and footways are highly constrained through most of the village, making it difficult to provide cycle lanes, or other physical cycling measures. A shared off-carriageway pedestrian/cycle path along the B1078 between Wickham Market and the southern park and ride access forms part of the proposals, designed to encourage Sizewell C workforce living in Wickham Market or nearby, to cycle to the park and ride.
AR.1.25	The Applicant, SCC	Two Village Bypass Residents of Marlesford and Glemham including [RR-1018, RR-758] express concern regarding the adverse effect increased traffic would have from the proposed development, in combination with the positioning of the Southern Park and Ride. This combined with the lack of a bypass to the villages, could result in unacceptable impacts in terms of access to the A12 and severance from the facilities on the southern side of the A12. Please respond to these concerns setting out how you consider the effects are mitigated.
	Response by SZC Co. at Deadline 2	Schedule 16 of the Draft Deed of Obligation (latest draft is provided in Doc Ref. 8.17(C)) identifies a Marlesford and Little Glemham Improvement Contribution to be used by SCC for the design and implementation of local improvements to mitigate Sizewell C impacts. The proposed improvements include new 30mph speed limit through Marlesford and extension of the existing 40mph speed limit, traffic calming, gateway features, new and wider footways and crossings. The Applicant considers that these measures adequately mitigate any potential effects.

	Response by Suffolk County Council at Deadline 2	SCC does do not consider that the traffic impacts on these communities have been sufficiently mitigated. Review of the Environmental Assessment of traffic forms an ongoing workstream with the Applicant; SCC is currently of the opinion that there is an impact that requires mitigation. However, the Applicant has also shown a commitment towards developing a strategy for mitigating impacts at these locations, and we welcome this dialogue, of which we will provide appropriate updates to the Examining Authority.
	Response by SZC Co. at Deadline 3	SZC Co. will continue to liaise with the Councils and parish council to agree proportionate transport mitigation to be funded by the Marlesford and Little Glemham Improvement Contribution to be secured through the Draft Deed of Obligation (Doc Ref. 8.17(D))
	Response by Marlesford Parish Council at Deadline 3	We welcome the fact that the Applicant is willing to contribute to the provision of traffic mitigation measures in the two villages (notwithstanding that MPC and Little Glemham Parish Council believe that the two villages should be bypassed). In their response to this question, the Applicant states "The proposed improvements include new 30mph speed limit through Marlesford and extension of the existing 40mph speed limit, traffic calming, gateway features, new and wider footways and crossings. The Applicant considers that these measures adequately mitigate any potential effects." MPC is reserving its position on this matter until it has seen more detailed proposals. Specifically, it is concerned about the safety of pedestrians crossing the A12 in both villages and it also has concerns about junction and private access onto the A12 for vehicles turning right. We continue to work with SCC Highways and the Applicant to find a set of satisfactory mitigation measures. We note that in its response to this question, SCC recognise the ongoing discussion, but are not yet satisfied that the measures proposed by the Applicant are adequate.
	Response by SZC Co. at Deadline 5	SZC Co. continue to engage with SCC, ESC and MPC on a set of proposals that mitigate the project effects in Marlesford. See response to Question TT.1.112 in relation to the status of discussions on the transport effects.
AR.1.27	ESC, SCC	Public Sector Equality Duty A number of RRs including [RR-681, 0790, 993] have been received identifying people with protected characteristics who indicate they would be disadvantaged by the proposed development.

		(i) Do the Councils consider adequate regard has been made to people with protected characteristics in identifying impacts and subsequently setting out appropriate mitigation? (ii) If in answering the above in the negative, what additional work should be undertaken to improve the assessment? (iii) What additional mitigation might be available?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC notes that the responsibility to be satisfied that the Public Sector Equality Duty has been met rests with the Secretary of State. However, in context of these questions, ESC's comments are as follows: (i) The Applicant submitted an Equality Statement [APP-158] as part of their submission and to identify where equalities impacts may be relevant in the decision-making process. There may be some instances where ESC is concerned that impacts to persons of protected characteristics has not been identified and therefore specific mitigation proposed such as with regard to severance of roads in locations resulting in elderly, infirm, young, disabled as an example struggling to cross a road. Direct mitigation is rarely proposed but could be secured in some instances. (ii) It may be that, working with the Applicant, ESC can identify further areas where mitigation could be proposed to address concerns arising from possible failure to address potential impacts. ESC also notes and agrees with proposals for Public Services Resilience Funding for the Council that could be used to address some of these impacts by ESC. (iii) Additional mitigation is difficult to identify at this point but an appropriately resourced Public Services Resilience Fund should suffice.
	Response by Suffolk County Council at Deadline 2	We note that the responsibility to be satisfied that the Public Sector Equality Duty has been met rests with the Secretary of State. However, in this context of these questions, SCC's views are as follows: (i) SCC considers that adequate regard has not been made to people with protected characteristic. While it is considered that overall the Applicant's Equality Statement [APP 158] appears to identify impacts on people with protected characteristics, this is not comprehensive in relation to community safety and community cohesion impacts. The LIR [REP1-045], at para 28.29 onwards, refers to a number of potential impacts in

		relation to community safety and community cohesion which may have a disproportional impact on people with protected characteristics, such as hate crime, criminal exploitation and violence against people. The Equality Statement also does not include reference to impacts on schools and early year places and safeguarding and additional provisions at school; these impacts are covered in the LIR ([REP1-045] para 27.9-27.22). The mitigation proposals by the Applicant do not in general appear to focus on specific mitigation for people with protected characteristics within the community, although [APP 158] refers to SZC's commitment to recruiting a diverse workforce and to implement initiatives to deliver diversity within the workforce. (ii) Further assessments may be required when details of mitigation measures are being confirmed by the Applicant, including for each measure who is going to be responsible to address the equality related impacts. SCC considers that, where applicable, this should be in the form of specific equality impact assessments, considering the impact on people with protected characteristics, before any final decisions are made about what activities are going to be delivered. In addition, whichever organisation is the lead for an activity should be responsible for undertaking an equality impact assessment for it. The responsibilities should be clearly set out in obligations, and if any of these responsibilities fall to one of the Councils, the costs related to these assessments should be covered by the Applicant. (iii) Consideration should be given how mitigation and compensation measures can and will support and protect people with protected characteristics, e.g. the Community Fund. The Public Services Resilience Fund needs to be set up and scaled so that the project does minimise impacts on public services, many of which provide services particularly to people with protected characteristics in terms of age and disability, which are the characteristics identified by the Applicant as most disproportionately affected (Table 1.1. in [APP 158]). The LIR also identifies mitigation measures/action plans in relation to community safety and community cohesion which could be delivered by the Councils, and should be funded by the Applicant (see LIR para 28.48-28.63 and LIR Annex N). Required mitigation for school and early years settings, in relation to impacts on young people and their education and wellbeing, are covered in the LIR (para 27.51-27.53). The Applicant recognises the disproportionate effect of construction traffic impacts on the elderly and those with mobility issues, in terms of accidents and road safety; access

		and accessibility; community severance; and pedestrian fear and intimidation. In the LIR, SCC lists a number of locations where highway improvements are, or might be required (tables 14-17). Improvements to pedestrian facilities may particularly reduce the impact of people of these protected characteristic, to reduce severance, improve access and reduce pedestrian fear and intimidation. With regard to support of people with protected characteristics in the Sizewell C workplace, the LIR proposes as an additional measure to give consideration and support regarding the various faith groups likely to be present on site (para 28.61). SCC also notes that the "Study on the impacts of the early-stage construction of the Hinkley Point C (HPC) Nuclear Power Station" (Oxford Brookes University 2019, commissioned by SCC and other local authorities) (LIR APPENDIX 2: 1 [REP1-089], page 34) highlights for HPC that the monitoring system is not delivering enough disaggregated information on characteristics of the workforce, such as family composition, nationality, gender, disability etc that would allow better estimation and management of project impacts on local services, including arrangements for people for protected characteristics. SCC considers that the 'principles' described in the Rights of Way & Access Strategy para 1.1.4 [APP-270] does cover parties with protected characteristics, but these principles should be extended to cover all sites, including the Sizewell Link Road and the 2 village bypass where many PRoW are affected. The Strategy does not address the effects of increased traffic on the wider highway network such as the A12. SCC notes that the Applicant has indicated to the Councils that funds will be available to deal with equality issues as they arise (or based on best practice of the bodies that apply the funds in pre-mitigation circumstances), and that the Councils have input into the monitor/manage stage of implementation for those funds so there is a mechanism in place to deal with equality. SCC will be seeking further detail on this matter. See also answer to ExQ HW1.17, regarding effects on the elderly.
	Response by SZC Co. at Deadline 3	SZC Co does not agree that adequate regard has not been made to people with protected characteristics in identifying impacts and subsequently setting out appropriate mitigation. To clarify, SZC Co submitted an Equality Statement (EqS) [APP-158] as part of the DCO – this is not an Equality Impact Assessment, but is intended to draw upon assessments within the DCO application and guide to where equalities impacts may be relevant and have been considered, in order to inform the DCO decision-making

		process. The Public Sector Equality Duty (PSED) in terms of decision-making sits with the Secretary of State, who may be supported by the recommendation of PINS, and the EqS is intended to help the Secretary of State conclude on the decision. As set out in the EqS (para 1.2.5), everyone affected by a development will have some protected characteristics under the Act (such as age, race, and sex), and they will not all be equally affected. That does not, however, necessarily constitute an equality effect. The question for the Public Sector Equality Duty is whether there are disproportionate or differential impacts that have been considered. However, by assessing certain impacts (e.g. on school places) we are dealing directly with differential or disproportionate impacts on persons with protected characteristics that we have identified. A further point about mitigating equality impacts is that mitigation is not always automatically different for equality considerations. For example, elderly people may be more affected by noise, but mitigation to reduce noise as much as is reasonably possible would not be specific mitigation for elderly people, but general mitigation that also reduce effects on potentially disproportionately affected elderly people. Similarly, public safety impacts could affect groups with protected characteristics differentially, but mitigation that reduces all impacts will avoid differential equality impacts. The EqS signposts to where potential differential or disproportionate impacts may occur and highlights where mitigation may be required. In most cases, the mitigation takes the form of funds so that public sector bodies can administer them in ways that avoid, reduce or mitigate residual equalities impacts. If that mitigation funding is supporting an existing council service like social care / community safety / integrated care – the PSED is with the Councils just like any other application of service, and the Applicant and Councils need to make sure that the remit of the funds (e.g. the Public Services Resilience Fund, the Housing Fund, and School Capacity and Support Contributions) is sufficiently flexible for the Councils to apply them under their existing terms of service (which themselves are already subject to Equality Impact Assessment). As far as the planning decision goes, the Examining Authority and Secretary of State can be reassured that appropriately scaled funds are available to deal with reasonable equality issues as they arise (or based on best practice of the bodies that apply the funds in pre-mitigation circumstances), and that the Council has input into the

		monitor/manage stage of implementation for those funds so there is a mechanism in place to deal with equality. SZC Co welcomes the positive engagement between themselves, ESC and SCC in developing a Public Services Resilience Fund to reduce the risk of effects on groups that may be differentially or disproportionately affected as a result of their Protected Characteristics, and may be more vulnerable to the effects of the Project.
	Response by Marlesford Parish Council at Deadline 3	SCC particularly notes the need for improvements to pedestrian facilities which may reduce the impact on people with protected characteristics by reducing severance, improving access and reducing pedestrian fear and intimidation. MPC agrees with this stance and with the efforts that SCC are making to secure meaningful financial contributions from the Applicant to address adverse impacts.
	Response by SZC Co. at Deadline 5	Please see response to AR.1.25 in relation to proposals for pedestrian improvements in Marlesford, to be secured through the draft Deed of Obligation (Doc Ref. 8.17(E)).

Application by NNB Generation Company (SZC) Limited for an Order Granting Development Consent for The Sizewell C Project

The Examining Authority's written questions and requests for information (ExQ1)

ExQ1 PART 2 OF 6

Chapter 7 Bio.1	Biodiversity and ecology, terrestrial and marine
	Part 1 - Biodiversity and ecology (terrestrial & marine) – General
	Part 2 - Biodiversity and ecology (terrestrial) - Main Development Site
	Part 3 - Biodiversity and ecology (terrestrial) - Northern Park and Ride
	Part 4- Biodiversity and ecology (terrestrial) – Southern Park and Ride
	Part 5- Biodiversity and ecology (terrestrial) - Two Village Bypass
	Part 6 - Biodiversity and ecology (terrestrial) - Sizewell Link Road
	Part 7 - Biodiversity and ecology (terrestrial) - Yoxford Roundabout
	Part 8 - Biodiversity and ecology (terrestrial) - Freight Management Facility ("FMF")
	Part 9 - Biodiversity and ecology (terrestrial) - Rail
	Part 10 - Biodiversity and ecology (marine) - General
	Part 11 - Biodiversity and ecology (marine)-Plankton
	Part 12- Biodiversity and ecology (marine) - Benthic Ecology
	Part 13- Biodiversity and ecology (marine) - Fish
	Part 14- Biodiversity and ecology (marine) - Marine Mammals
	Part 15- Biodiversity and ecology (marine) - Indirect Effects and Food Webs
	Part 16- Biodiversity and ecology (marine) - Mitigation
	Part 17- Biodiversity Net Gain
Chapter 8 HRA.1	Habitats Regulations Assessment (HRA)

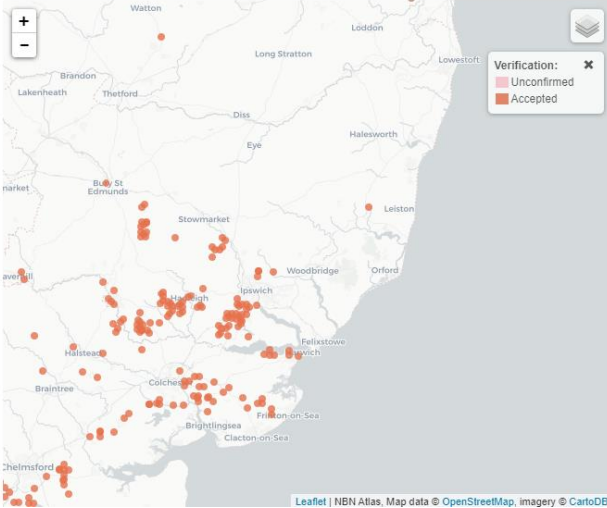
ExQ1 Question to: Question:		
Chapter 7 - Bio.1 Biodiversity and ecology, terrestrial and marine		
Part 1 - Biodiversity and ecology (terrestrial & marine) - General		
Bio.1.13	The Applicant	[APP-394] (Southern Park and Ride) – para 7.6.46. This asserts that because effects on bats are individually not significant they would not create significant inter-relationship effects. The same conclusion is reached at para 7.6.54 in relation to decommissioning. Are these justifiable conclusions? Cannot plural non-significant effects result in one or more significant inter-relationship (or in combination) effect? If the answer is yes, please will the Applicant explain what the inter-relationship effects would be. This is another question which affects a number of documents in the terrestrial ecology chapters of the ES (e.g. [APP-425] paras 7.6.116 and 7.6.161 – the Two Village Bypass) and it should be addressed for each of the cases where it occurs.
	Response by SZC Co. at Deadline 2	A standardised approach to the assessment of inter-relationship effects has been taken across each of the terrestrial ecology and ornithology assessments presented within the ES that follows the methods of assessment set out within Volume 1, Appendix 6J of the ES [APP-171]. Therefore, the assessment presented considers the magnitude of impacts and value/sensitivity of resources/receptors that could be affected in order to classify effects. In the case of the inter-relationship assessment, consideration has been given to the combined magnitude of the different impacts of the proposed development on an individual important ecological feature to identify the inter-relationship effect on the important ecological feature. Inter-relationship effects are known to be difficult to quantify, and in respect of bats several approaches have been employed to ensure potential impacts are mitigated and then to draw assessment conclusions. Firstly, for each impact and for all sites, mitigation is proposed to reduce the resultant effect to a level at which individual impacts are not considered likely to have a significant effect. For example, at each site, given the lighting and noise control measures which will be in place, the risks of individual effects arising at any one time are greatly reduced. In turn, this reduces the likelihood of adverse noise and lighting effects occurring simultaneously and so minimising the potential for significant adverse in-combination or inter-relationship effects.

ExQ1	Question to:	Question:
		Secondly, as is outlined in Volume 3, Appendix 2.9.B of the ES Addendum [AS-208], a comparable site, Hinkley Point C, was assessed, and the success of the approaches on that site to address noise and lighting impacts were reviewed. This provides additional evidence that in-combination impacts could be kept to a level that will not result in a significant in combination effect. Thirdly, for the main development site, new habitats which are not impacted by noise or light have been created. This will minimise the potential impact upon species populations across the wider EDF Energy estate. Fourthly, for several sites, a suite of monitoring is proposed within the Terrestrial Ecology Monitoring and Mitigation Plan [REP1-016], secured by Requirement 4 of the draft DCO (Doc Ref. 3.1(C)), which will allow any individual impacts or any unforeseen individual or in-combination impacts to be identified and addressed by remedial measures. In summary, inter-relationship effects on bats relating to noise, lighting and habitat loss are considered to be '<i>not significant</i>' due to the primary and tertiary mitigation measures that are embedded into the scheme design. With the implementation of primary/tertiary mitigation and secondary mitigation (monitoring), residual effects (individually, minor adverse or negligible) are not considered to be significant and the inter-relationship of these residual effects, in this instance at the southern park and ride, is not considered to be significant. For barbastelle on the main development site, a moderate adverse (significant) effect is predicted during construction arising from habitat fragmentation. This is due to the proposed removal of an area (Goose Hill plantation woodland) known to be utilised by barbastelle between areas to the north-east and south-west of the construction area. There are retained and new commuting areas through the site meaning that bats will be able to traverse the site, however, one part of the site (Goose Hill) known to be used by barbastelle will be fragmented. This is not considered an in-combination effect, as it is the removal of the habitat in this area that is the primary cause of the fragmentation. As outlined in the updated bat assessment, Volume 3, Appendix 2.9.B of the ES Addendum [AS-208], in paragraph 8.2.120, the in-combination effect of the lighting and noise upon bats utilising the retained and created commuting routes is considered not significant for the main development site.

ExQ1	Question to:	Question:
	Response by Marlesford Parish Council at Deadline 3	The Applicant argues that the correct methodology has been used to assess impacts on bats and that its primary and tertiary mitigation will result in effects on bat populations in the area of the Southern Park and Ride being "not significant". MPC cannot comment in detail on this assertion by the Applicant, but it feels that the scale of the development and the nature of the lighting would be expected to cause adverse impacts. MPC would have preferred to have seen this question addressed to Natural England as well as the Applicant and we would urge the ExA to seek their view prior to Deadline 4.
	Response by RSPB at Deadline 3	As acknowledged in the Applicant's response 'inter-relationship effects are known to be difficult to quantify' and it is therefore necessary, in our view, for a precautionary approach to be adopted. Our concerns over the assessment of interrelationship (synergistic) effects are outlined in our Written Representations submitted at Deadline 2. For the main development site, there appears to be no in-combination assessment for light, noise and physical fragmentation (e.g. felling of Goose Hill woodland) all together and there has been no attempt to understand the interrelationship between noise and light, especially the likely direct correlation between construction task specific intensive lighting and subsequent noise. For the Sizewell Link Road, little has been done to understand the combined impacts of light, noise and fragmentation together. Our concerns over the data adequacy and analysis, proposed mitigation, lack of confidence that the habitat creation will effectively compensate habitat loss, and the efficacy of the proposed monitoring are detailed at length in our Written Representations submitted at Deadline 2. In response to the Applicant's second point, Hinkley C does not have a comparable bat population from which to base conclusions on potential impacts or effectiveness of mitigation as noted in our Written Representations submitted at Deadline 2.
	Response by SZC Co. at Deadline 5	The current impact assessment addresses the key impacts to barbastelle and other bats species. This includes habitat fragmentation, habitat loss, impacts on roosts and indirect impacts from light and noise. The impacts identified can be addressed separately to maintain favourable conservation status of the bat species concerned. For example lighting impacts do not cumulatively increase the effects of noise and vice versa.

ExQ1	Question to:	Question:
		There are differences in the bat populations and the sites, but there are also similarities (the light sensitive species groups present, and the proposals to retain commuting routes through the site as one of the main mitigation objectives). As discussed in the Updated Bat Impact Assessment [AS-208], there are limited studies available that have assessed in detail the likely impacts of the type of development on the species present at Sizewell (including barbastelle). It is fortunate to have a comparable project, with good quality bat data to contribute to the impact assessment and design of the mitigation, and it is considered appropriate to use this. To inform the ES, SZC Co. used as much information as possible to provide the most robust assessment. The Hinkley Point C scheme is not identical to Sizewell C, but has comparable landscape level effects, similar to the Sizewell C scheme and likely impacts, therefore it is appropriate to use data collected from this project to inform the impact assessment and also provide further confidence in the mitigation approach. It must be noted that the results from Hinkley Point C are only used to contribute to the assessments informed by research and available data.
Bio.1.14	The Applicant	[APP-425] (Two village bypass) – Table 7.4 - please will the Applicant explain why there is no Survey Area for the statutory and non-statutory designated sites. This question applies to this table wherever it appears in the terrestrial ecology chapters of the ES and should please be answered for each of them.
	Response by SZC Co. at Deadline 2	Statutory and non-statutory designated site study areas have been identified in Table 7.4 on page 18 of Volume 5, Chapter 7 of the ES [APP-425]. 'N/A' against the survey area column indicates that information was gathered by desk study only and so a survey area was not relevant.
	Response by FERN at Deadline 3	EDF's ecology surveys were inadequate - Ponds were listed as 'access not granted' when access was not requested or just missed out at in the Farnham Hall area. After notifying EDF that this had not been done months ago, a call was made by EDF on 20th June to a member of FERN but no action taken as yet.

ExQ1	Question to:	Question:
		- Dormice, a European Protected species were not surveyed for despite there being a 'reasonable case' they would exist at in the Farnham Hall environs as there is a nearby record, and they have also been seen at Farnham Barn - Bats were not surveyed properly as no bat roosts were shown or surveyed for in the DCO documentation (one misleading recording of one 695m away) despite there being 2 listed maternity roosts in the Farnham Hall Estate right by EDF's proposed route and ancient trees were not surveyed properly for roosts. EDF should have done more to consider habitats and species beyond the DCO boundary, especially given the potential for a road to lead to habitat fragmentation effects; bat transects were undertaken but then a failure to consider where all the bats were originating from, which is baffling as this should be part of a proper bat survey.
	Response by SZC Co. at Deadline 5	In respect of ponds, Great Crested Newt (GCN) Surveys undertaken in 2021 have surveyed those ponds that were previously not accessed. During these surveys a number of additional ponds were identified and surveyed. The results of the eDNA testing confirmed that GCN were absent which support the position that there are no GCNs within the two-village bypass site and zone of influence (including Farnham hall area), as detailed within paragraph 1.5.59 of Volume 5, Appendix 7A of the ES [APP-426]. The results of the 2021 surveys will be submitted to the examination at Deadline 7.

ExQ1	Question to:	Question:
		In respect of Dormice, they are generally absent from East Suffolk:  Source: NBN atlas No dormouse surveys have been undertaken. In the unlikely event that they are present locally, they are more likely to be present in the understorey of the ancient woodlands of Palant's Grove and Foxburrow Wood, and so require the connectivity afforded by the connecting woodland that links these two ancient woodlands. Although it is highly unlikely that Dormice are present, a survey will be undertaken in August to enable a report to be submitted at Deadline 7. The most common and widely accepted survey method involves the use of artificial nest tubes to determine presence or likely absence. Nest tube surveys use a weighted scoring system which takes into account the months during which survey is undertaken and survey effort. Nest tubes are ideally sampled at intervals across the active season (April-November) and August is one of the key months for survey. In relation to Bats, as identified in SZC Co's Response to the ExA's Request for Further Information [REP4-006] SZC Co is proposing to undertake a Preliminary Bat Roost Assessment of the Farnham Hall/Manor Complex and the Farnham Hall Farmhouse complex and provide a summary of the findings at Deadline 7.

ExQ1	Question to:	Question:
Bio.1.19	The Applicant	[APP-461] – Sizewell Link Road In para 7.6.83 dealing with the effect of light on bats of light, the ExA is told that some bats avoid lit areas; the prey of some bats – e.g. moths for barbastelle – may be negatively affected; and that artificial light may attract insects, thus depriving other areas. Then the ExA reads (para 7.6.84) <i>“For these reasons the bat assemblage in this location is likely to have a low sensitivity to increases in light levels”</i>. Please will the Applicant unpack this conclusion which does not seem to follow from the preceding material. Is there other material in the ES which the ExA should consider? There is similar but sometimes slightly different reasoning e.g. in the chapter on the freight management facility. Please will the Applicant address this question in relation to those chapters as well, pointing to each of the relevant paragraphs being referred to.
	Response by SZC Co. at Deadline 2	In an earlier paragraph 7.5.4 of Volume 6, Chapter 7 of the ES [APP-461], the primary mitigation in relation to lighting impacts is defined as follows in relation to the Sizewell link road: <i>“The route of the proposed development would be mostly unlit, thereby maintaining a dark corridor, minimising the potential impacts to nocturnal species. To ensure road safety, lighting would be provided at the A12 and B1122 roundabouts. The remaining junctions would have low minor road flows and be similar to existing unlit rural junctions and would be unlit to minimise light spill. Operational lighting design would be compliant with relevant highway standards, and where possible would be chosen to limit stray light. Guidance within the latest Institution of Lighting Professionals Guidance Note: Bats and artificial lighting in the UK^{1 2} would be followed as far as possible. These measures would minimise impacts on nocturnal species, such as bats that may use the nearby tree lines, or habitats for roosting or foraging, and would also maximise the use of reinstated ‘bat crossing points’.</i> Similarly, tertiary mitigation is defined in paragraph 7.5.8 as follows:

¹ B. Pearce et al (2007). Recoverability of Sabellaria Spinulosa Following Aggregate Extraction. Aggregate Levy Sustainability Fund MAL0027. Marine Ecological Surveys Limited. Bath, UK.

² Institution of Lighting Professionals (2018). Bats and artificial lighting in the UK. Guidance Note 08/2018. ILP/BCT

ExQ1	Question to:	Question:
		<i>"Construction lighting, where required, would be provided at the minimum luminosity and would be designed, positioned and/or directed so as not to unnecessarily intrude on adjacent ecological receptors or habitats. Such measures could include (but not limited to) shielding of luminaires to reduce backward spill of light or use of sensors or timing devices to automatically switch off lighting where appropriate and provision of closed boarded fencing where the site abuts retained woodland. This would minimise impacts on nocturnal species such as bats that may use the nearby tree lines or habitats for commuting, roosting or foraging."</i> A later paragraph 7.6.83 provides general context to the ways in which artificial lighting affects bats, both positive (e.g. foraging around light sources) or negative (e.g. light avoidance). The mitigation outlined above, will minimise the potential adverse impacts identified. The conclusion drawn in paragraph 7.6.84 and is quoted in the question is that <i>'For these reasons the bat assemblage in this location is likely to have a low sensitivity to increases in light levels'</i>. This is based primarily on the extent of the proposed lighting, which is minimal and will be designed to minimise attraction of insects (with warm light with no UV content). The only locations with lighting on the proposed Sizewell link road are the A12 and B1122 roundabouts, with other areas being kept dark. Given this, the sensitivity of bats to the proposed lighting is considered low. The sentence would perhaps have been more appropriately phrased as <i>'For these reasons the bat assemblage in this location is likely to have a low sensitivity to the lighting proposed'</i>. This phraseology is used elsewhere in the ES in relation to bats and lighting and in each in case the intent is the same, that being to explain that the sensitivity of bats to the <i>proposed lighting</i> is low, as follows: In relation to the rail elements of the Sizewell C Project (Volume 9, Chapter 7 of the ES [APP-555]), the assessment follows the same logic. Paragraph 7.5.4 states: <i>"Operational lighting would be limited to the B1122 (Abbey Road) level crossing and the level crossing at Buckleswood Road. The remaining rail route extension would be unlit. The lighting design for the proposed development would use light fittings chosen to limit stray light. These measures would minimise impacts on nocturnal species such as bats that may use the nearby tree lines or habitats for roosting or foraging"</i>.

ExQ1	Question to:	Question:
		Paragraph 7.5.7 then states: <i>"...temporary construction lighting would be controlled to minimise light spill on surrounding habitats. The lighting design would use light fittings chosen to limit stray light and minimise impacts on sensitive species. The lighting would also be designed to minimise the visibility from sensitive receptors off-site. This would minimise impacts on nocturnal species such as bats that may use the nearby tree lines or habitats for commuting, roosting or foraging".</i> Paragraphs 7.6.45 and 7.6.46 then outline the potential impacts upon bats resulting from lighting in the absence of mitigation. The assessment of the sensitivity of the bats is in relation to the proposed lighting, which will be designed to minimise both attraction of insects and minimise avoidance of lit areas (with warm light with no UV content), by reducing light spill and keeping the majority of areas dark. For the northern park and ride (Volume 3, Chapter 7 of the ES [APP-363]), primary mitigation, as described in section 7.5 of this chapter, includes a 20m buffer between the site and Little Nursery Wood. The operational lighting design will ensure that light levels along the eastern edge of Little Nursery Wood do not exceed 0.1 lux. Close-boarded fence would be installed to prevent light-spill into adjacent Little Nursery Wood. The lighting design for the proposed development would use light fittings chosen to limit stray light. Paragraph 7.6.40 outlines the potential impact to bats in the absence of mitigation. Considering the mitigation which will be in place, including light of a colour designed to minimise impacts to bats, sensitivity to the proposed lighting is considered low. For the southern park and ride (Volume 4, Chapter 7 of the ES [APP-394]), it is stated in Table 7.3 that <i>'Primary mitigation (described in section 7.5) has been included so that there is a 10 metre (m) buffer between the proposed development, and any external woodland, and a close-boarded fence wherever the proposed development abuts woodland. The operational lighting design has ensured that light levels at the red line boundary do not exceed 0.1lux'.</i> The potential impacts outlined in paragraph 7.6.26 present the impacts in the absence of mitigation. Considering the mitigation in place, including light of a colour designed to minimise impacts to bats, the sensitivity of bats to the <i>proposed</i> lighting is considered low.

ExQ1	Question to:	Question:
		For the main development site (Volume 2, Chapter 14 of the ES [AS-033]), the Lighting Management Plan (Volume 2, Appendix 2B of the ES [APP-182]) and the updated bat impact assessment, included in Volume 3, Appendix 2.9.B of the ES Addendum [AS-208], outlines how light will be controlled. In line with these documents, the impact for lighting has been assessed as minor adverse (not significant). For the two village bypass (Volume 5, Chapter 7 of the ES [APP-425]), Primary mitigation is defined in paragraph 7.5.4 as: <i>"The route of the proposed development would be mostly unlit, thereby maintaining a dark corridor and minimising the potential impacts to nocturnal species. To ensure road safety lighting would be provided at the A12 western roundabout and the A12/A1094 eastern roundabout extending north to highlight the junction to approaching vehicles. The remaining junctions would have low minor road flows, and be similar to existing unlit rural junctions, and would therefore be unlit to minimise light spill. Operational lighting design would be compliant with relevant highway standards and where possible would be chosen to limit light spill. Guidance within the latest Institution of Lighting Professionals Guidance Note: Bats and artificial lighting in the UK³ ⁴would be followed as far as possible. These measures would minimise impacts on nocturnal species such as bats that may use the nearby tree lines or habitats for roosting or foraging."</i> Tertiary mitigation is stated in paragraph 7.5.7 as: <i>"Construction lighting, where required, would be provided at the minimum luminosity and would be designed, positioned and/or directed so as not to unnecessarily intrude on adjacent ecological receptors or habitats. Such measures could include (but not limited to) shielding of luminaires to reduce backward spill of light or use of sensors or timing devices to automatically switch off lighting where appropriate and provision of closed boarded fencing where the site abuts retained woodland. This would minimise impacts on nocturnal species such as bats that may use the nearby tree lines or habitats for commuting, roosting or foraging."</i> Paragraphs 7.6.85 and 7.6.86 outline potential impacts from lighting in the absence of mitigation. The potential impacts outlined in paragraph 7.6.26 present the impacts in the

³ S. Gubbay (2007) Defining and Managing Sabellaria spinulosa Reefs: Report of an Inter-Agency Workshop 1-2 May, 2007. JNCC Report No. 405.

⁴ Institution of Lighting Professionals (2018). Bats and artificial lighting in the UK. Guidance Note 08/2018. ILP/BCT

ExQ1	Question to:	Question:
		absence of mitigation. Considering the mitigation in place, including light of a colour designed to minimise impacts to bats, sensitivity of bats to the <i>proposed</i> lighting is considered low. For the Yoxford roundabout site (Volume 7, Chapter 7 of the ES [APP-494]), primary mitigation is stated in paragraph 7.4.38 as: <i>"Operational phase lighting would be designed to achieve a balance between providing lighting appropriate for all road users whilst seeking to minimise light-spill into adjacent habitats. Operational lighting design will be compliant with relevant highway standards and use light fittings chosen to limit stray light. Guidance within the latest Institution of Lighting Professionals (ILP) Guidance Note: Bats and artificial lighting in the UK^{5 6} would be followed as far as possible."</i> Considering the nature of the Yoxford roundabout works, impacts from lighting are considered not significant. For the freight management facility, (Volume 8, Chapter 7 of the ES [APP-523]), primary mitigation (in paragraph 7.5.4) states: <i>"Lighting would be provided at the perimeter, and parking areas, for security and safety reasons. Lanterns would utilise LED based light fittings to ensure energy efficiency with zero-degree tilt, and lighting columns along the perimeter would use demountable shields to reduce backward spill of light. To further assist on mitigating obtrusive light, a Central Management System has been proposed for the lighting which would be capable of dimming of parts of the site independently from other parts (with the site envisaged to be divided in 6-8 main sections), as usage changes through the day. Guidance within the latest Institution of Lighting Professionals Guidance Note^{7 8} would be followed as far as possible. These measures would minimise impacts on nocturnal species such as bats that use the nearby tree lines or habitats for roosting or foraging."</i>

⁵ Parliament of the United Kingdom, The Common Fisheries Policy (Amendment etc.) (EU Exit) Regulations 2020

⁶ Institution of Lighting Professionals (2018). Bats and artificial lighting in the UK. Guidance Note 08/2018. ILP/BCT

⁷ British Standards Institution (2012). B2 5837: 2012 'Trees in relation to design, demolition and construction – Recommendations'

⁸ Institution of Lighting Professionals (2018). Bats and artificial lighting in the UK. Guidance Note 08/2018. ILP/BCT

ExQ1	Question to:	Question:
		Paragraphs 7.6.25 and 7.6.26 outline the potential impacts to bats from lighting in the absence of mitigation. Considering the mitigation proposed, the sensitivity of the bats to the proposed lighting is considered low.
	Response by RSPB at Deadline 3	We agree with the ExA the conclusion does not follow from the preceding material presented in the ES. We stated our concerns over the assessment and mitigation of lighting impacts on bats in our Written Representations submitted at Deadline 2. The Applicant's response to Bio.1.19 notes 'Guidance within the latest Institution of Lighting Professionals Guidance Note: Bats and artificial lighting in the UK26 27 would be followed as far as possible'. As stated in our Written Representations submitted at Deadline 2 the use of the phrase 'reasonably practicable' with regard to lighting and other statements suggest that health and safety will determine lighting levels during construction, and implementing adaptive mitigation for impacts on bats may be impossible in practice.
	Response by FERN at Deadline 3	A busy road full of lorries and cars at night will not be a dark corridor; the existing wildlife corridor (including the ancient hedgerow) between AW Pond Wood and AW Foxburrow Wood is where the new route crosses in a 1.2m cutting by Pond Wood going down to 4m when it gets to the Ancient Hedgerow; traffic will still be very visible and audible.
	Response by SZC Co. at Deadline 5	On site mitigation plans informed through the bat monitoring approach (defined in and secured by the TEMMP (Doc Ref.9.4 (A)) will identify where adaptive mitigation is required, especially in relation to mobile noise and lighting activities. A hierarchal approach to mitigation will be taken under the supervision of the ecological clerk of works (see CoCP (Doc Ref. 8.11(C)). In the first instance this will seek to avoid any temporary impacts, through timing, or if this is not possible through the application of additional mitigation such as noise barriers and lighting management.
Bio.1.23	Mrs Susan Eckholdt [RR-0861], The Applicant	In [RR-0861] Mrs Eckholdt states that the " <i>State of Nature</i> " report " <i>shows, in grim detail, that almost one in five plants are classified as being at risk of extinction, along with 15% of fungi and lichens, 40% of vertebrates and 12% of invertebrates</i> ". Are any of the plants, fungi, lichens, vertebrates and invertebrates referred to present in the areas

ExQ1	Question to:	Question:
		surveyed for the ES? Are they at risk of extinction and is the risk a likely significant effect of the project? If so, to what extent?
	Response by SZC Co. at Deadline 2	The State of Nature Report⁹ has classified species being at risk of extinction as those on the GB specific IUCN Red List which are considered to be Critically Endangered, Endangered or Vulnerable. This Report includes 440 plants, 232 fungi and lichens, 111 vertebrates and 405 invertebrates. The species categorised as at risk of extinction have been cross referenced with the survey results to ascertain how many of these species have been recorded within or adjacent to the site during baseline surveys and if any are species likely to be at risk of a significant adverse effect, in the context of the ES. Of the 1188 species considered at risk of extinction in the State of Nature report, the following have been recorded on the main development site and/or the associated development sites: • Four plant species were recorded within and adjacent to the main development site boundary; Deptford Pink (<i>Dianthus armeria</i>), Red-tipped Cudweed (<i>Filago lutescens</i>), Divided Sedge (<i>Carex divisa</i>) and Tubular Water-dropwort (<i>Oenanthe fistulosa</i>). • No lichens or bryophytes that fit this criteria were recorded during baseline surveys of the coastal habitats. • 13 invertebrate species that fit this criteria were recorded within the main development site boundary and adjacent areas; a Carabid beetle (<i>Ophonus parallelus</i>), a crane fly (<i>Erioptera meijerei</i>), Grayling butterfly (<i>Hipparchia semele</i>), Norfolk Hawker dragonfly (<i>Aeshna isoceles</i>), orange-horned green colonel soldierfly (<i>Odontomyia angulata</i>), a Pompilid wasp (<i>Evagetes pectinipes</i>), a Sciomyzid fly (<i>Anticheta brevipennis</i>), small spotwing snailkiller fly (<i>Psacadina vittigera</i>), white admiral butterfly (<i>Limenitis Camilla</i>), white-letter hairstreak butterfly (<i>Satyrrium w-album</i>), a wolf spider (<i>Hygrolycosa rubrofasciata</i>), yellow downlooker snipefly (<i>Rhagio strigosus</i>), Zerny's spotwing snailkiller fly (<i>Psacadina zernyi</i>). • No reptile species recorded on site fit this criteria.

⁹ The State of Nature Partnership. The State of Nature Report. 2019 [Online] Available at: <https://nbn.org.uk/wp-content/uploads/2019/09/State-of-Nature-2019-UK-full-report.pdf>

ExQ1	Question to:	Question:
		32 bird species that fit this criteria were recorded within the bird survey areas (boundaries of the main development site and associated development sites and adjacent and wider habitats); black redstart (<i>Phoenicurus ochruros</i>), black-headed gull (<i>Chroicocephalus ridibundus</i>), black-tailed godwit (<i>Limosa limosa</i>), Caspian gull (<i>Larus cachinnans</i>), cuckoo (<i>Cuculus canorus</i>), curlew (<i>Numenius arquata</i>), Dartford warbler (<i>Sylvia undata</i>), dunlin (<i>Calidris alpina</i>), Eurasian bittern (<i>Botaurus stellaris</i>), fieldfare (<i>Turdus pilaris</i>), great black-backed gull (<i>Larus marinus</i>), greenfinch (<i>Chloris chloris</i>), herring gull (<i>Larus argentatus</i>), house martin (<i>Delichon urbicum</i>), kestrel (<i>Falco tinnunculus</i>), kittiwake (<i>Rissa tridactyla</i>), little tern (<i>Sternula albifrons</i>), marsh tit (<i>Poecile palustris</i>), mistle thrush (<i>Turdus viscivorus</i>), moorhen (<i>Gallinula chloropus</i>), nightingale (<i>Luscinia megarhynchos</i>), northern lapwing (<i>Vanellus vanellus</i>), pintail (<i>Anas acuta</i>), redshank (<i>Tringa tetanus</i>), redwing (<i>Turdus iliacus</i>), shelduck (<i>Tadorna tadorna</i>), starling (<i>Sturnus vulgaris</i>), stone-curlew (<i>Burhinus oedicephalus</i>), tree sparrow (<i>Passer montanus</i>), turtle dove (<i>Streptopelia turtur</i>), woodcock (<i>Scolopax rusticola</i>) and woodlark (<i>Lullula arborea</i>). - Four mammal species (European hedgehog (<i>Erinaceus europaeus</i>), water vole (<i>Arvicola amphibius</i>), serotine (<i>Eptesicus serotinus</i>) and barbastelle (<i>Barbastella barbastellus</i>)) that fit the criteria were recorded or are assumed present within the main development site and, in some cases, the associated development site boundaries. - Fungi species that fit this criteria may be present, however, this is currently unknown. A desk study and field survey are planned for 2021 as set out in response to Question Bio.1.24 in this chapter. At the main development site, the impacts on the plant, invertebrate, bird and mammal species that fit the criteria are assessed in Volume 2, Chapter 14 of the ES [AS-033]. The assessment considers the effects on these species to be as follows: - The effects on plant species (Section 14.7) considered at risk of extinction are minor adverse, which is considered not significant, except for the effect of direct land take on Deptford Pink, which is moderate adverse (significant). A Deptford Pink Method Statement was submitted with the ES Addendum (Volume 3, Appendix 2.9.C1 of the ES Addendum [AS-209]) which outlines the plan to translocate this species and which was updated in January 2021. Further details are also provided at Question Bio.1.71 in this chapter.

ExQ1	Question to:	Question:
		• The effects on invertebrate species (Section 14.8) that fit the criteria in The State of Nature report are mostly minor adverse, and considered not significant. This includes the effect of land take on Norfolk Hawker, the protection of which is described in the Freshwater Fish and Aquatic Invertebrate Mitigation Strategy included at Appendix A to the CoCP (8.11(B)). One species, <i>Evagetus pectinipes</i>, A Pompilid wasp which is considered RDB1 (an old classification analogous to IUCN Endangered) is part of the invertebrate assemblage recorded within Sizewell Shingle Beaches where the effect of direct land take is moderate adverse (significant), due to the fragmentation of coastal habitats whilst the sea defence was being built and re-instated. • The effects on the bird species considered at risk of extinction (Section 14.12) are considered no more than minor adverse, and not significant. • Of the mammal species that fit the criteria, European hedgehog were scoped out of the detailed assessment due to its widespread distribution in Suffolk and planned tertiary mitigation measures to safeguard this species (Table 14.68). The effects on water vole are minor adverse, considered not significant (Section 14.14c). The effects on bats (Section 14.13) are considered minor adverse, and not significant, except for fragmentation effects on barbastelle which are moderate adverse, and considered significant, in the short term reducing to not significant after construction. Of the species recorded that are subjected to significant adverse effects: • the Deptford Pink Method Statement [AS-209] includes a plan to collect and propagate the seeds of the plant in case translocation fails providing resilience to the success of continued presence within the area (see Question Bio.1.71 in this chapter). • The habitats that support <i>Evagetus pectinipes</i>, while subjected to some fragmentation, are extensive north and south along the coast and so this species is unlikely to become extinct in the local area. • For barbastelle on the main development site, a moderate adverse (significant) effect is predicted during construction arising from habitat fragmentation. This is due to the proposed removal of an area (Goose Hill plantation woodland) known to be utilised by barbastelle between areas to the north-east and south-west of the construction area. During the construction phase, there would be retained and new commuting areas through the site meaning that bats will be able to traverse the site. The fragmentation effects on barbastelle arise only during the construction phase and

ExQ1	Question to:	Question:
		mitigation plans, including retaining dark corridors, will provide routes for this species to cross the site during construction. The habitat restoration and creation will mitigate for this impact in the operational phase. At the associated development sites, the impacts on the species that fit the criteria are assessed in the following documents: • Northern park and ride - Volume 3, Chapter 7 of the ES [APP-363] • Southern park and ride - Volume 4, Chapter 7 of the ES [APP-394] • Two village bypass - Volume 5, Chapter 7 of the ES [APP-425] • Sizewell link road - Volume 6, Chapter 7 of the ES [APP-461] • Yoxford and other Highway improvements - Volume 7, Chapter 7 of the ES [APP-494] • Freight management facility - Volume 8, Chapter 7 of the ES [APP-523] • Rail - Volume 9, Chapter 7 of the ES [APP-555] The assessment considers the effects on these species to be as follows: • The breeding and wintering bird assemblage, which included species that for the extinction criteria, were scoped out of detailed assessment at northern park and ride, southern park and ride, Yoxford roundabout, freight management facility and green rail route. • The effects on the breeding bird assemblage recorded at two village bypass and Sizewell link road, which includes species considered at risk of extinction, are considered to be minor adverse, and not significant. • The effect of habitat loss and disturbance on serotine and/or barbastelle is considered to be minor adverse, and considered not significant. northern park and ride, southern park and ride, two village bypass, Sizewell link road and green rail route • Effects on water vole, recorded within habitats on two village bypass, are minor adverse, and considered to be not significant. • European hedgehog were scoped out of the detailed assessment for each associated development site due to its widespread distribution in Suffolk and planned tertiary mitigation measures to safeguard this species It is concluded than none of the species considered at risk of extinction by the State of Nature report will become extinct on a local scale (or greater scale) as a result of the Sizewell C proposals.

ExQ1	Question to:	Question:
	Response by FERN. at Deadline 3	This does not take into account AW Pond Wood, which is Ash Woodland that is i) ancient ii) showing Ash dieback resistance. Ash supports over 1,000 species. it is a nationally important, yet threatened tree. As Pond Wood is showing disease resistance it is being assessed by Kew Botanic Gardens who are working with other government agencies on a project to preserve Ash trees both in situ (retaining this woodland) and ex-situ by DNA sampling and seed collection for the Millennium Seed bank to be able to keep up its stores of viable and healthy Ash tree seed for future generations. It would be key that this Ancient Ash Woodland does not suffer any changes to its environment that may cause damage.
	Response by SZC Co. at Deadline 5	As identified in SZC Co.'s Response to the ExA's Request for Further Information at Deadline 4 [REP4-006] there would be no land take from Pond Wood and it will be retained in its entirety.
Bio.1.28	Michael Taylor [RR-0792], The Applicant	Please could Mr Taylor expand and explain the points made in [RR-0792] on the headings (i) Cooling Water Systems and (ii) Ecology. Please use the document numbers from the Examination Library and give the relevant paragraph numbers.
	Response by SZC Co. at Deadline 2	The Applicant makes the following comments: <u>Cooling Water Systems:</u> The Hinkley Point C (HPC) project has identified that installation of an Acoustic Fish Deterrent (AFD) system is not feasible nor required from an environmental perspective and is seeking to vary the Water Discharge Activity (WDA) permit to remove the need to install an AFD. The Environment Agency position is that the AFD is required to ensure no impact on the Severn Estuary European Marine Site (under the Habitats Regulations). An appeal against non-determination of the WDA permit variation is currently in progress with an inquiry start date of 8 June. The Sizewell C Project has not proposed an AFD system on the basis that it is not required to mitigate the effects of the proposed cooling water system. In any event, determination of the DCO application will be based on the environmental information submitted with the application and is independent of the appeal process at HPC. The cooling water system intake and outfall tunnels are buried several tens of metres below the seabed and will be constructed by tunnel boring machines. They can have no impact on coastal processes. Four cooling water intake heads (2 per intake tunnel) and two cooling water outfall heads will be placed >3k from the shore, beyond the Sizewell-

ExQ1	Question to:	Question:
		Dunwich Bank and will not impact coastal processes (as detailed in Section 20.10 of Volume 2, Chapter 20 (Coastal Geomorphology and Hydrodynamics) of the ES [APP-311]). Dredged material will be disposed of locally in a designated disposal area to be licenced by the Marine Management Organisation (MMO) (as described in Schedule 20 of the draft DCO (Doc Ref. 3.1(C)). Sediment quality has been tested to demonstrate that there would be no impact on the local ecology and additional sediment sampling and analysis will need to be conducted prior to disposal. The proposed development has considered and assessed the potential impacts from dredge-related activities and the construction and operation of the cooling water system on marine ecology and fisheries receptors in Sections 22.6 to 22.11 in Volume 2, Chapter 22 (Marine Ecology and Fisheries) of the ES [APP-317] and the residual effects including mitigation measures are detailed in Section 22.13 of [APP-317], as updated by Volume 1, Chapter 2 of the ES Addendum [AS-181]. The potential impact of the cooling water system on coastal geomorphology and hydrodynamics receptors is assessed in Section 20.10 of Volume 2, Chapter 20 (Coastal Geomorphology and Hydrodynamics) of the ES [APP-311]. The effects of future climate change and warming sea temperatures in relation to thermal discharges is also considered in Sections 22.6 to 22.11 in [APP-317] for marine ecology and fisheries receptors. As stated in [APP-317], future entrainment temperatures were considered for the following scenarios accounting for predicted future warming based on UK Climate Projections 09 (UKCP09) rather than UKCP18 as future sea temperatures are not included in the current UKCP18 marine climate predictions. The potential impacts from the proposed development activities during construction, commissioning and operational phases on marine receptors (including designated features) from an Environmental Impact Assessment (EIA) context have been considered and assessed in [APP-311, APP-314, APP-317 and AS-181]. Designated features in the shadow Habitats Regulations Assessment (HRA) [APP-145], as updated by the shadow HRA Addendum [AS-173], are assessed in a HRA context against the conservation objectives of each relevant designated site. <u>Ecology</u> An assessment of effects on terrestrial ecology and ornithology is presented within Volume 2, Chapter 14 [AS-033] and Volumes 3-9, Chapter 7 of the ES [APP-363,

ExQ1	Question to:	Question:
		APP-394, APP-425, APP-461, APP-494, APP-523, APP-555] with additional information submitted to the Examining Authority as summarised within the ES Addendum [AS-181 to AS-188]. Whilst SZC Co. recognises that there will be impacts on terrestrial ecology and ornithology, the Project has sought to minimise effects, where possible, and embed mitigation and enhancements within design. During construction, works will be carefully managed to minimise impacts on ecology. Species-specific mitigation plans and method statements have been developed for all protected species found to be using the site. Following completion of construction works, the temporary construction area at the main development site would be restored to a new landscape founded on the concept of establishing the Suffolk Coast and Heaths AONB landscape in microcosm, by creating a mosaic of some of its most valued habitats. Once fully established, this habitat 'mosaic' would have a higher biodiversity value than the existing habitats, specifically as existing extensive arable areas would be replaced with new grasslands, heathland, woodlands and scrub. Further details are set out in the Main Development Site Design and Access Statement [APP-585 to APP-587 and Doc Ref. 8.1Ad2] and the Outline Landscape and Ecology Management Plans for the main development site [REP1-010], two village bypass [AS-262 and AS-263] and the Sizewell link road [AS-264 and AS-265]. Once the habitats are established, the Biodiversity Net Gain Reports (refer to the updated reports included within [REP1-004, REP1-017, REP1-018, and REP1-019] demonstrate that a net gain of over 19% across the development would be achieved.
	Response by Michael Taylor at Deadline 2	Please refer to [REP2-372] for full response.
	Response by SZC Co. at Deadline 3	<u>Direct Cooling Water</u> Cefas operate the Wavenet network of buoys, data from which are available on the network's webpage (http://wavenet.cefas.co.uk/Map), as the representation states. EDF Energy has operated a wave buoy off Sizewell from February 2008 to the present day. Live data from the wave buoy are displayed on the Wavenet webpage for public viewing, free of charge, by permission of EDF Energy. On Cefas advising SZC Co, as an executive agency of Defra, Cefas is bound by the civil service code of conduct and must provide impartial advice regardless of whether it is providing advice to government or to a third party. Cefas routinely provides advice to the Marine Management Organisation on all elements of marine licensing, however, to avoid

ExQ1	Question to:	Question:
		perceived conflict of interest Cefas stopped providing technical advice to the MMO on NNB projects. The MMO uses a range of other technical advice, for Sizewell specifically from Hydraulics Research Wallingford and ABP Mer. Cefas are internationally recognised as experts in fisheries science and provide SZC Co with technical advice on the potential impacts of cooling water abstraction on fish. The assessments show that SZC Co without an AFD system fitted will have no significant impact on fish populations, although we acknowledge we are not yet agreed with the Environment Agency and Natural England on all elements of the fish assessments. We are aware of the calculations made by Together Against Sizewell C (TASC) – they do not disprove the Cefas assessments at all. AFD systems have not been installed at offshore locations like the intake headworks of HPC and SZC and are considered an unacceptable safety risk. Regarding dredging, all sediments to be dredged and disposed need to be tested every 3 years for chemical contaminants (including radiological contaminants) and approved for disposal by the MMO. At Hinkley, HPC Co strongly disputes all of the claims made by Mr Deere-Jones. <u>Ecology</u> Specifically in respect of biodiversity net gain, updated reports were submitted at Deadline 2 and further information and clarifications are provided in responses to questions Bio 1.260 onwards (see also below). The compensatory habitat approach for SSSI landtake, including Aldhurst farm, is not included in the Biodiversity Net Gain (BNG) metric and this is also covered in the responses by SZC Co. to questions Bio 1.260 onwards provided at Deadline 2. Specially in response to the felling of Coronation Wood, this was undertaken under a separate planning application as explained in the original answer to Bio 1.68 at Deadline 2 [REP2-100], with full ecological supervision of the works and under relevant protected species licenses. SZC Co. rejects any suggestion that this <i>'could have resulted in wildlife crime.'</i> Specifically in relation to Marsh Harriers, the potential for adverse effects on integrity on the European sites, which includes review of the impacts noted by Mr Taylor, has been fully considered in the Shadow Habitat Regulations Assessment Report [APP-145 to

ExQ1	Question to:	Question:
		APP-149 , AS-173 to AS-178 and REP2-032] and a number of answers to questions at Deadline 2 provided further clarifications.
	Response by RSPB at Deadline 3	We stated our concerns that an AFD has not been proposed for the Application in our Written Representations submitted at Deadline 2 and requested that evidence and case studies around the use of AFDs are presented in order to consider this more fully. We also recommend that figures comparing levels of predicted impingement and entrainment with and without an AFD are provided in order to assess its potential efficacy and inform the consideration of their inclusion within the mitigation proposals. We support the comments of the Environment Agency on their concerns around underestimation of fish mortality and Natural England around the potential for long term impacts of fish depletion on SPA designation bird species and of both the EA and NE on the need to reconsider the provision of an AFD for this Application.
	Response by SZC Co. at Deadline 5	An AFD system has not been proposed at Sizewell C for several reasons. While AFDs may be considered best practice at riverine and onshore coastal abstraction points, an AFD system has never been installed at an offshore location like Sizewell C. The Environment Agency acknowledges this as does Fish Guidance Systems Ltd (arguably the only supplier able to provide such a system). SZC Co. does not dispute the efficacy of AFD systems but to install, maintain and operate a system at the location of the Sizewell C intakes would require either diver or Remotely Operated Vehicles – neither of which is considered safe and/or feasible. Further detail is provided in the AFD Report (Doc Ref. 9.48) to be submitted at Deadline 5. Case studies and a with/without assessment are not provided because SZC Co considers the installation of an AFD unfeasible. The RSPB concerns are noted and specific comments in the RSPB's D2 written representations have been responded to by the SZC's Comments on Responses from Earlier Deadlines - Appendix P: Marine Ecology Paper - Response to RSPB and SWT submitted at Deadline 5 (Doc Ref. 9.54). To address impacts on fish directly and potential indirect effects due to localised changes in fish abundance the Applicant has provided two assessment approaches:

ExQ1	Question to:	Question:
		1. Population level assessment: These assessments determine the effects of the station relative to the relevant population comparator and answer the question of whether the station would cause significant effects on fish populations. The assessment approaches are detailed in TR406.v7 [AS-238]. Impingement predictions with and without mitigation measures are provided throughout the ES allowing full transparency and perceived effectiveness of mitigation measures proposed. The latest tables are available in Appendix 7L of REP2-110. It is noteworthy that the MMO in their Deadline 2 Submission to the Planning Inspectorate determined at paragraph 3.2.7 [REP2-140]: <i>"Notwithstanding these uncertainties [LVSE and FRR mitigation effectiveness], the entrapment estimates indicate that even in the absence of LVSE and FRR mitigation measures, only 4 species exceed the 1% threshold: bass, for which density adjustment substantially reduces assessment of impact; sand goby, for which mortality rate >1% Spawning Stock Biomass (SSB) is not a concern at population level; thin-lipped mullet, for which value is an artefact of the low level of landings and absence of SSB; and eel, for which the applied Equivalent Adult Value (EAV) of 1 is unrealistically high, and is a species most likely to benefit from the FRR. On this basis, the MMO consider there is a good level of confidence that actual impacts to all fish species will not be significant. Therefore, the MMO support the conclusions of the ES."</i> To address the uncertainties described by the MMO, a sensitivity analysis will be submitted at Deadline 6 addressing uncertainty in FRR efficiency, confidence intervals in impingement predictions and variation in population sizes. The sensitivity analysis will precautionarily assume no benefit from the LVSE heads. 2. Local depletion assessment: The local depletion assessment is independent but complementary of the population assessment. Focusing on the most restricted spatial scale of impact, the Greater Sizewell Bay and tidal excursion, this assessment considers the potential for the station to deplete fish in the local body of water. The local depletion assessment can be applied, for example, to determine the potential for changes in the availability of fish prey for SPA designated bird species. The assessment approaches were detailed in SPP103.v3 [AS-238]. Following consultation with the Environment Agency and Natural England, SPP103.v4 was provided to statutory stakeholders along with the calculation spreadsheets. An updated version of SPP103 (.v5) will be submitted at Deadline 6 addressing further D2 submissions from the RSPB/SWT, and Natural England.

ExQ1	Question to:	Question:
Bio.1.30	The Applicant	Many IPs have raised concern over the absence of design of the HCDF. Please will the Applicant either; (a) table the design, or (b) explain why it is acceptable to proceed on the basis of the descriptions provided in the Application, pointing exactly to the material on which the Applicant relies. If the Applicant chooses (b), please will it also supply plans, sections and elevations on an OS base of what could be constructed.
	Response by SZC Co. at Deadline 2	At the time of the DCO submission a more detailed design of the HCDF was not available. This is not unusual and does not prevent the assessment of either its role in flood protection or its potential impacts on the environment because the key parameters that define those assessments <i>are</i> known. The design of the HCDF has continued and been refined (for example Change 9 in Volume 1, Chapter 2 of the ES Addendum [AS-181]). A document providing the illustrative detailed design, including plans and drawings, has been submitted at Deadline 2 (Doc Ref. 9.13). An additional design principle has been added to the Design and Access Statement (Doc Ref. 8.1Ad2 (A)) to minimise its seaward extent and further controls will be secured at a future deadline.
	Response by East Suffolk Council at Deadline 3	The issue here is whether the HCDF and SCDF design, we have only included questions and answers in the table where we have a specific comment to make in response which is sufficiently well developed to allow the Coastal Geomorphological assessment to proceed with confidence that it could identify a Worst Case location plan and profile. ESC's view is that given the changes we have seen in plan position and profile since the DCO submission, the parameters given to the SZC Co. Coastal Geomorphology assessment team by the Engineering design team did not include a sufficient allowance for change risk and therefore has not assessed a realistic worst case scenario. Evidence of ongoing change is the new significant seaward advance at the southern end of the HCDF that may now be further seaward than the BLF promontory. This information was included in the recently released Design Report. The Design report is helpful but not complete. E.g. it does not include comprehensive structure profile information at the critical location of the BLF promontory nor the new southern step forward. ESC welcomes the final point regarding the addition of an 'additional design principle to minimise its seaward extent'. However, text in the Design Report makes it clear that no change is possible, so this pledge does not appear likely to result in any tangible benefit.
	Response by SZC Co. at Deadline 5	In respect of coastal process and geomorphic impacts, the location of the HCDF is known in sufficient detail for assessment since the intention is to retain the fronting beach

ExQ1	Question to:	Question:
		seaward of the structure in its present position – the assessments of SCDF viability have assessed the rate of sediment loss from the SCDF (a term which can be taken as functionally equivalent to the fronting beach once the SCDF has begun to supply sediment to the system). The assessments of beach volume also indicate that the volumes at either end of the HCDF designs (as submitted in [REP2-116]) are sufficient for the proposed management measures to achieve this aim. The profile of the HCDF is the same at the tie-in with the Sizewell B sea defences as it is along the rest of the Sizewell C frontage. The only difference in this location is that the rock armour is seismically separate from the Sizewell B defences for safety purposes, as shown in Revision 2 of the Temporary and Permanent Coastal Defence Feature Plans submitted at Deadline 5 (Doc Ref. 2.5(A)). The seaward extent of the HCDF has been minimised, as the following revisions are included in the above drawing pack: • Paring back the Permanent HCDF at the intersection with the Permanent BLF by 15m. The beach was previously at its narrowest point in this location. This is made possible by removing a turning and an area of hardstanding that was associated with the Permanent BLF on the Northern Mound. • Paring back the main Permanent HCDF frontage along the beach by 5m. • Reducing the extent of temporary sheet piled HCDF on the northern boundary with Minsmere and replacing it with early implementation of part of the permanent HCDF in this location. Further details are set out in Appendix A of Written Summaries of Oral Submissions made at ISH6: Coastal Geomorphology (14 July 2021) submitted at Deadline 5 (Doc Ref. 9.46). The Permanent HCDF is now typically only 3m further seaward than in the May 2020 submission and brings the benefit of not needing adaptation during the lifetime of the power station (including decommissioning), unless climate change occurs beyond the

ExQ1	Question to:	Question:
		"reasonably foreseeable" scenario. Further detail on that scenario is set out in Section 3.3(a) of the Coastal Defences Design Report [REP2-116]. As set out in the Coastal Defences Design Report [REP2-116], the design of the interface with the Sizewell B defences has been refined since the design phase underpinning the May 2020 DCO submission. The Sizewell C Permanent Sea Defences are to be seismically qualified, whereas it has been confirmed that the existing Sizewell B sea defences are not seismically qualified. It is therefore necessary to separate the two defence structures from one another.
Bio.1.32	The Applicant, Natural England, ESC, SCC	Many IPs raise concerns about the shingle beach, including that it is a County Wildlife Site. Please will the Applicant and NE include in their SoCG the following: (a) a summary of the Applicant's view of the effects on the shingle beach; (b) a summary of NE's view of the same; (c) a statement of areas of disagreement; and (d) a statement of what measures should in the view of (a) the Applicant and (b) NE be taken to overcome any disagreement. It also supports dune and shingle habitats and an invertebrate assemblage of national importance, impacted by direct habitat loss as a result of land take for the main platform and new coastal defences. Can the Applicant point to evidence regarding the successful recreation of vegetated shingle and stabilised sand dunes across a heavily modified foreshore at Sizewell B, as described in ES paragraph 14.7.188? With 38.83ha of habitat loss from the CWS predicted, what is the total area (in ha) of replacement habitat to be provided? Can NE comment on the sufficiency of the Applicant's proposals to mitigate the impacts of habitat loss/change, as described in ES paragraphs 4.7.185 – 4.7.191?

ExQ1	Question to:	Question:
		[APP-224] – Suffolk Shingle Beaches CWS. At para 14.7.190 it is said that there would be a permanent irreversible loss of an area of vegetated shingle and sand dune, assessed at para 14.7.191 as a moderate adverse significant effect. Earlier at para 14.7.188 it is explained that the surface will be safeguarded, stored and replaced. How is there a permanent non-reversible loss given that the habitat is to be reinstated – see e.g. the statement at para 14.7.193? If these matters are already addressed in the SoCG between the Applicant and Natural England which was required by the Procedural Directions in the Rule 6 letter, please say so and direct the ExA to the relevant section of that SoCG. Unless these matters are addressed in the SoCG with ESC and SCC (in which case please respond directing the ExA to the relevant parts) please will the Applicant, ESC and SCC each please respond to this question. The ExA imagines that the Applicant’s response may well be to refer the ExA to parts of the SoCG with Natural England, but that is not to limit how the Applicant may wish to respond.
	Response by SZC Co. at Deadline 2	SZC Co. would like to clarify the position presented in the ES on amount of habitat loss from the Suffolk Shingle Beaches CWS. The 38.83ha mentioned in paragraph 14.7.187 of Volume 2, Chapter 14 of the ES [AS-033] refers to the size of the entire CWS and not the amount of habitat lost. 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 within the footprint of these structures. The loss of habitats is estimated to be of approximately 2.91ha of vegetated shingle and 4.04ha of vegetated sand dunes from within the CWS (approximately 18% of the designated area). Primary mitigation, described in paragraph 14.7.188 [AS-033] would store existing surface layers of shingle and sand substrate (and seedbank) to place on the new coastal defence to allow re-establishment and recolonization of habitats. Therefore, in the short

ExQ1	Question to:	Question:
		term, habitat loss is expected to be temporary. Re-instated habitats would approximately amount to 3.95ha of vegetated shingle and 5.08ha of vegetated sand dune (paragraph 14.7.86). Paragraph 14.7.188 describes the success of re-instating coastal habitats following the construction of Sizewell B. A 2008 report 'Environmental Product Declaration of electricity from Sizewell B nuclear power station'¹⁰ notes that: <i>"The shingle beach in front of the power station was extensively disturbed during construction. The area has been restored and replanted with plant communities taken from the site prior to construction, propagated and then replanted. No regular, comparable botanical monitoring has subsequently been undertaken so it is difficult to assess the success of the project and many factors may have influenced the plant communities which are now present."</i> While this report does not assess the success of the re-instatement compared with pre-construction habitats, surveys undertaken on the coastal habitats east of Sizewell B on behalf of Suffolk Wildlife Trust in 2003 (Volume 2, Annex 14A3.3 of the ES [APP-229]) recorded a mosaic of vegetation communities within the shingle habitat which included species indicative of vegetated shingle such as Sea Pea (<i>Lathyrus japonicus</i>). While this survey does not elude to the success of the re-establishment of habitats following Sizewell B, they are of similar make up and contiguous with habitats to the north and south of the survey area and therefore success can be assumed. A new coastal defence will be constructed and will also comprise a sacrificial shingle barrier with sandy cap in front of the new main sea defence, used to defend the Sizewell C power station. The role of the sacrificial dune would be to minimise coastal erosion and release sediment to the beach face, which would only be activated during a storm event. It is likely that the dune would occasionally be eroded and require repair in order to maintain its volume (as detailed in paragraph 14.4.12 of Volume 2, Chapter 14 of the ES [AS-033]). Paragraph 14.7.189 sets out the implications of future sea level rises and that in the absence of monitoring and some potential maintenance, the habitats established would

¹⁰ EDF Energy. No date. Environmental Product Declaration of electricity from Sizewell B nuclear power station. [Online]. Available at: https://www.edfenergy.com/sites/default/files/sizewell_epd_full.pdf

ExQ1	Question to:	Question:
		likely be more susceptible to erosion in a shorter timeframe. The long-term implications for the coastal shingle habitats have been considered as part of the assessment and needs to be considered in the context of natural processes associated with predicted sea level rises. The effect of habitat loss, looking at the long term, is moderate adverse which is considered significant. This coastal habitat supports important plant species, such as Deptford Pink (<i>Dianthus ameria</i>), and invertebrate assemblages of national importance. Deptford Pink surveys are on-going to map the location and extent of the population of this species and mitigation measures proposed in a Deptford Pink Method Statement (Volume 3, Appendix 2.9.C1 of the ES Addendum [AS-209]) to translocate this species. Volume 2, Chapter 14 of the ES [AS-033] (paragraphs 14.8.65 – 14.8.67) states the effect of coastal habitat loss on the associated invertebrate assemblages supported within this area would be moderate adverse, which is considered significant, due to the fragmentation of coastal habitats whilst the sea defence was being built and re-instated. The approach to the reinstatement and monitoring of these habitats will be discussed between SZC Co. and Natural England. However, the scope of Natural England's matters of interest within the SoCG to date, in relation to sites, has been on the statutorily designated sites, such as the relevant SAC, SPA, Ramsar sites and the SSSIs and not the non-statutory sites such as the Suffolk Shingle Beaches CWS. So whilst restoration of the beach habitats is touched upon in the SOCG (Doc Ref. 9.10.7), this is primarily by way of reference to the impacts on coastal processes.
	Response by East Suffolk Council at Deadline 2	Part of the Suffolk Shingle Beaches CWS lies on the eastern side of the proposed Sizewell C platform, with the CWS extending south in front of the Sizewell A and Sizewell B stations. ESC's understanding is that in the proposed plans part of the CWS would be permanently lost due to the construction of the Sizewell C hard coastal defence feature (HCDF) – the loss referred to as permanent irreversible in [APP-224] paragraph 14.7.190, and part would be temporarily lost during construction and then reinstated with stored material over part of the HCDF post construction (referenced in [APP-224] paragraph 14.7.188). The intention being that this reinstatement would then allow shingle flora to re-establish. Whilst this mitigation may in theory be possible initially, sea level rise and coastal change is predicted to result in exposure of the hard defence in the operational lifetime of the power station, with its presence meaning that there is no opportunity for any natural

ExQ1	Question to:	Question:
		rollback of the CWS habitats. Despite this no additional measures are proposed to address this impact. Survey work has indicated that the vegetated shingle habitat is of national importance and ESC therefore considers that appropriate long-term mitigation/compensation measures must be secured. ESC also notes that the change to the original submission in relation to coastal defences moves the hard coastal defence feature closer to the sea, with the requirement for recharge of the soft coastal defence then likely to be required earlier in the operational phase. Dependent on the frequency of such recharge activity it is possible that vegetated shingle flora will never adequately re-establish on the reconstructed CWS area and therefore permanent loss of this part of the CWS will occur even earlier in the operational life of the power station. ESC consider that this will result in a permanent impact of at least Moderate Adverse, Significant level which is not mitigated or compensated for as part of the development proposals, ESC do not consider that this is acceptable.
	Response by Suffolk County Council at Deadline 2	Part of the Suffolk Shingle Beaches CWS lies on the eastern side of the proposed Sizewell C platform, with the CWS extending south in front of the Sizewell A and Sizewell B stations. SCC's understanding is that in the proposed plans part of the CWS would be permanently lost due to the construction of the Sizewell C hard coastal defence feature (HCDF) – the loss referred to as permanent irreversible in APP-224 para. 14.7.190, and part would be temporarily lost during construction and then reinstated with stored material over part of the HCDF post construction (referenced in APP-224 para. 14.7.188). The intention being that this reinstatement would then allow shingle flora to re-establish. Whilst this mitigation may in theory be possible initially, sea level rise and coastal change is predicted to result in exposure of the hard defence in the operational lifetime of the power station, with its presence meaning that there is no opportunity for any natural rollback of the CWS habitats. Despite this no additional measures are proposed to address this impact. Survey work has indicated that the vegetated shingle habitat is of national importance and SCC therefore considers that appropriate long-term mitigation/compensation measures must be secured. We also note that the change to the original submission in relation to coastal defences moves the hard coastal defence feature closer to the sea, with the requirement for recharge of the soft coastal defence then likely to be required earlier in the operational phase. Dependent on the frequency of such recharge activity it is possible that vegetated shingle flora will never adequately re-establish on the reconstructed CWS area and

ExQ1	Question to:	Question:
		therefore permanent loss of this part of the CWS will occur even earlier in the operational life of the power station. We consider that this will result in a permanent impact of at least Moderate Adverse, Significant level which is not mitigated or compensated for as part of the development proposals, we do not consider that this is acceptable.
	Response by Natural England at Deadline 2	Within Natural England's Relevant Representations (PINS ref: RR-0878, our ref: 306236, dated 30th September 2020), we provided some general advice on the consideration of Section 41 priority habitats and species and regional and local sites of ecological importance (e.g. County Wildlife Sites) (Natural England issue reference 22, pp. 69-71). However, as highlighted in that response, we will only be providing detailed advice on statutory protected sites or where impacts may involve protected species for which Natural England will assess via its licensing process. In this matter Natural England defers to East Suffolk Council and Suffolk County Council.
	Response by SZC Co. at Deadline 3	The councils make the point that beach recharge could affect the ability of beach vegetation to become established. The following response is made in the Comments on Councils' Local Impact Report (Doc Ref. 9.29) and repeated below: Beach recharge will be undertaken as necessary and this will maintain the substrates necessary for these habitats. Modelling to date shows up to seven recharge events over the lifetime of Sizewell C and whilst these would be at fairly regular intervals, given that erosion is storm driven these events could be somewhat erratic. Erosion would occur in 'pockets' along the frontage and recharge would only be required for those sections (i.e. recharge would not be required along the entire length of the sea defence). Given that species characteristic of shingle beach vegetation communities are adapted to what is a naturally dynamic environment, it is considered that recharge events of this type and frequency would not lead to a substantive loss of shingle beach vegetation. The species present immediately after an area has been subject to recharge would simply be the early colonisers, characteristic of the early stages of vegetation establishment. Early colonisers would be annual and biennial species whilst perennial species would generally establish over subsequent years in areas where sediments become more consolidated. This recolonisation mimics the processes which occur naturally after storm events.
	Response by RSPB at Deadline 3	We support East Suffolk Council's response to this question. We have also provided comments on the Preliminary Design and Maintenance Requirements for SZC SCDF Report

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	as part of our Deadline 3 submissions raising further questions in line with our Written Representation e.g. paras 3.100 and 3.108 on the potential shortcomings with the Applicant's conclusions on these issues. The responses of the Councils at Deadline 2 (and, by extension following their support, RSPB), state that sea level rise and coastal change is predicted to expose the HCDF during the station operational lifetime. This is not the case; this projection was not a prediction (as was made explicit throughout the reporting) and was purely to demonstrate the need for mitigation: the proposed mitigation has been assessed as sufficient to prevent exposure into the decommissioning phase (BEEMS Technical Reports TR545 [REP3-032] and TR545 [REP3-048]) and work is ongoing to assess viability to the end of decommissioning or beyond. It is noted, however that this mitigation does not allow for significant natural rollback in front of the HCDF. However, rollback (once the stable dunes presently backing the Minsmere frontage are entirely removed) is unlikely to sustain a community in the long term, since the beach crest is continually recycled naturally. As stated in the response at Deadline 3, in respect of recharge rates and the prospects for manual recharge/recycling to undermine the stability of a vegetated shingle area, the calculated recharge rates as assessed in TR544 [REP3-032] are absolute worst case – maximum beach retreat rates, combined with minimum beach volumes – and presented as an average requirement for intervention of every 7-9 years including 1:107 year storm conditions (as queried in 5.17 and 5.18 of the Deadline 3 representation). However, it should be emphasised that this is unlikely to apply over the whole area simultaneously (indeed, the majority of the HCDF frontage is not eroding at all at present), but only in small sections. The actual interval between recharges of specific sections is likely to be considerably longer. For all other periods, the beach will function exactly as it would otherwise do (i.e. without SZC) and as it does long the SZA and SZB frontages. Paragraph 3.99 of the RSPB-WR [REP2-506] suggests that “but for the application”, there is no reason to believe that additional defences will be required and that the designated sites are not at risk for 50-200 years (whereas, by contrast, modelling presented in TR545 demonstrates that the shoreline just north of SZC will be at significant risk of breach in storm events, which 3.123 specifically cites as a major concern, by the end of this century, even without ‘accelerated erosion’). The RSPB deadline 3 submission [REP3-074] paragraph 5.14 reiterates concern over erosion promoted by exposed hard points, but it is already the case that erosion is focused on the Minsmere south frontage due to the

ExQ1	Question to:	Question:
		combined influence of Minsmere sluice outfall and SZB salient and the evidence presented in TR545 [REP3-032] and TR544 [REP3-048] makes clear that the SCDF mitigation prevents HCDF exposure and represents a source of additional sediment within this erosive embayment. It is worth noting the shingle ridge at northern Minsmere is lower and of a smaller volume than just north of SZC, so overtopping and breaching in the south should be preceded by overtopping and breaching in the north (where overtopping already occurs) – see response to BIO.1.75. Para. 3.104 posits accelerated erosion due to the structures but the ES assessments identified at worst, that there would be no significant negative effect on the defensive properties of the frontage. This will remain the case for as long as the longshore connectivity of the frontage is maintained, as set out in the CPMMP. Further, the SCDF mitigation proposed has the potential to reduce the significant risk of breach at the tank traps, as it is expected to reinforce this (presently weakest) section of the frontage and increase longevity of this part of the habitat by supplying sediment as the beach retreats. The BEEMS Technical Reports TR545 [REP3-032] and TR544 [REP3-048] address the further comments made by the RSPB deadline 3 submission [REP3-074] regarding the alongshore variation in volume in the SCDF (paragraphs 5.19-22), which has been largely reduced by the reduction in the cross-shore extension of the permanent BLF abutment. The RSPB also indicate in paragraph 3.99 [REP2-506] that increased accretion is undesirable (although the Natural England site survey suggests that accretion would be beneficial for SSSI unit 113). However, there is limited risk of significant net accretion at an eroding site i.e., net transport will still be away from this section – any sediment fed out from the SCDF will be removed from the eroding section at the natural rate, with the net effect of simply slowing the rate of retreat. Paragraph 3.108 recognises that coastal protection techniques allowing natural processes to work where possible, relying on soft defences, can create new, stable areas of shingle, but that it does not always follow that this will restore the assemblages that have been lost. Subsequent paragraphs continue this approach of conceding the potential benefit, but suggesting they may not always be effective. Furthermore, paragraph 3.120 decries a 'static' approach to conservation - however, the SMP for the proposed SZC frontage is in any case 'Hold the Line' and the proposed dynamic, 'working with nature' approach as proposed by the Applicant is aligned with RSPB's preferred approach. The RSPB deadline 3 submission [REP3-074] continues to express concerns that the SCDF will be recharged with (very) coarse shingle and little sand, or even cobbles (paragraph 5.23). The proposed

ExQ1	Question to:	Question:
		sacrificial material of the SCDF is not very coarse shingle or cobbles but the coarser end of the natural (fine pebble) spectrum. This will not inhibit the natural transport of finer shingle & sand up the profile and into the supratidal on adjacent shores – this material will continue to be in continual motion and transport alongshore in suspension and bedload under almost all conditions, exactly as at present. Further, this material will be moved into and out of the natural beach face according to the energetic state of the sea. The additional shingle input from SCDF would bolster the volume of the active lower beach and prevent the otherwise rapid natural shoreline retreat from continually squeezing the drift lines on the upper beach. The RSPB deadline 2 written response [REP2-506] paragraph 3.133 suggested that the Applicant is incorrect to state that SSSI unit 113 has been destroyed through coastal erosion – but also quotes the original Natural England survey report [DEFRA MAGIC] “<i>This unit has been lost through coastal erosion</i>” and “<i>...site visit confirmed that all the unit had gone or if deposition had started to occur again no shingle habitat was present</i>”. RSPB [REP2-506] also identified rollback into the perennial vegetation of Unit 112 and describe ‘geographical loss’ of the unit and the RSPB deadline 3 submission [REP3-074] continues to argue that this was not what the NE survey concluded (despite the report text indicating: “<i>This ISA concludes that the unit has been destroyed through natural processes</i>”) 113 – it is not clear to the Applicant what the subtleties of this terminology are intended to convey. However, the RSPB deadline 3 submission [REP3-074] presents imagery from subsequent surveys 2015 and 2021 to illustrate vegetation immediately north of the SZC site and suggest that vegetation has fluctuated but remains present. From the perspective of coastal process, this provides a measure of agreement with the Applicant’s proposal that preservation of the active beach volume alongshore with sediment from the SCDF can support re-establishment of supra-tidal vegetated features, since it will preserve the processes generating the drift lines north of SZC. RSPB WR comments [REP2-506] on mitigation and monitoring indicated concern over how trigger points will be defined (for beach mitigation, 3.143) The CPMMP will also include more detailed information on the proposed monitoring of annual drift lines using aerial imagery ([REP2-506] paragraph 3.146 and [REP3-074] paragraphs 5.11-13). With respect to trigger points for mitigation ([REP2-506] paragraph 3.155) these are currently defined based on beach volume assessments and the risk of erosion exposing

ExQ1	Question to:	Question:
		the HCDF. However, the same principal (risk-based definitions of buffer requirements) can be applied to preservation of other specific features. Analyses in BEEMS Technical Report TR544 [REP3-032] indicates that substantial buffers can be expected to remain even after very low frequency events. More detailed definitions of trigger volumes are provided in the CPMMP and, as a live document, the sophistication of the triggers will develop over many years.
Bio.1.47	The Applicant	[APP-224] – para 14.4.10 bullet 5 – primary mitigation, the SSSI crossing. Please will the Applicant submit a set of drawings showing the location, plan, elevations, sections and design of the SSSI crossing, together with the context, ecological and landscape. It is appreciated that the design is a work in progress, but the location, plan, elevations and sections of what is proposed should be capable of being fixed now. If this has been done further to the Rule 17 letter of 25 February 2021 [PD-012] there is no need to duplicate the material. Please however submit any material not sent in response to [PD-012] and also state the Examination Library reference(s) for the material which was submitted.
	Response by SZC Co. at Deadline 2	A full set of drawings relating to the current single span bridge proposals included in the Accepted Changes (April 2021) [PDA-004 and PDA-005] were submitted in response to the Rule 17 letter of 25 February 2021 [PD-012]. However, as stated in the answer to Question G.1.32 in Chapter 2 (Part 1) of this report, in response to feedback from stakeholders following the Accepted Changes (April 2021) , a design review was commissioned to determine if the structure could be optimised to further reduce impacts on Sizewell Marshes SSSI. In response to ecological concerns raised by stakeholders, SZC Co. has further optimised the design and proposes to reduce the width of the bridge to approximately 15m once the power station has been built. This would be achieved by removing part of the bridge deck. It is also proposed to raise the soffit level of the bridge in response to stakeholder feedback. Updated indicative plans and further details will be submitted at Deadline 4. Requirement 12C of the draft DCO will be updated at the same time to secure primary mitigation. Appendix 7E of this chapter provides three figures which provide the ecological context to the location of the crossing. A new set of figures will be provided for Deadline 4 to align with updated design details referred to above.

ExQ1	Question to:	Question:
	Response by RSPB at Deadline 3	We welcome the proposal to reduce the width of the bridge to approximately 15m once the power station has been built. However, we note that the Applicant proposes to submit updated indicative plans and further details at Deadline 4. We are concerned that only indicative plans will be submitted at Deadline 5 and without full details potential impacts cannot be adequately considered and assessed. We also highlight that Deadline 5 is after the biodiversity ISHs on 15 and 16 July where this issue may arise. We therefore request detailed plans are submitted to the Examination at the earliest opportunity and if possible before the ISH, with adequate time for parties to consider.
	Response by SZC Co. at Deadline 5	These plans have been included within SZC Co's submission at Deadline 5 (Doc Ref. 2.5(A)). These plans have also been shared with the RSPB, SWT, Natural England and the Environment Agency in advance of ISH 5.
Bio.1.48	The Applicant	[APP-224], para 14.4.11, bullet 1. Marsh harrier foraging habitat. Please will the Applicant set out the following in one document: (a) The significance of the marsh harrier – this should cover policy, legal, ecological and any other relevant aspects (b) How it is affected by the Proposed Development? (c) the areas over which it forages over the Minsmere South Levels and Sizewell Marshes SSSI and any other areas where its foraging, breeding or other activities are likely to be affected by the proposed development (d) where the permanent foraging habitat referred to in this bullet "is being established and enhanced within the northern part of the EDF Energy estate" (e) the need for and role of any other areas for marsh harriers which are proposed (including Westleton) (f) state clearly whether the fen meadow compensation areas at Halesworth and Benhall (and if the change request is accepted also at Pakenham) play any role in relation to the marsh harrier. (g) How the SofS should decide whether the area at Westleton is required and whether its compulsory acquisition is justified. (In this regard the Applicant is also referred to the Secretary of State's decision letter on Hornsea Three, Section 6.)

ExQ1	Question to:	Question:
		(g) Any uncertainties over the success of replacement foraging (or other) areas for the marsh harrier and the probabilities of success (h) conclusions in relation to the marsh harrier and the relevant policy, legal and ecological aspects. (i) For the avoidance of doubt, this document should cover but not be limited to s.40 of the Natural Environment and Rural Communities Act 2008, s.28G of the Wildlife and Countryside Act 1981, environmental assessment and the Habitats Regulations, EN-1 and EN-6.
	Response by SZC Co. at Deadline 2	Responses to the points raised in this question are provided in Responses to the points raised in this question are provided in Appendix 7F of this chapter.
	Response by RSPB at Deadline 3	The RSPB and SWT have set out our concerns regarding the level of compensation provided by the currently proposed 48.7ha area of dry habitats within the EDF Estate in our Written Representations submitted at Deadline 2. Specifically, we have raised concerns about the level of uplift in prey provision that can be achieved through the management of dry habitats and the uncertainty around the Applicant's calculations of the number of small mammals (key prey species for marsh harriers) that can be provided by this area. We agree with Natural England's comments in their Relevant Representations and repeated in their response to question BIO.1.49 that wetland habitat creation is likely to provide optimal compensatory habitat with greater certainty of success (with regard prey provision for marsh harrier) than the management of dry habitats. However, wetland creation and establishment takes time and any habitats created now may not be fully functional by the time construction commences, hence our concerns about the proposed conversion of c10% of the current compensation area to wet habitats raised in our Written Representations and in our comments on the Marsh Harrier Habitat Report, also submitted at Deadline 3. Therefore, our position remains that wetland habitat would represent the most beneficial habitat provision for foraging marsh harriers with a greater certainty of success as compensation, but based on current timelines, the replacement of any of the currently proposed dry habitat compensation with wet habitats would not be desirable unless it can be made functional by the time construction commences. If this is not possible we advocate for wet habitat creation in addition to the currently proposed dry habitats, as in

ExQ1	Question to:	Question:
		the longer term, this would provide greater benefits for the marsh harrier population, whilst retaining the maximum potential compensatory provision from the dry habitats currently proposed (albeit we argue that this potential is lower than the Applicant suggests). For clarity, we also note and agree with the Applicant's point30 that the wetland habitats at Aldhurst Farm are not likely to benefit foraging marsh harriers from Minsmere as this would require overflight of the construction area, which has been assessed to represent a 'barrier' to marsh harrier flight activity.
	Response by SZC Co. at Deadline 5	As detailed in the Marsh Harrier Compensation Area Design Update to Include Wetland report [REP2-119], SZC Co considers that the habitat managements being implemented on the compensatory habitat area will provide sufficient increase in prey availability to compensate for the foraging habitats from which marsh harrier are predicted (on a precautionary basis) to be displaced. The dry areas of habitat have been carefully designed to optimise habitat structure and quality and maximise prey abundance. Both Natural England and the RSPB have attended workshops and reviewed design options to identify the preferred design for the layout of the dry habitats and the selected design is currently in establishment. The development of the wetland component within the compensatory habitat area was introduced to support a request from the RSPB to provide wetlands within the design. It is being created in the first winter of the construction period to ensure that there are no noise impacts to breeding marsh harriers during the excavation of the wetland and to ensure the wetland is created as soon as possible once consent is received. The proposed reedbeds within the wetland component would not be fully established in the subsequent summer. However, the wetland is expected to be a shallow open water body at this stage, with some limited marginal vegetation, which will attract small numbers of waterfowl, waders as well as small passerines drinking on its margins. The waterbody will be in close proximity to tree belts (established and new plantings), and existing long grass areas providing ambush opportunities on the wetland margins for marsh harriers. The wetland would therefore provide valuable marsh harrier foraging habitat during this period. By the second summer, the reedbeds can be expected to be well established. In conclusion, the new wetland is expected to benefit the prey provision to marsh harrier even in its immature state.

ExQ1	Question to:	Question:
		A further submission will be made at Deadline 6 in relation to the habitats being created on-site and the contingency location at Westleton, particularly in relation to prey availability.
Part 2 - Biodiversity and ecology (terrestrial) - Main Development Site		
Please note. Owing to the length of [APP-171] and the multiple topics and effects it assessed, the ExA asked the Applicant in [PD-005] to identify each of the headings in a way which clarifies both the subject matter and how each section, sub-section, sub-sub-section and so on sits in relation to preceding sections. As the paragraphs already had a number system separate from the headings the ExA suggested a lettering system. The lettered headings version submitted by the Applicant is at [AS-033]. The full list of headings is at electronic pages 372-381 of [AS-033] (hard copy pages 366-375). References to lettered sections in the questions below on [APP-171] are to those sections.		
The next set of questions address construction effects on plants and habitats, paragraphs 14.7.22 – 14.7.223		
Bio.1.57	The Applicant, Natural England	[APP-224], section C.a.a.c, especially paras 14.7.62; 65 and 67. (a) It appears that avoiding hydrological effects on Minsmere European Site (sic) is dependent on careful monitoring and control measures. Please explain where these are described and how they are secured in the DCO and / or the s.106 agreement. This should include how they are to be funded. Cross-referencing to the Mitigation route map would also be helpful. Is "Minsmere European Site" (e.g. in para 14.7.67) intended to refer to all the European designations – SAC, SPA and Ramsar? There are several uses of the phrase in the singular in the Chapter and in questions below. (b) Is NE content with these measures? (c) To what extent is the continued operation of the Minsmere Sluice needed? (d) The ExA notes that some IPs have suggested the lifetime of the sluice is shorter than the lifetime of the Proposed Development. Please will the Applicant and NE comment on that, indicating whether they agree and what action is needed in relation to that, if any, is needed to ensure the Proposed Development does not have any likely significant effect.
	Response by SZC Co. at Deadline 2	(a) No significant hydrological effects are predicted on the Minsmere European Site or other habitats during either the construction or operational phases (refer to Volume 2,

ExQ1	Question to:	Question:
		Chapter 19 of the ES [APP-297]. This conclusion is not dependent upon the proposed hydrological monitoring and the implementation of prescriptive control measures. Continued hydrological monitoring is proposed, as outlined in the Sizewell C Water Monitoring and Response Strategy (Volume 3, Appendix 2.14.A of the ES Addendum [AS-236]). This states that the purpose of continued monitoring is to demonstrate that changes in the water environment are consistent with the impact assessment. Recognising that timely intervention will be required if an unacceptable change is observed, the strategy sets out the approach to mitigation. The Water Monitoring and Response Strategy and the Water Monitoring Plan define the specific measures that will be secured by Requirement 7 of the draft DCO (Doc Ref. 3.1(C)), along with the relationship to the environmental permits and licences that would be necessary. The Water Monitoring Plan would be prepared by SZC Co. and submitted to East Suffolk Council for their approval, following consultation with relevant stakeholders. Together these provide a robust and effective framework of controls for the management of water levels for the duration of the project. (b) No response is required from the Applicant. (c) SZC Co. recognises concerns of stakeholders regarding the long-term viability of Minsmere Sluice. It neither owns the structure nor has included it within the proposed order limits. No significant hydrological effects are predicted in the vicinity of Minsmere Sluice (refer to Volume 2, Chapter 19 of the ES [APP-297]). Minsmere Sluice is an Environment Agency owned and maintained structure that controls drainage from the Minsmere New River, Leiston Drain and Scott's Hall Drain. It provides controls and limits the ingress of salt water and is tide locked when water levels in the North Sea are high. At low tide drainage of the upstream fluvial system via Minsmere Sluice is via gravity. As set out in (d) below, the Minsmere Sluice was refurbished in 2013 with a 50-year design life and the ongoing operation is set out in the coastal policy. (d) SZC Co. notes that the Shoreline Management Plan (SMP) policy¹¹ for the wider coast (MIN12.3 and MIN12.4) in the vicinity of Minsmere Sluice is managed realignment, whereas the position for Minsmere Sluice is for it to be maintained. Consistent with the

¹¹ Suffolk Shoreline Management Plan (SMP7). [Online]. Available at: <http://www.suffolksmp2.org.uk/policy2/smp7index.php>

ExQ1	Question to:	Question:
		policy stated in the SMP, the Environment Agency refurbished Minsmere Sluice in 2013 and this work was completed with a 50 year design life. This is the current policy for coastal management that the Sizewell C Project will need to comply with.
	Response by Natural England at Deadline 2	b) We have addressed groundwater impacts in relation to the Minsmere to Walberswick sites within our Relevant Representations (PINS ref: RR-0878, our ref: 306236, dated 30th Sep 2020): <i>"Drawdown during the construction phase is limited to the very southern edge of the site adjacent to the platform and is temporary in nature. The drainage strategy and code of construction practice will mitigate against issues of increased discharge or run-off from the MDS during construction and operation. This also applies to the Sizewell Link Road. However, there is an important assumption here that the Drainage Strategy and Code of Construction Practice will be rigorously implemented. We recommend that these mitigation measures are secured in the requirements of the DCO. We advise that there is unlikely to be significant hydrological impacts on the following sites:</i> • Minsmere to Walberswick Heath and Marshes SAC • Minsmere- Walberswick SPA • Minsmere- Walberswick Ramsar site • Minsmere- Walberswick SSSI" d) The Minsmere Sluice is managed and maintained by the Environment Agency who would be best placed to answer this question.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Environment Agency at Deadline 3	(d) The Environment Agency owns and maintains the Minsmere Sluice. The lifetime of the sluice is shorter than the lifetime of the development. The 2013 Minsmere sluice refurbishment project was appraised over 50 years, this does not represent a 50 year design life. The 2013 Project Appraisal Report states: 3.2.12 Due to rising sea levels, it is expected that within 50 years the Minsmere Tidal Sluice will no longer be able to drain the hinterland via gravity. At this point in time a

ExQ1	Question to:	Question:
		change to the existing management approach will be needed (this could be either a pumped system, drainage completely abandoned, an alternative location of the sluice and / or line of defence). There are numerous factors that will contribute to this decision (as outlined in the Minsmere Sea Defences Technical Report, Black & Veatch, 2009), but under the current decision framework it is expected that we will withdraw from flood risk management and allow natural coastal change to happen. To reflect this, we have assumed an appraisal period (in terms of whole life costs) of 50 years, assuming that we continue with the current management approach over this time frame. Objective 1 – Refurbish the Minsmere Tidal Sluice so that it can continue to provide a coastal and fluvial flood risk management function for the Natura 2000 site, in accordance with the Habitat Regulations. Refurbishment works to enable the maintenance frequency to be reduced from annual maintenance to five to eight yearly maintenance. Refurbishment to be sufficient to avoid the need for further capital investment over the next 20 years. The 2013 project refurbished elements of the sluice chamber. The outfall element of the system is likely to need some, potentially significant, works in future years. Our strategic objectives for the site remain in alignment with the Shoreline Management Plan policy. Subject to shoreline erosion rates being as predicted in the Plan and funding availability we anticipate being able to continue maintaining Minsmere Sluice into the long term (<2055). Beyond 2055, coastal erosion or sea level rise (possibly both) will likely render the location unsustainable due to sea flooding frequency or drainage limitations
	Response by RSPB at Deadline 3	(b) We note and support NE's response provided in their relevant representation and repeated in response to ExA Written Question Bio.1.57 groundwater impacts in relation to the Minsmere to Walberswick sites within our Relevant Representations (PINS ref: RR-0878, our ref: 306236, dated 30th Sep 2020): The drainage strategy and code of construction practice will mitigate against issues of increased discharge or run-off from the MDS during construction and operation. However, there is an important assumption here that the Drainage Strategy and Code of Construction Practice will be rigorously implemented. We recommend that these mitigation measures are secured in the requirements of the DCO. We advise that there is unlikely to be significant hydrological impacts on the following sites: • Minsmere to Walberswick Heath and Marshes SAC • Minsmere-Walberswick SPA

ExQ1	Question to:	Question:
		• Minsmere-Walberswick Ramsar site • Minsmere-Walberswick SSSI Therefore, it is imperative that the measures proposed in the Outline Drainage Strategy are rigorously implemented to ensure continued protection of the neighbouring Minsmere to Walberswick SAC, SPA, Ramsar site and SSSI and Sizewell Marshes SSSI. We have provided a response to the Outline Drainage Strategy as part of our Deadline 3 submission identifying a number of items still to be resolved. (d) Our understanding is that all the flood modelling presented has been developed on the basis of the existing drainage including the Minsmere Sluice and does not account for the eventuality of the Minsmere Sluice being potentially unavailable for drainage from 2063 onwards. We also note that gravity drainage of the sluice may be impeded by sea level rise effects ahead of this time. We believe the Applicant's answer has not acknowledged the considerations for hydrological impacts and that their answer addresses coastal processes, which is not relevant to this question. We would welcome further clarification on this, as the potential hydrological impacts relate to the concerns raised in our Written Representation.
	Response by SZC Co. at Deadline 5	(b) SZC Co. has reviewed RSPB's response on the Outline Drainage Strategy and will provide a separate response at Deadline 6. (d) SZC Co. has completed sensitivity testing within the hydraulic modelling, including an assessment of the impact of a 70% blockage of the Minsmere Sluice structure, as part of an assessment approach agreed with the Environment Agency. From this assessment it has been determined that the safety of the Project during extreme events in the future does not rely on the ongoing maintenance, operation or functioning of the Minsmere Sluice. In the future, due to sea level rise, the extreme sea levels will have increased such that the Minsmere Sluice will be tidally locked during extreme events and therefore it will not be operational in these future scenarios. The normal operation and safety of the Project in the future does not rely on the ongoing maintenance, operation or functioning of the Minsmere Sluice. Under each of these conditions there is negligible impact caused by the Project on the operation of the sluice and thus on the designated habitats. The mechanisms are

ExQ1	Question to:	Question:
		considered further in the technical note 'Minsmere Sluice Operation Evaluation Technical Note' which is anticipated to be submitted at Deadline 6.
Bio.1.65	The Applicant	[APP-224] para 14.7.134. Recreation of fen meadow habitat. Please will the Applicant explain the results of the further work to maximise the likelihood of successful fen meadow habitat. If successful establishment cannot be guaranteed, what does the Applicant propose? The ExA recognise that habitat proposed in the change request at Pakenham is what appears to be a fallback. If the change request in relation to Pakenham is accepted, what is the likelihood of success there and what is to happen if that also is unsuccessful? How should the SofS decide whether the area at Pakenham is required and whether their compulsory acquisition is justified. (In this regard the Applicant is also referred to the Secretary of State's decision letter on Hornsea Three, Section 6.) The Applicant and NE will be aware that this is fen meadow issue on which NE have stated in their relevant representation [RR-0878] that they have fundamental concerns which it may not be possible to overcome in the form of the proposals at 30 September 2020. The ExA has asked for an SoCG with NE to cover all matters raised by NE. There is clearly a significant difference between NE and the Applicant. The ExA hopes that NE and the Applicant can come to an agreed position. If the position leaves NE's concern in place the ExA expects the different positions to be fully explained and argued in the SoCG. To the extent that they are not, the response to these questions should set them out, but the ExA prefers to see the arguments in one place, rather than in several documents. The setting out of positions and arguments in an SoCG should not stop the parties from continuing to resolve issues and find common ground.
	Response by SZC Co. at Deadline 2	The answer to this question is presented in three sections below. In response to the first paragraph: The further work referred to in paragraph 14.7.134 of Volume 2, Chapter 14 of the ES [AS-033] is detailed in a Fen Meadow Strategy [Section 2.9D of AS-209]. The further work referred to in paragraph 14.7.134 of Volume 2, Chapter 14 of the ES [AS-033] is detailed in a Fen Meadow Strategy [AS-209].

ExQ1	Question to:	Question:
		The Fen Meadow Strategy [AS-209] has been prepared to define SZC Co's commitment to provide appropriate compensation measures to mitigate for the loss of fen meadow habitat through the creation of compensatory fen meadow habitats, and the provision of a contingency fund. The Fen Meadow Strategy [AS-209] provides the following: Section 4 describes studies undertaken to date (i.e. the Fen Meadow Compensation Study [APP-258]) to identify potential compensation sites, which comprised two phases: - Phase 1 comprised a desk based screening exercise which identified five sites for further investigation [Paragraph 4.1.2-4.1.4 in AS-209] - Site No. 10 – Aldecar Lane (Benhall site, in part) - Site No. 11 – Watering Lane (Benhall site, in part) - Site No. 28 – Blyth Road (Halesworth site) - Site No. 33 – Stratford St Andrew, and - Site No. 54 – Pakenham, - Phase 2 concluded that each of the sites visited had good potential for the development of fen meadow [Paragraphs 4.1.5-4.1.8 in AS-209]. Detailed site investigations are underway at each site (Paragraph 4.1.9 AS-209); Section 4 [AS-209] also describes the development of a Fen Meadow Plan [Paragraph 4.1.10 – 4.1.11 in AS-209]. - The Fen Meadow Plan will be developed over a series of three reports, with the final Plan drawing upon 12 months of monitoring. The final plan will be submitted for approval, as detailed [Paragraph 4.1.11 in AS-209]. As stated at 4.1.11, it is proposed that the first draft of the Fen Meadow Plan is submitted later in the examination process. Section 5 of the Fen Meadow Strategy [AS-209] outlines the approach for delivering compensatory fen meadow habitat, the interfaces with stakeholders and the monitoring and remedial actions which will be deployed to maximise the chances of successfully establishing the habitat [Paragraphs 5.1.1 – 5.1.15 of AS-209]. Section 6 of the Fen Meadow Strategy [AS-209] describes the Test of Success [Paras 6.1.1-6.1.4 in AS-209], and Section 7 described contingency provisions.

ExQ1	Question to:	Question:
		This Applicant is confident that it will be able to create the appropriate quantum of compensatory fen meadow habitats given the suitability of the sites, in order to further ensure the loss is adequately compensated for, and to recognise the risks which might arise outside of Sizewell C's control, contingency provisions are also detailed [Paragraphs 7.1.2- 7.1.3 in AS-209]. Evidence for successful establishment of fen meadows is provided in the answer to question Bio.1.86. The Pakenham site is not a 'fallback' site and forms an integral part of the proposals in the Fen Meadow Strategy [AS-209] and has the same status as the two sites at Benhall and Halesworth. It has been included to increase the quantum of fen meadow delivered, as a result of further engagement with stakeholders and to address their concerns [Paragraphs 4.1.6 in AS-209]. The Pakenham site has good potential for fen meadow habitat (there are two area of existing fen meadow vegetation already present). As well as increasing the quantum of compensatory fen meadow that is created, the use of multiple sites will also reduce any risks of overall delivery as individual sites (or parts of sites) may have unforeseen constraints or not respond to the management interventions. An understanding of the factors which will determine success and evidence for successful establishment of fen meadows at other locations, both of which give SZC Co. confidence that the habitats will be successfully created, are provided in the answer to Question Bio.1.86 in this chapter. However, should the fen meadow habitat creation not be successful, the contingency provisions referred to in paragraphs 7.1.1-7.1.3 of the Fen Meadow Strategy [AS-209] will apply. In response to the second paragraph: The Pakenham site has been included to increase the quantum of fen meadow delivered, as a result of further engagement with stakeholders and to address their concerns [Paragraph 4.1.6 in AS-209]. Specifically, the stakeholders including Natural England [RR-0878] expect the compensatory habitat to extend to nine times the area of fen meadow to be lost from the Sizewell Marshes SSSI. This will require up to 4.5 hectares of replacement habitat. During the Phase 2 investigation, areas of potential for fen meadow habitat were identified as being a primary locus (the area with the greatest potential for fen meadow), or a potential additional area (an area with lower potential within which there was greater uncertainty of success). A total of 3.2ha of primary locus for fen meadow was identified on the Benhall and Halesworth sites (Volume 2, Appendix 14C4

ExQ1	Question to:	Question:
		of the ES [APP-258]). Stakeholder feedback was that this was insufficient and needed to be increased. Therefore, the Pakenham site has been included, which increases the primary locus for fen meadow by 4.9 hectares, to a total of 8.1 hectares. It is not envisaged that it is possible to deliver fen meadow across all parts of each of the primary loci (see comments on risk above). As noted above the Pakenham site is a third site with the same status as the original two sites and is not a 'fallback' site. The Fen Meadow Strategy [AS-209] requires that 4.5ha is delivered across any combination of the three sites. The Applicant does not envisage the Secretary of State needing to decide whether the Pakenham site is required in preference to the Halesworth or Benhall sites, as the sites have the same status. All three sites are required under the Fen Meadow Strategy [AS-209] to deliver the quantum requested by Natural England and others and to reduce risks. In response to the third paragraph: The Natural England relevant representation [RR-0878] requested that the Applicant commit to both a fen meadow strategy and the creation of fen meadow habitat. SZC Co. has subsequently submitted the Fen Meadow Strategy [AS-209] in which it commits to creation of compensatory fen meadow habitat and SZC Co will continue to work with Natural England to present an agreed position on fen meadow during the examination and record this through the SoCG process. It is proposed that the Fen Meadow Strategy [AS-209] would be secured via way of draft Requirement 14.A of the draft DCO (Doc Ref. 3.1(C)).
	Response by RSPB at Deadline 3	We consider the Fen Meadow Strategy does not fully explain 'the results of the further work to maximise the likelihood of successful fen meadow habitat' as requested by the ExA because the monitoring studies are ongoing. The Applicant proposes to submit a first draft of the Fen Meadow Plan later in the Examination and the full monitoring results and final Plan will not be available until after the close of the Examination. This is one of many significant concerns over the fen meadow strategy detailed in our Written Representations submitted at Deadline 2. We note and support Natural England's conclusion that their fundamental concern over the permanent loss of SSSI fen meadow habitat may not be resolved. Due to the many concerns about adequacy, we strongly agree contingency measures should be put in place

ExQ1	Question to:	Question:
		now and recommend proposals are submitted to the Examination, so that they can be taken account of by the ExA. We also agree with Natural England the potential impacts from the proposed Pakenham Fen site on the features of the adjacent Pakenham Meadows SSSI and the potential effects of the proposed Benhall compensation site on the Snape Wetlands (Abbey Farm compensation site) should be assessed. We dispute that Appendix 7H referred to in the answer to question Bio.1.86 contains 'evidence for successful establishment of fen meadows' as claimed by the applicant. The only example of fen meadow (re)creation that the Applicant is able to provide (at Thelnetham) sounds like it has not so far been successful because of dense rush growth & colonisation by Common Reed i.e. they have not been able to provide an example of successful (re)creation of fen-meadow. As the Applicant also points out, a key requisite for the creation & maintenance of botanically rich fen meadow is having suitable hydrology & suitable water chemistry. In Section 1.2.9 of Appendix H they state: 'However this is now achieved via providing a clear water source (where possible) and topsoil removal'. The phrase 'providing a clear water source (where possible)' seems pretty ambiguous. Is the water source of suitable chemical composition and what does 'where possible' mean? We agree with the Applicant the Fen Meadow Strategy [AS-209] should be secured via way of draft Requirement 14.A of the draft DCO, however our view is that a detailed Strategy should be provided now to give the ExA confidence as to the possibility of (re) creation.
	Response by SZC Co. at Deadline 5	The draft Fen Meadow Plan will be submitted at Deadline 6. It will contain a review of the feasibility of the sites and more detailed proposals at each location as relevant, supported by hydrological and ecological data. Natural England stated in comments at Stage 4 pre-application consultation (2019): <i>'We advise that the extent of compensatory habitat required is 9x that which would be destroyed by the development; this is considered a suitable multiplier given the complexity of habitat type to be lost, the risk and uncertainty involved in the habitat</i>

ExQ1	Question to:	Question:
		<i>restoration being successful and the time to fully functioning habitat...</i>' The concept of risk of non or partial delivery is therefore built into the multiplier. Natural England in their response to Bio.1.86 at Deadline 2 [REP2-152] state '<i>In regard to relevant examples of fen meadow recreation it must be acknowledged that the feasibility of re-creating fen meadow is not well evidenced with only a handful of successful examples within published literature (Larmers et al. 2002; McBride et al. 2011; Larmers et al. 2015; Klimkowska et al. 2019).</i>' In fact, the 'handful of successful examples' referenced by Natural England, provide helpful evidence of the likelihood of success. The main example used in the SZC Co. response at Bio 1.86 is at Parkers Piece, Thelnetham in West Suffolk, as noted by the RSPB. At this site restoration work commenced in 2009, when degraded peat on the valley margin was removed prior to the introduction of strewn hay from a nearby fen meadow. The subsequent immature fen meadow is managed by a combination of cutting and mowing, steered by vegetation monitoring. There have been some problems with invading willows and reeds as SZC Co. has acknowledged, but the project is managed by volunteers and resources are clearly constrained. The Sizewell C fen meadow sites would be sufficiently well resourced and management would ensure that such encroachment does not occur. The potential impacts from the proposed Pakenham Fen site on the features of the adjacent Pakenham Meadows SSSI are considered within the Volume 1, Chapter of the ES Addendum in January 2021 at paragraph 2.9.84 to 2.9.85 and 2.9.87 [AS-181] and will be further considered as necessary, particularly in relation to any hydrological matters in the draft Fen Meadow Plan. The potential effects of the proposed Benhall compensation site on the Snape Wetlands (Abbey Farm compensation site) have been assessed in SZC's Comments on Responses from Earlier Deadlines submitted at Deadline 5 (Doc Ref. 9.54).

ExQ1	Question to:	Question:
Bio.1.72	The Applicant	[APP-224] – Construction, Inter-relationship effects, paras 14.7.222 – 223. Please explain the level of significance of inter-relationship effects and how the manipulation of water levels referred to in para 14.7.223 is secured in the DCO / s.106 and the tests and criteria for intervention.
	Response by SZC Co. at Deadline 2	There is potential for the inter-relationship effect to be significant in the absence of the mitigation stipulated. Due to the mitigation measures which have been detailed, the inter-relationship effects are not anticipated to be significant. In the absence of mitigation, the botanical assemblage of the Sizewell Marshes SSSI could be affected and potential changes to local hydrology and air quality could act together to cause changes to vegetation structure, type and composition which could be significant and adversely affect the nationally important site. The local hydrological changes are considered to be the most significance. Para 14.7.278 of Volume 2, Chapter 14 of the ES [AS-033] states that the fen meadow habitats within the Sizewell Marshes SSSI have been subject to a long running monitoring programme undertaken on behalf of the Suffolk Wildlife Trust and SZC Co. During construction and operation of Sizewell C, this monitoring programme would continue, in particular recording the extent of the two sensitive plant assemblages within the Grade 1 and 2 fen meadow, namely low growing species and species indicative of nutrient poor conditions. The botanical monitoring is secured through the Terrestrial Ecology Monitoring and Mitigation Plan (TEMMP) [REP1-016] that was submitted at Deadline 1 and is secured under Requirement 4 of the draft DCO (Doc Ref. 3.1(C)); the approach and the potential interventions are described in Table 3.1. The Fen Meadow Strategy included at Appendix 2.9.D of the ES Addendum [AS-209] outlines the approach for delivering compensatory fen meadow habitats. It states that an Environment Review Group would be established under the terms of the Draft Deed of Obligation (Doc Ref. 8.17(C)) and would be responsible for overseeing the establishment of the compensatory habitat works including the delivery of the Fen Meadow Plan. The Fen Meadow Strategy [AS-209] also established an approach to site establishment and ongoing management between years 2 and 5 and years 6 and 10 which include monitoring of water levels and habitat monitoring. Continued hydrological monitoring is proposed, as outlined in Volume 3, Appendix 2.14.A (Water Monitoring and Response Strategy) of the ES Addendum [AS-236]. This

ExQ1	Question to:	Question:
		states that the purpose of continued monitoring is to demonstrate that changes in the water environment are consistent with the impact assessment. The Water Monitoring and Response Strategy [AS-236], together with and Requirement 7 of the draft DCO (Doc Ref. 3.1(C)), commits to the development of a Water Monitoring Plan, which would include trigger/action levels to be agreed with stakeholders. Recognising that timely intervention will be required if an unacceptable change is observed, the strategy sets out the approach to mitigation. The Water Monitoring and Response Strategy defines the specific measures that will be secured by Requirement 7 of the draft DCO (Doc Ref. 3.1(C)) and which will be incorporated into a water monitoring plan, along with the relationship to the environmental permits and licences that would be necessary. The Water Monitoring Plan would be prepared by SZC Co. and submitted to East Suffolk Council for their approval, following consultation with relevant stakeholders. Together these provide a robust and effective framework of controls for the management of water levels for the duration of the project.
	Response by RSPB at Deadline 3	Our concerns over potential hydrological impacts on the fen meadow habitats within the Sizewell Marshes SSSI are detailed in our Written Representations submitted at Deadline 2. We also refer the ExA to the detailed consideration of the issues in Friends of the Earth and their Experts (Dr Rob Low, Dr David Mould and Jon Graham) Written Representations: "A critical review of Sizewell C Co's site characterisation, impact assessment, and proposals for impact mitigation, in relation to risks posed to the ecohydrological integrity of Sizewell Marshes SSSI."
	Response by SZC Co. at Deadline 5	SZC Co. refer the ExA to the response provided within Section 15.4 of SZC Co.'s Comments on Written Representations [REP3-042].
The next set of questions addresses operational effects on plants and habitats, paragraphs 14.7.224 – 14.7.269		
No further comments received at Deadline 3.		
The next set of questions address mitigation and monitoring for plants and habitats, paragraphs 14.7.270 - 280		

ExQ1	Question to:	Question:
Bio.1.77	The Applicant	[APP-224] – para 14.7.272. Please will the Applicant explain how it will choose between the three opportunities at para 14.7.271 and explain where the detail of those proposals is set out. In relation to the wet woodland strategy proposed in para 14.7.272, it seems to the ExA at this stage that this is likely to need to be secured by a requirement, which is likely to have to incorporate goals, criteria and tests (and is likely to be complex). Please will the Applicant and Natural England, address this in the SoCG for Deadline 2. The ExA notes that the Mitigation Route Map [APP-616] MDS TE42 states that the Applicant “will develop further its wet woodland strategy in discussion with Natural England and other ecological stakeholders”. Please will the Applicant and Natural England indicate progress on that, here or in the SoCG?
	Response by SZC Co. at Deadline 2	The Applicant shared a draft Wet Woodland Strategy with ecological stakeholders, discussed this in a workshop, revised the document as appropriate and submitted the strategy into Deadline 1 [REP1-020]. The consensus was reached that the preferable approach is to provide additional wet woodland (above the 0.7ha proposed on site) at the Fen Meadow compensation sites, although not at the expense of fen meadow habitats proposed at these locations. This approach avoids the need to use newly created reedbed habitats, which would have habitat value in their own right, and purposely transition them to wet woodland. With the confirmation that the Pakenham site now forms part of the application, the Applicant can confirm that under the Wet Woodland Strategy [REP1-020], at least 2.36ha of wet woodland (to create a total of 3.06ha, with the 0.7ha on site provision) would be delivered at Benhall and / or Pakenham. At both sites areas of wet Alder woodland are immediately adjacent to the sites and could be extended into the site by manipulating water levels and/or or by some local shallow excavation of topsoil. The Applicant will seek to agree the Wet Woodland Strategy [REP1-020] with Natural England via the SoCG. The Applicant confirms that the Wet Woodland Strategy [REP1-020] is suitable for securing under requirement and a draft requirement 14B in the draft DCO (Doc Ref. 3.1(C)) is designed for this purpose.

ExQ1	Question to:	Question:
	Response by RSPB at Deadline 3	Our concerns over the Wet Woodland Strategy are detailed in our Written Representations, submitted at Deadline 2. We agree with Natural England that DCO requirement 14B should include timing for approval of a wet woodland strategy before vegetation clearance commences. We also raised concerns the wet woodland will not be functional for at least 10 years following loss of the SSSI habitat in our Written Representations submitted at Deadline 2. Compensation habitat should be functional before habitat loss occurs.
	Response by SZC Co. at Deadline 5	SZC Co. has provided a response to this query within paragraph 11.39.14 of Comments on Written Representations [REP3-042] in response to Issue 48-50 raised by Natural England [REP2-153]. Requirement 14B was updated at Deadline 2 to prevent vegetation clearance within the Sizewell Marsh SSSI until a Wet Woodland Plan has first been submitted and approved by ESC, following consultation with Natural England. This plan would include a timetable for the proposed wet woodland works, consistent with the RSPB and Natural England's request.
Bio.1.78	The Applicant, ESC, SCC, Natural England	[APP-224] para 14.7.274, para 14.7.280. Is there a threshold for requiring local mitigation measures? Who are the "local land managers"? What happens if they do not agree to the measures? Where is this secured? The ExA would like to understand the way in which the monitoring and any measures needed, depending on the results of the monitoring, are to be secured in the DCO / s.106, how the work is to be regulated, what are the current criteria and how they are kept under review if appropriate. The ExA would be grateful if ESC and SCC in particular would explain how they see enforcement working. NE should also give their view.
	Response by SZC Co. at Deadline 2	Impacts of Local (or below) 'significance' are dealt with through the implementation of best practice measures and mitigation to avoid and minimise adverse effects. As detailed in the methodology sections of each of the Environmental Statement chapters, the CIEEM approach has been adopted. However, a threshold has been set at Local Level

ExQ1	Question to:	Question:
		(or lower) that effects would not be significant due to the best practices approaches to be implemented as noted above. These are detailed in the CoCP (Doc Ref. 8.11(B)), TEMMP [REP1-016] and oLEMP [REP1-010] and secured by Requirements 7, 4 and 14 of the draft DCO (Doc Ref. 3.1(C)) respectively. The TEMMP [REP1-016] has been informed by stakeholder feedback and the oLEMP [REP1-010] will be further detailed in the Landscape and Ecology Management Plan that will be prepared alongside the landscape details secured by Requirement 14 of the draft DCO (Doc Ref. 3.1(C)). These documents will also be supplemented by protected species licensing conditions (where appropriate). For the associated development sites, any mitigation or enhancements on third party land which is to be returned to landowners would be secured as set out in the Draft Deed of Obligation (Doc Ref. 8.17(C)). However, the majority of the mitigation measures implemented would be located within the operational scheme boundary to safeguard these ecological requirements. On the main development site, these measures would remain within EDF Energy ownership and control.
	Response by East Suffolk Council at Deadline 2	ESC considers that it is unlikely that there is a single threshold for requiring the implementation of further local mitigation measures as it will be dependent on exactly what impact is occurring and which habitat or species is being affected. ESC understand that local land managers include the RSPB and the National Trust who own and/or manage a large part of the relevant designated sites. ESC also understand that both of these organisations are engaged in the examination in relation to this matter. In relation to securing the required monitoring and mitigation measures, it is ESC's understanding that the S106 will secure the necessary measures and their funding (as part of the Minsmere and Sandlings (north) Mitigation Measures; the Minsmere and Sandlings (north) Contingency Fund; the Minsmere and Sandlings (north) Recreational Monitoring Plan; the European Sites Mitigation Measures; the European Sites Access Contingency Fund and the European Sites Recreational Monitoring Plan). The implementation of these mitigation and monitoring measures will be overseen by the Ecology Working Group and the Environmental Review Group, both of these groups include representatives from ESC, SCC and NE. Whilst ESC are content with the principle of the mechanisms described for delivering this particular mitigation and monitoring, ESC have not yet seen the details for the mitigation and monitoring plans or the contingency funds. ESC therefore reserves the right to make further comments on this topic once this information is available.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 2	SCC considers it unlikely that there is a single threshold for requiring the implementation of further local mitigation measures as it will be dependent on exactly what impact is occurring and which habitat or species is being affected. We understand that local land managers include the RSPB and the National Trust who own and/or manage a large part of the relevant designated sites. We also understand that both of these organisations are engaged in the examination in relation to this matter. In relation to securing the required monitoring and mitigation measures, it is our understanding that the S106 will secure the necessary measures and their funding (as part of the Minsmere and Sandlings (north) Mitigation Measures; the Minsmere and Sandlings (north) Contingency Fund; the Minsmere and Sandlings (north) Recreational Monitoring Plan; the European Sites Mitigation Measures; the European Sites Access Contingency Fund and the European Sites Recreational Monitoring Plan). The implementation of these mitigation and monitoring measures will be overseen by the Ecology Working Group and the Environmental Review Group, both of these groups include representatives from ESC, SCC and NE. Whilst we are content with the principle of the mechanisms described for delivering this particular mitigation and monitoring, we have not yet seen the details for the mitigation and monitoring plans or the contingency funds. We therefore reserve the right to make further comments on this topic once this information is available.
	Response by Natural England at Deadline 2	Where they relate to designated site mitigation, we would expect these measures to be captured in the Recreational Monitoring and Mitigation Plan (where we understand an updated will be submitted by the Applicant shortly) and managed strategically through the Suffolk Coast Recreational Disturbance Avoidance Mitigation Strategy by ESC and SCC. Our detailed comments on this are set out in our Written Representations (Our Ref: 350822, dated 2nd June) and SoCG.
	Response by SZC Co. at Deadline 3	In the Deadline 2 response above, SZC Co. answered the point generically in relation to 'local mitigation measures'. However, having reviewed the responses from the councils and Natural England and revisited the original paragraphs, SZC Co. confirms that the 'local mitigation measures' referred to, in this context, are those measures included within the Minsmere and Sandlings North Recreational Displacement Monitoring and Mitigation Plan,

ExQ1	Question to:	Question:
		submitted at Deadline 2 [REP2-118], and any further measures provided through the Suffolk Coast Recreational Disturbance Avoidance Mitigation Strategy by ESC and SCC.
	Response by RSPB at Deadline 3	As set out in our Written Representation submitted at Deadline 2 we are concerned by so much detail within plans and strategies being left for after the Examination. For the ExA to be able to reply on e.g. mitigation measures they must be able to judge whether they are ecologically, legally and financially feasible and able to be secured. A particular concern is with mitigation and enhancements on third party land where agreement with the landowner has yet to be secured (for example, the Minsmere Monitoring and Mitigation Plan for recreational pressure) and what would happen if that third party landowner refused. We would suggest that this also applied to protected species licensing requirements and any conditions associated with them.
	Response by SZC Co. at Deadline 5	The RSPB state that <i>'we are concerned by so much detail within plans and strategies being left for after the Examination.'</i> The particular plan of relevance here is the Minsmere and Sandlings North Recreational Displacement Monitoring and Mitigation Plan, submitted at Deadline 2 [REP2-118] which is in front of the examination and is being updated, following further discussions with the RSPB, at Deadline 5. It contains extensive details of monitoring approaches, locations, trigger levels, embedded mitigation measures and additional mitigation measures which could be deployed. The Minsmere Monitoring and Mitigation Plan [REP2-118] was submitted at Deadline 2 and an update is provided within Deadline 5 (Doc Ref. 9.15(A)). This provides the monitoring and mitigation measures proposed. This is proposed to be secured to the Draft Deed of Obligation [REP3-024]. SZC Co. is in discussions with interested parties regarding the details set out within this plan and is working to seek agreement where possible. SZC Co. considers that the MMMP provided at Deadline 5 (Doc Ref. 9.15(A)) provides an appropriate level of detail that should provide confidence to the ExA and interested parties that the proposals are ecologically feasible and deliverable. They are also secured in a robust way.
The next set of questions address Tables 14.12 and 14.13 – summary of effects, construction and operation respectively		
No further comments received at Deadline 3.		

ExQ1	Question to:	Question:
The next set of questions addresses invertebrates, section 14.8.		
Bio.1.86	The Applicant, Natural England	[APP-224] – para 14.8.44 and elsewhere (e.g. para 14.8.50) which address some of the effects on invertebrate assemblies in Compartment 3 and the fen meadow strategy. This is Appendix 14C4, [APP-258]. Fen meadow recreation and a fen meadow strategy are important components of the Sizewell C project. Whilst [APP-258] examines potential sites and makes recommendations, the ExA notes that for one of the selected sites included in the Application, it says there would be water management difficulties and that the site is “less preferable” (Site 11, part of the Benhall proposal) and that in all cases the site recommendations are “subject to the results of further studies and detailed conceptualisation”. In the case of Pakenham (Site 54 and part of the change request) “there are significant issues relating to groundwater supply and to the poor condition of surface peats”. The ExA is also having difficulty seeing where in the document [APP-258] a strategy is set out. It appears rather to be a site selection report. Please will the Applicant say what further studies and conceptualisations have been carried out, where they may be found if they have been carried out, and what is the strategy. Please will the Applicant also submit a summary which should include , with hyperlinks to relevant documents in the Examination Library. If the summary could be limited to 2,000 words that would be helpful. Please will Natural England give their view on the fen meadow strategy, its role within the Application both for invertebrates and as a whole, and on document [APP-238]. At for example paras 14.8.44 and 45 of [APP-224] the Applicant concludes that for Compartment 3 the loss of habitat including fen meadow is minor adverse and not significant as a result of the inclusion of a fen meadow strategy said to be set out at [APP-238]. There is a similar conclusion for Compartment 12 (where the land take is much less).

ExQ1	Question to:	Question:
		Please will both the Applicant and Natural England give relevant examples of successful recreation of fen meadow habitats, comment on them explaining how they are relevant any difficulties found in the process, and how they were overcome (or not).
	Response by SZC Co. at Deadline 2	<i>Response to first para:</i> No response from the Applicant is required. <i>Response to second para:</i> Although no response from the Applicant is required, the following clarification is made in respect of these observations: The comments referred to in the second paragraph were made in the context of the key characteristics for the potential sites, and that 'Ideally, the chosen site will not require significant engineering/construction activities' as indicated in Section 1.2 of the Fen Meadow Compensation Study [APP-258]. The Fen Meadow Strategy, provided in Volume 2, Appendix 14C4 of the ES[AS-209] however indicates SZC Co's preparedness to undertake more invasive works than the concluding statement of Section 1.2 of the Fen Meadow Compensation Study [APP-258] suggests. <i>Response to third para:</i> The ExA is directed to the Fen Meadow Strategy [AS-209], which has been prepared to define SZC Co's commitment to provide appropriate compensation measures to mitigate for the loss of fen meadow habitat through the creation of compensatory fen meadow habitats, and the provision of a contingency fund. <i>Response to fourth para:</i> Paragraphs 4.1.1 – 4.1.12 of the Fen Meadow Strategy [AS-209] detail: • the studies undertaken to date to identify potential fen meadow compensation sites, • the further studies on-going on the fen meadow sites; and • the development of a Fen Meadow Plan, which will be developed over a series of three reports, with the final Plan drawing upon 12 months of monitoring. The final plan will be submitted for approval, as detailed [Paragraph 4.1.11 in AS-209]. <i>Response to fifth para:</i> No response from the Applicant is required. <i>Response to sixth para:</i>

ExQ1	Question to:	Question:
		This answer is provided in Appendix 7H of this chapter.
	Response by Natural England at Deadline 2	This is an ongoing area of concern for Natural England and one which we have engaged with the Applicant on within the Statement of Common Ground and have provided a detailed response within our Written Representations (Our Ref: 350822, dated 2nd June). We welcome the submission of the Fen Meadow Strategy by the applicant since our Relevant Representations (Doc Ref. 6.14) where it is recognised that the fen meadow habitat within Sizewell Marshes SSSI is of National/High importance (para 3.1.4). It is also acknowledged that the conclusion reached in the ES that there would be no significant effect on this SSSI habitat is subject to the Fen Meadow Strategy being successfully delivered (para 3.1.3). We welcome the submission of the Fen Meadow Strategy by the applicant since our Relevant Representations (Doc Ref. 6.14) where it is recognised that the fen meadow habitat within Sizewell Marshes SSSI is of National/High importance (para 3.1.4). It is also acknowledged that the conclusion reached in the ES that there would be no significant effect on this SSSI habitat is subject to the Fen Meadow Strategy being successfully delivered (para 3.1.3). Having discussed this further with the applicant through focussed meetings and workshops, our advice on the Stage 4 pre-application consultation (2019) was 'We advise that the extent of compensatory habitat required is 9x that which would be destroyed by the development; this is considered a suitable multiplier given the complexity of habitat type to be lost, the risk and uncertainty involved in the habitat restoration being successful and the time to fully functioning habitat...We understand that EDF Energy are currently undertaking further detailed feasibility studies for these compensation sites. Once these studies have been completed, we would be keen to provide further advice at the earliest opportunity' (Natural England comment reference 8).

ExQ1	Question to:	Question:
		Contrary to our pre-application advice, a sufficient amount of compensatory fen meadow habitat was not proposed by the applicant within the DCO application as submitted (May 2020) and we raised this omission within our Relevant Representations (RR-EN010012, September 2020). Through the applicant's Proposed Changes application, an additional site (Pakenham) has now been proposed which, in addition to the Benhall and Halesworth sites, could potentially provide the full required amount of compensatory habitat (minimum of 4.5ha). However, we are unable to advise as to whether or not this is likely to be successfully delivered until we have been able to review the detailed site feasibility studies for all three sites (Benhall, Halesworth and Pakenham). We understand that the applicant proposes 'a 'Fen Meadow Plan' be prepared in accordance with this Fen Meadow Strategy and be subject to a DCO Requirement'. If this is the document which will contain the detailed site feasibility studies, then we advise that this should be provided now and not left to a requirement given the importance of that information in determining significance of impacts to a nationally important SSSI. This is therefore a significant omission which needs to be addressed through the submission of further information. In terms of the contingency measures to be put in place should the compensatory fen meadow habitat creation attempts fail, we advise that potential compensation sites further afield (i.e. not restricted to Suffolk) should be investigated. The SSSI habitat to be lost is important at a national level and, if necessary, the compensation options should therefore be explored at that scale to ensure the overall amount of this habitat type is not reduced nationally. In regard to relevant examples of fen meadow recreation it must be acknowledged that the feasibility of re-creating fen meadow is not well evidenced with only a handful of successful examples within published literature (Larmers et al. 2002; McBride et al. 2011; Larmers et al. 2015; Klimkowska et al. 2019).

ExQ1	Question to:	Question:
		Creating compensatory habitat of the same quality to that which will be destroyed will therefore be extremely difficult, if not impossible. Holistic headwater seepage, floodplain and river restoration is likely to be the most successful and sustainable approach to providing compensatory fen meadow habitat at the sites which have been proposed by the Applicant. Even if successful, it should be acknowledged that these sites are functionally removed from Sizewell Marshes SSSI which is a limitation of this approach. Although this particular feature of the SSSI may be re-created there, the complex ecological interactions with other features which will be lost at Sizewell Marshes would not be. In regard to invertebrate our advice is that the mosaic habitat that supports the invertebrate assemblage at Sizewell Marshes SSSI is an important objective of this mitigation package. Creating invertebrate rich wet woodland close to the M22 fen meadow habitats will in part replicate the existing situation at Sizewell. Shrub and ground flora layers of alder-sedge (<i>Alnus glutinosa</i> – <i>Carex paniculata</i>) woodland (NVC W5) will often reflect the nearby open habitat stands so this can add diversity. A key point to highlight note is that high quality wet woodland will develop in the same situations as high-quality fen meadow (i.e. the absence of elevated nutrients and permanently high water table but without cutting or grazing). Consequently, many of the same activities are likely to be required at these sites including topsoil removal if enriched. Given the rarity and continued losses of M22 fen meadow in the UK – the Guidelines for Grassland SSSI Selection report less than 10000 ha (the true figure for England is likely to be less than 5000 ha) – and the known difficulty of restoring species-rich fen/fen meadow habitat, we advise that the maximum multiplier needs to be applied here, i.e. area to be lost × 9. This will result in compensation areas of either 4.5 ha, 6.3 ha, or more, depending on severity and potential long-term impact of temporary land-take. Given the hydrological complexity of high value wetland habitats, it is anticipated that a larger extent of wetland restoration/compensation would be required in order to provide the conditions required specifically by the M22 fen meadow. Restoration will likely give

ExQ1	Question to:	Question:
		rise to areas of wetter conditions and drier conditions that do not support M22, given natural hydrological, topographical and substrate variation within sites. In particular, the stated desire to avoid engineering/groundworks is likely to significantly reduce the likely success of restoration works, given the published literature on fen restoration, including the findings recently published based on a review of European restoration projects, which suggested that both topsoil removal and re-wetting/hydrological manipulation were necessary to restore functioning fen habitat. Given this lack of confidence in the outcomes of any compensatory fen meadow restoration, based on both lack of detail on area needed/to be provided and techniques/methods, it is not possible to conclude that the loss of fen meadow from Sizewell Marshes SSSI is not significant. Klimkowska A, Goldstein K, Wyszomirski T, Kozub Ł, Wilk M, Aggenbach C, et al. (2019) Are we restoring functional fens? – The outcomes of restoration projects in fens re-analysed with plant functional traits. PLoS ONE 14(4): e0215645. https://doi.org/10.1371/journal.pone.0215645 Lamers, L. P., Smolders, A. J., & Roelofs, J. G. (2002). The restoration of fens in the Netherlands. Hydrobiologia, 478(1), 107-130. Lamers, L. P., Vile, M. A., Grootjans, A. P., Acreman, M. C., van Diggelen, R., Evans, M. G., ... & Smolders, A. J. (2015). Ecological restoration of rich fens in Europe and North America: from trial and error to an evidence-based approach. Biological Reviews, 90(1), 182-203. McBride, A. Diack, I. Droy, N Hamill, B. Jones, P. Schutten, J. Skinner, A. and Street. M. (2011) The Fen Management Handbook. Scottish Natural Heritage, Perth.
	Response by SZC Co. at Deadline 3	As noted above under the supplementary response by SZC Co. to Bio 1.79 at Deadline 3, the conclusion of no significant effect on Sizewell Marshes is predicated on the success of the compensatory fen meadow and wet woodland habitat creation.

ExQ1	Question to:	Question:
		Further evidence for successful fen meadow habitat creation was submitted at Deadline 2, in SZC Co's response to ExQ1 Question Bio 1.86 [REP2-100] Appendix 7H [REP2-110]. SZC Co. has committed to the preparation of a draft Fen Meadow Plan (see also Natural England response above) in accordance with the Fen Meadow Strategy [AS-209], to be submitted during the examination, which will provide further detail of the proposals. The draft Fen Meadow plan will provide proposals for the each of the sites, informed by baseline data to that point. Baseline hydrological and ecological reports for the three sites are submitted to examination at Deadline 3. SZC Co. considers that the draft Fen Meadow Plan will be sufficient for relevant parties and the Secretary of State to understand the proposals at each site and the extent to which the impacts to fen meadow habits on Sizewell Marshes SSSI will be fully compensated. Further, the final fen meadow plan will be in general accordance with both the Fen Meadow Strategy and the draft Fen Meadow Plan, must be approved by East Suffolk Council in consultation with Natural England under requirement 14A of the Draft DCO before any vegetation clearance of the SSSI is carried out. Natural England state '<i>the stated desire to avoid engineering/groundworks is likely to significantly reduce the likely success of restoration works, given the published literature on fen restoration, including the findings recently published based on a review of European restoration projects, which suggested that both topsoil removal and re-wetting/hydrological manipulation were necessary to restore functioning fen habitat.</i>' SZC Co recognises that topsoil removal is likely to be required (see response to Question ExQ1 Bio 1.86 [REP2-100] Appendix 7H [REP2-110]) and the draft Fen Meadow Plan will be fully reflective of the need for this management intervention.
	Response by RSPB at Deadline 3	As mentioned above (Bio.1.65) we question whether Appendix 7H contains the 'evidence for successful establishment of fen meadows' claimed by the Applicant. The only example of fen meadow (re)creation that the Applicant is able to provide (at Thelbetham) sounds like it has not so far been successful (as commented on in more detailed above – Bio1.65). To repeat this is one of many significant concerns over the fen meadow strategy detailed in our Written Representations submitted at Deadline 2 and support Natural England's

ExQ1	Question to:	Question:
		conclusion that fundamental concerns over the permanent loss of SSSI fen meadow habitat may not be resolved. We agree with Natural England the Fen Meadow Plan should be provided now and not left to a requirement given the importance of that information in determining significance of impacts to a nationally important SSSI.
	Response by Suffolk Coastal Friends of the Earth at Deadline 3	The ExA's question asks specifically for relevant examples of successful re-creation of fen meadow habitats. It is well known that fen meadow is notoriously difficult to restore, let alone create from scratch. Our members would like to say that we have ourselves searched through the literature and also asked our expert advisers for such examples but have been unable to find any. We would like to make the following additional points: 1.1.5 of SZC Co's response refers to 'restoration in Europe', however 'restoration' and 'conservation' are not the same as re-creation. With careful monitoring and management, it is indeed possible to maintain and even improve existing fen meadow, such as that at Sizewell Marshes SSSI, which has been well cared for by Suffolk Wildlife Trust. This involves cutting in the traditional way and grazing. As pointed out in Suffolk's 'Fens Local Habitat Plan' (www.suffolkbis.org.uk) there is a lack of livestock in this arable area for sustainable maintenance through grazing, which poses a problem for the three proposed compensation sites. SZC Co need to establish that cattle would be available for grazing. 1.2 This section covers the conditions required for fen meadow habitat and is simply a 'recipe', describing how to establish such conditions. There is no guarantee that fen meadow will result, the essential point being that the ecohydrological conditions must be right in the first place. Alternatively, it might be possible to manipulate water levels, but this must be independently sustainable in the long term, without requirements for pumping. This leaves the question of water quality, that needs to be low in nutrients for fen meadow plant and invertebrate communities to flourish. As local people, we know that the proposed site at Benhall, for example, is high in phosphates due to regular flooding from the sewage works. It is our view that this would not be suitable for fen meadow creation. 1.2.7 As part of the 'recipe', topsoil removal is recommended. We would like to point out that this may not be possible at Pakenham as the ground is so waterlogged, it is unlikely that heavy machinery could be driven on to it.

ExQ1	Question to:	Question:
		1.3.3 This gives the example of Parkers Piece at Thelnetham. This is the Little Ouse Headwaters Project and is not a fen meadow creation project but is simply a restoration project. This is a charitable organization and relies on local volunteers to restore and maintain the fen. It is a constant battle to prevent succession into rush, reed and willow scrub. In conclusion, SZC Co has been unable to answer the ExA's question by providing examples of successful creation of fen meadow. Nor has the company demonstrated to our Friends of the Earth members that such creation is indeed possible.
	Response by SZC Co. at Deadline 5	Response to RSPB: These points are noted. In respect of submission the Fen Meadow Plan, a draft Fen Meadow Plan is to be submitted at Deadline 6. Response to Suffolk Coastal Friends of the Earth: Please see response to Question Bio.1.65. Response to Suffolk Coastal Friends of the Earth additional points: 1.1.5: Thank you for your observation on cattle availability. SZC Co. will work with the landowners and/or potential graziers to secure appropriate livestock. 1.2: Noted 1.2.7: Noted. Ground conditions are always a consideration in respect of the use of machinery. 1.3.3: Please see response to Question Bio.1.65
Bio.1.95	The Applicant	[APP-224] – para 14.10.32, re natterjack toads. This refers the reader to a "natterjack toad mitigation strategy (Appendix 14C7A of this volume) as well as a draft Natural England European Protected Species licence (Appendix 14C7B of this volume)". These are listed in the Examination Library as [APP-262] and [APP-263] respectively.

ExQ1	Question to:	Question:
		Those however appear to be two identical set of Figures relating to natterjack toads but which are not a strategy nor a draft licence. Please will the Applicant clarify and point the ExA to where the documents referred to in para 14.1.32 may be found in the Application documents. Para 14.10.42 also refers to the strategy and licence. The Applicant will appreciate that the SofS requires the ExA to report on whether there is an impediment to such licenses being granted subsequently by Natural England.
	Response by SZC Co. at Deadline 2	The initial mitigation strategy for natterjack toads has essentially been superseded by the natterjack toad draft protected species licence application. This application comprises a two-part method statement/ document as well as associated figures and is included as Volume 3, Appendix 2.9.C3 and 2.9.C4 of the ES Addendum [AS-209]. The approach to the protected species licenses and natterjack toads in particular is explained more fully in the response to Question Bio 1.97 in this chapter.
	Response by RSPB at Deadline 3	Our concerns relating to inadequacy of the proposed mitigation are detailed in our Written Representations submitted at Deadline 2.
	Response by SZC Co. at Deadline 5	SZC Co. submitted a Natterjack Toad Protected Species Licence to Natural England on the 22nd July and included a copy within the Deadline 5 submission (Doc Ref. 6.3 14C7B (A)). This includes details of a package of mitigation measures, including four new ponds, new hibernation locations and terrestrial habitat enhancements to strengthen the linkages towards habitats on the RSPB Minsmere reserve to the east. The measures are aligned with the proposals brought forward by Suffolk Wildlife Trust.
The next set of questions addresses reptiles, section 14.11.		
No further comments received at Deadline 3.		
The next set of questions addresses ornithology, section 14.12.		
Bio.1.108	The Applicant, Natural England	[APP-224] paras 14.12.25 and 14.12.39; also paragraph 14.12.166. Marsh harrier. (a) Notwithstanding the provision of habitat referred to in para 14.12.24, and the conclusion of no significant effect in para 14.12.25 the Applicant proposes further marsh

ExQ1	Question to:	Question:
		harrier foraging habitat at Westleton. What is the effect on the assessment of effect at para 14.12.25 and why has it been omitted? Please will NE also comment. (b) When we get to para 14.12.39 and the discussion of wintering marsh harrier, additional marsh harrier habitat is described, but evidently not the habitat at Westleton. Please will the Applicant clarify what is being referred to and why it is not referred to at para 14.12.25. (c) Please will the Applicant set out a short statement of the totality of new marsh harrier habitats already created, or to be created with cross-references to the paragraphs of Chapter 14 [APP-224] where they are referred to and a conclusion as to their function and result in mitigating effects. This should deal with conclusions not only under EIA but also under HRA. (d) When we get to inter-relationship effects from construction at paragraph 14.12.166 the report states: <i>"The main interrelationship effect identified is that some of the habitat creation that has already been undertaken or is in the process of being undertaken may be compromised initially by noise disturbance during the first two phases of the construction programme. This may prevent usage by breeding and foraging bird species temporarily for the first two to three years of construction"</i>. Whilst this is concluded to be a minor adverse not significant effect, please will the Applicant spell out the reasoning in relation to the marsh harrier.
	Response by SZC Co. at Deadline 2	The following responses are provided in relation to each of the points raised by the ExA: (a) <u>Marsh harrier foraging habitat in EIA context:</u> The potential for providing compensatory habitat at Westleton is not related to the issues considered in paragraphs 14.12.24 and 14.12.25 of Volume 2, Chapter 14, of the ES [AS-033]. These paragraphs concern the loss of wetland habitat in the Sizewell Marshes SSSI and the mitigation provided in relation to the wider marsh harrier population by the wetland habitats created at Aldhurst Farm. (b) <u>Wintering marsh harrier and additional foraging habitat:</u> The additional foraging habitat referred to in paragraph 14.12.39 of Volume 2, Chapter 14, of the ES [AS-033], which would become available to wintering marsh harrier (as well as breeding marsh harriers), is the 48.7ha of compensatory foraging habitat within the EDF Energy estate, which is located in the northern part of the EDF Energy estate. Details of this foraging habitat are provided above in the response to

ExQ1	Question to:	Question:
		Bio.1.107, as well as in the response to Bio 1.48, and are as shown in Figures 6.3 – 6.5 in the Shadow HRA Report [APP-145]. This habitat is not referred to in paragraph 14.12.25 of Volume 2, Chapter 14, of the ES [AS-033] because it is Aldhurst Farm which provides the specific mitigation for the loss of wetland habitat in the Sizewell Marshes SSSI, as explained in the responses to Questions Bio 1.105 and Bio 1.107 in this chapter and this is also relevant to wintering (as well as breeding) marsh harriers. (c) <u>Totality of new marsh harrier habitat to be created:</u> (i) <i>Compensatory foraging habitat within the EDF Energy estate</i> The key area of habitat creation for marsh harrier is the 48.7ha of compensatory foraging habitat within the EDF Energy estate, located immediately adjacent to the north-east of the main development site (and detailed in the responses to Questions Bio 1.48 and Bio.1.107 in this chapter). The location of this area is shown in Figures 6.3 – 6.5 in the Shadow HRA Report [APP-146]. This compensatory habitat is aimed specifically at increasing the foraging resource available to marsh harrier during construction, via habitat management, that will increase both the abundance and availability of a range of potential prey species. The requirement for this area of compensatory foraging habitat arises from the conclusion in Section 8.8 d) v. (at paragraph 8.8.557) of the Shadow HRA Report [APP-145] that the possibility of an adverse effect on the Minsmere-Walberswick SPA breeding marsh harrier population resulting from noise and visual disturbance associated with the construction activities at the main development site cannot be discounted. This potential effect arises from predictions of the 'loss' of wetland foraging resource during the construction period to SPA marsh harrier due to displacement and a possible barrier effect (which is assumed to prevent access to the entire Sizewell Marshes SSSI). It is considered that the assessment is highly precautionary in predicting the extent of the foraging resource which would be 'lost' (both in terms of the area affected and the assumed duration over the entire construction period, with predictions based on modelled noise levels for the worst-case phases of construction which will not actually extend over the full (approximately) 10 year period). The predicted displacement and barrier effect occur

ExQ1	Question to:	Question:
		on habitats which are functionally linked to the SPA, as opposed to any habitats within the SPA (or Ramsar site) itself. It is considered that this 48.7ha area of compensatory foraging habitat will be sufficient to compensate for the potential loss of foraging resource which is predicted to occur. The justification for this is set out in paragraphs 8.8.245 – 8.8.260 in the Shadow HRA Report [APP-145]) (ii) <i>Westleton</i> As described in the response at (a) above, the marsh harrier compensatory foraging habitat created within the EDF Energy estate is considered sufficient to compensate for the potential loss of foraging resource to the Minsmere-Walberswick SPA (and Ramsar site) population. The Westleton site would only form part of the habitat compensation proposals and only in the shadow HRA context, if the Secretary of State determines that additional habitat is required to compensate for the potential habitat loss. If the SoS agrees with the Applicant that the permanent marsh harrier foraging habitat within the EDF Energy estate is sufficient compensation, it would follow that the area of additional land at Westleton is not required. In those circumstances the Applicant would expect the SoS to omit Work No. 8 (Marsh Harrier Habitat, Westleton) from the DCO and not to include powers for the compulsory acquisition of that land. The Westleton site would not be required in any circumstance related to the EIA and the landtake impacts of wetlands from Sizewell Marshes and related impacts on marsh harriers. The compensatory habitats for those impacts are provided by the new Aldhurst Farm wetlands explained immediately below and in responses to Questions Bio 1.105 and 1.107 in this chapter. (iii) <i>Aldhurst Farm</i> See response to Questions Bio 1.105 and 1.107 in relation to Aldhurst Farm. The new Aldhurst Farm wetlands lie to the south of the proposed temporary construction area and are not part of the marsh harrier habitat compensation area in the HRA context. This is because marsh harriers nesting in the SPA at Minsmere would have to overfly the 'barrier' formed by the TCA to forage at Aldhurst Farm. However, the new Aldhurst Farm reedbeds have supported breeding marsh harriers since 2019 and so the new habitats have helped to increase the local population. This is likely to increase the resilience of the local population to any possible adverse impacts of construction of Sizewell C. In the EIA context, the Aldhurst Farm wetlands can be

ExQ1	Question to:	Question:
		regarded as providing successful compensatory habitats for marsh harriers as a species. (d) <u>Interrelationship effects and construction noise disturbance:</u> In relation to marsh harrier, the issue of potential noise disturbance compromising the benefits from habitat creation is relevant to the 48.7ha area of compensatory foraging habitat immediately adjacent to the north east of the main development site. During phase 1 and (to a much lesser extent) phase 2 of the construction period there is limited encroachment of the modelled 70dB L_{Amax} noise contour onto this area of compensatory habitat (see Figures 8.3 and 8.4 of the Shadow HRA Report [APP-147]). The 70dB L_{Amax} noise contour represents the threshold noise level above which displacement of foraging marsh harrier may occur. As a consequence of this, construction noise for the north-east part of the main development site was examined in more detail by considering the different construction phases within a series of narrower timescales. This more detailed investigation demonstrated that the maximum extent of encroachment of the 70dB L_{Amax} noise contour onto the area of compensatory habitat was considerably less than as estimated in Figure 8.3 of the Shadow HRA Report [APP-147], whilst the duration of any significant encroachment (e.g. > 2ha of the total area) was for a relatively short part of phases 1 and 2 of the construction period. This detailed investigation of the predicted noise emissions on the area of compensatory habitat is described in paragraphs 8.8.188, 8.8.189, and 8.8.195 – 8.8.197 of the Shadow HRA [APP-145], with the maximum predicted extent of encroachment of the 70dB L_{Amax} noise contour onto this area shown in Figure 8.9 of the Shadow HRA Report [APP-147]. The conclusion of a minor adverse, not significant, effect for marsh harrier in the ES in relation to these interrelationship effects is on the basis of these more detailed investigations of potential noise disturbance.
	Response by Natural England at Deadline 2	a) As we understand it the habitat at Westleton has been secured as a contingency should the proposed habitat compensation area adjacent to the MDS be deemed insufficient. As we are yet to see detailed plans for either of these areas, we are unable to comment further at this time.

ExQ1	Question to:	Question:
		Please see are full detailed comments under issue 27 within our Relevant (PINS ref: RR-0878, our ref: 306236, dated 30th Sep 2020) and Written Representations (Our Ref: 350822, dated 2nd June) and Statement of Common Ground.
	Response by SZC Co. at Deadline 3	In response to Natural England's points made on the two sites, SZC Co makes the following comments: - Marsh Harrier habitat compensation area on the EDF Energy estate – an updated habitat report and detailed habitat plan (which includes the new wetland component) was submitted at Deadline 2 [REP2-119]. - Westleton site - Given that SZC Co does not consider that this area is likely to be required, a detailed habitat proposal plan had not originally been prepared. However, in order to assist the ExA, SZC Co has prepared a habitat plan for this location, which is submitted at Deadline 3 (Doc Ref. 9.35).
	Response by RSPB at Deadline 3	We have no additional comments in relation to points (a) and (b). Our comments on BIO.1.48 (above) are relevant to point (c). With regard point (d), we raised concerns about constraints affecting the compensatory habitats in our Written Representations submitted at Deadline 2, including concerns about construction noise affecting the compensation area itself. Whilst we note the Applicant's additional refinement of the modelling of these potential effects based on more detailed timelines, we are concerned that construction timelines are typically prone to slippage and that the Construction Noise Assessment itself notes the lack of certainty regarding timelines as a constraint, therefore we still consider that noise effects on the compensation area during construction cannot be ruled out.
	Response by SZC Co. at Deadline 5	In relation to the concerns expressed on the Applicant's additional refinement of the noise modelling, SZC Co. has provided a response to this in paragraphs 14.5.12 to 14.5.15 of its Comments on the Written Representations as submitted at Deadline 3 [REP3-042].
Bio.1.115	The Applicant	Noise levels, Barbastelle – para 14.13.88 – adopting 65dB as the level for foraging impacts. Is this at 8 kHz? If not, please will the Applicant explain.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	For foraging and commuting bats, the volume of noise at a frequency of 22khz+ is considered as this is considered likely to impact upon the ability of bats to echolocate and interfere with this behaviour. 8khz is utilised for roosting bats. Approaches to assessing the impact of noise is provided in further detail in the updated bat impact assessment at Volume 3, Appendix 2.9.B of the ES Addendum [AS-208].
	Response by RSPB at Deadline 3	Our concerns over the assessment of impacts to bats are detailed in our Written Representations submitted at Deadline 2.
	Response by SZC Co. at Deadline 5	No further response proposed
Bio.1.116	The Applicant	Noise levels and roosts, barbastelle – Table 14.40 and para 14.13.95. The table uses 60dB as the threshold, but para 14.13.95 uses 65dB. Which is correct please and will the Applicant explain why.
	Response by SZC Co. at Deadline 2	These are typographical errors and in this paragraph the threshold of 60dB should have been referenced given that this is discussing roosting impacts. All assessments of noise upon roosting and foraging/commuting bats are presented with updated noise contours in updated bat impact assessment at Volume 3, Appendix 2.9.B of the ES Addendum [AS-208]. This is should be referred to for the corrected figures.
	Response by RSPB at Deadline 3	We noted discrepancies in noise thresholds between AS-208 and AS-033 (which superseded AS-224) and consider it important to have confidence the correct noise thresholds are used for impact assessments on bats. Please could the Applicant confirm the data and figures in the updated bat impact assessment are correct and where this assessment supersedes the impact assessment in AS-033.
	Response by SZC Co. at Deadline 5	The data and figures presented in the updated Bat Impact Assessment [AS-208] are correct and this is a new assessment and supersedes the bat impact assessment in [AS-033]. SZC Co can also confirm that the thresholds used in the updated Bat Impact Assessment [AS-208] use 65db or above at 22 khz+ for foraging and commuting bats and 60db or above at 8 khz + for roosting bats.

ExQ1	Question to:	Question:
Bio.1.119	The Applicant	Para 14.13.121. (a) predicting the impacts from lighting with proposed mitigation. It is stated that this cannot be done accurately and that monitoring is proposed. Will the Applicant please comment on the appropriateness of this in the light of the case law in <i>R v Cornwall County Council ex parte Hardy</i> (2001) Env LR 473 and subsequent cases including <i>R (on the application of PPG11 Ltd) v Dorset County Council</i> [2003] EWHC 1311, <i>R v Rochdale Metropolitan Council (ex parte Milne)</i> [2001] Env LR 22. The ExA would find it helpful if the Applicant would also comment on the remarks of the Examining Authority on this subject in the recommendation report on the Northampton Gateway NSIP - TR050006 - (largely at paras 11.4.20 and following). (b) Para 14.13.140 concludes, despite this uncertainty, that "Overall, once mitigation is applied, the impact of lighting on the barbastelle population would have a minor adverse effect which is considered to be not significant". How is this conclusion justified in the light of para 14.12.121? (c) There is a similar point at paras 14.13.223 – 225 (d) The point occurs again at para 14.14.69 in relation to water voles, which states that a monitoring programme "would be required for water vole to determine any long-term impact on the water vole populations, to assess the effectiveness of the mitigation and to inform any changes that may be required to the management of habitats". (e) When dealing with (c) and (d) the Applicant should please address the questions asked at (a) and (b) to the specific factual circumstances and differences in (c) and (d).
	Response by SZC Co. at Deadline 2	(a) Paragraph 14.13.121 of Volume 2, Chapter 14 of the ES [AS-033] states '<i>It is not possible to accurately predict the impact from lighting once the mitigation measures proposed (as outlined in The Bat Mitigation Strategy Appendix 14C1A of this volume) are applied. As such, a suite of monitoring measures is proposed throughout the construction</i>

ExQ1	Question to:	Question:
		<i>phase. These are outlined in the Bat Non-licenced Method Statement (Appendix 14C1B of this volume)'.</i> The intent of paragraph 14.12.121 was to provide context for the assessments that follow and to acknowledge the difficulty in determining the future behaviour of bats to the proposed lighting. As stated in Stone (2013)¹² it is important to note that this paragraph is intended to outline how uncertainties relating to faunal responses to lighting will be addressed and this should have been made clearer within the text. Predicting the impacts of lighting on bats: This is an emerging and complex area of research with many knowledge gaps remaining. There are many aspects of ecological light pollution which are yet to be investigated, such as the impacts of polarized light on wildlife (Horvath et al. 2009)¹³, and so a precautionary approach is important. Paragraph 14.12.121 would have more appropriately been phrased as follows: <i>'It is not possible to quantify precisely the impact from lighting on bats.....However it is possible to use professional judgement to draw conclusions in relation to the likely response of bat populations, without being able to precisely quantify that response'.</i> An extensive suite of surveys have been conducted to ascertain the likely environmental effects arising as a result of the Sizewell C Project. The Applicant considers that the information presented in the Volume 2, Chapter 14 of the ES [AS-033] is sufficient for a decision maker to determine likely significant effects, and is in line with accepted practice. An appropriate level of assessment of lighting and related impacts has been made. and the gathering of information by means of the resultant monitoring. There is sufficient information to enable an informed judgment to be reached on that matter. The monitoring in the TEMMP [REP1-016] is not to provide further understanding in relation to the impact of lighting, but to confirm that the assessment which was conducted was accurate and that mitigation measures proposed (which are in line with accepted practice) are successful in mitigating impacts. The proposed approach does not therefore give rise to any conflict with the principle established in the ex p Hardy case. The courts have made clear that the issue addressed in ex p Hardy is to be distinguished from circumstances in

¹² Stone EL, Jones G and Harris S, 2013, Mitigating the Effect of Development on Bats in England with Derogation Licensing, Conservation Biology, Volume 27, Issue 6 p. 1324-1334

¹³ Horvath G, Farkas R, Bernath B, Kriska G, 2009, Degrees of polarization of reflected light eliciting polarotaxis in dragonflies (Odonata), mayflies (Ephemeroptera) and tabanid flies (Tabanidae) Journal of Insect Physiology, Volume 55, Issue 12, December 2009, Pages 1167-1173

ExQ1	Question to:	Question:
		which the purpose of the relevant provision is to gather information after the grant of consent so as to inform mitigation measures etc. A condition or requirement imposed for the latter purpose is entirely lawful and legitimate (see R v. Rochdale MBC, ex p. Milne [2001] Env LR 22, per Sullivan J at paras. 114 and 132; R (Jones) v. Mansfield DC [2003] EWHC 7 (Admin); and R (PPG 11 Ltd.) v. Dorset County Council [2003] EWHC 1311). It is therefore considered that the proposed approach to monitoring and mitigation of impacts on barbastelle roosts is not contrary to the case law referred to in this question. R v Rochdale Metropolitan Council (ex parte Milne) [2001] Env LR 22 is considered to have some relevance to the question 1.119. This case is in relation to evidence which was provided to outline 'likely significant effects' that was challenged by the Applicant. As in R v Rochdale Metropolitan Council (ex parte Milne) [2001] Env LR 22, it is considered that in respect of Sizewell C, the ES [AS-033] and the ES Addendum [AS-208] do present the necessary data and assessment to 'identify and mitigate the 'likely significant effects'', with the monitoring proposed to identify effects that are not foreseeable from the project, resulting from the paucity of applicable studies and unpredictability of faunal receptors. The recommendation document for Northampton Gateway NSIP - TR050006 refers to the information provided in relation to a project to allow a decision maker to determine the likely significant effects. Within the Application, all surveys and assessments to inform the impact assessment have been undertaken according to current best practice and understanding have been conducted and reported as part of the ES and the subsequent updated bat impact assessment include in the ES Addendum [AS-208]. (b)(c)(e) The statement in 14.13.140 concludes: 'Overall, once mitigation is applied, the impact of lighting on the barbastelle population would have a minor adverse effect which is considered to be not significant'. It is not considered that this conflicts with the statement in paragraph 14.12.121 of Volume 2, Chapter 14 of the ES [AS-033] for the same reasons as given above under (a) and with the suggested revisions to paragraph 14.12.121. The approach of the Sizewell C ES is to incorporate best practice and utilise precautionary assessment of the impact from lighting. Within the assessment in Volume 2, Chapter 14 of the ES [AS-033], the impact assessment in relation to lighting is considered to have applied the level of information that could be reasonably expected at this stage. The monitoring is designed to confirm the effectiveness of the best practice mitigation

ExQ1	Question to:	Question:
		employed to address the effects (as such mitigation is expected to be effective), but where wider research is not entirely conclusive. Few peer reviewed studies have been conducted specifically in relation to the impact of lighting on barbastelle, however available information has been consulted, and there are examples / observations of barbastelles foraging 25m from street lights where vegetation screening is present (<i>communication with barbastelle ecologist Ian Davidson-Watts</i>). Therefore, it is considered that the proposed dark corridors will allow impacts to be controlled, however the ES acknowledges monitoring will need to confirm the success of the implemented mitigation. This is a strength of the application approach, wherein any impacts which are not foreseeable under current understanding can be identified and addressed. The monitoring proposed in the TEMMP [REP1-016] for bats does provide some opportunity for remedial actions, e.g. to reduce lighting levels, but these measures are to provide confidence that active mechanisms are in place and are secured to ensure that impacts are controlled, rather than a reliance being placed on them. The primary mechanism of lighting control will be via the relevant section of the Lighting Management Plan [APP-182], which is secured by Requirement. The monitoring will also support any necessary modifications to mitigation that can be made to achieve or further the objectives of the mitigation strategy. Clearly updating surveys etc over time for various stages (i.e. licensing) is also appropriate, however the overall impacts and mitigation strategy has been developed with the significant level of survey information gained to date that provides confidence in the effectiveness of the mitigation, and the assessment of no significant effect. The paragraphs 14.13.222 – 14.13.225 are presented below: '14.13.222 <i>Given the duration of the construction phase, there is the potential for artificial lighting to reduce the ability of the light-averse Natterer's bat to use and move between habitats within the site and the immediate surroundings.</i> 14.13.223 <i>It is not possible to accurately predict the impact from lighting once the mitigation measures proposed (as outlined in The Bat Mitigation Strategy Appendix 14C1A of this volume) are applied. As such, a suite of monitoring measures is proposed throughout the construction phase. These are outlined in the Bat Non-licensed Method Statement (Appendix 14C1B of this volume).</i>

ExQ1	Question to:	Question:
		14.13.224 <i>In addition, control measures, including directional lighting, light attenuation and monitoring are proposed as outlined in the bat non-licensed method statement (Appendix 14C1B of this volume).</i> 14.13.225 <i>Overall, the impact of lighting on the Natterer's bat population would have a minor adverse effect, which is considered to be not significant.'</i> Paragraph 14.13.222 outlines the potential impact upon Natterers' bats in the absence of mitigation. Paragraph, 14.13.223 acknowledges the known limitations in current understanding of the impacts of lighting on certain faunal receptors, but as for barbastelle, a suite of mitigation measures (in line with accepted practice are proposed), and the monitoring as outlined in the TEMP [REP1-016] will allow for any unforeseen effects to be captured and addressed. The suggested revisions to paragraph 14.12.121 described under (a) are again relevant in this case. Paragraph 14.13.224 is a brief outline of some of the construction phase mitigation which will achieve the low light levels required, as specified and evidenced within the Lighting Management Plan [APP-182]. As such, it is not considered that these statements are contradictory, or that the case law stated in question (a) is applicable. (d)(e) In relation to the paragraph 14.14.69 of Volume 2, Chapter 14 of the ES [AS-033], the statement that the monitoring programme 'would be required for water vole to determine any long-term impact on the water vole populations, to assess the effectiveness of the mitigation and to inform any changes that may be required to the management of habitats' does not refer to monitoring in order to address an deficiency with the baseline data used to inform the EIA or mitigation. As such, the case law in R v Cornwall County Council ex parte Hardy (2001) Env LR 473 is not applicable in this instance. The mitigation proposed follows accepted practice although the response to mitigation of a species such as water vole, with dynamic population cycles, cannot be predicted with precision, given the variables involved. Given this, monitoring is proposed to monitor the success of the mitigation measures, accepting the inherent uncertainty when dealing with faunal receptors. This is a precautionary approach to allow any required interventions to unforeseen outcomes to be addressed and to ensure favourable conservation status of water voles is achieved. For example, the creation of water vole habitats at Aldhurst Farm will need to be maintained in a state that ensures the long term viability of the population. This maintenance is outlined in the existing management plan for the site, but will also

ExQ1	Question to:	Question:
	Response by RSPB at Deadline 3	need to be informed by monitoring, as it may also need to take into account changes relating to climate, unforeseen events, or public disturbance. We question the adequacy of the information collected to inform judgement on the likely response of bat populations to lighting. We detailed our concerns over data adequacy, analysis and assessment of impacts from lighting on bats and the proposed mitigation in our Written Representations submitted at Deadline 2. We are also concerned that uncertainties relating to faunal responses to lighting have not been addressed. The Applicant quoted an example that barbastelle have been observed foraging within 25 metres of street lights (pers. comm., Ian Davidson-Watts) and yet (Bio 1.124), 'where lighting is proposed parallel to commuting routes/flightpaths a 10 metre buffer zone will be left'. Given this applies to many areas across the site of importance (e.g. Ash Wood), we question how a buffer of only 10 metre can be considered adequate based on the Applicant's expert's observations. This plus other challenges with predicting possible impacts (which we do appreciate) continue to cause us concerns. Whilst we of course understand the need for and use of professional judgment, and welcome further surveying, monitoring and offer of more mitigation if needed, we do question the Applicant's statement in its response to aspects of the Rochdale Envelope caselaw "it is considered that in respect of Sizewell C, the ES [AS-033] and the ES Addendum [AS-208] do present the necessary data and assessment to 'identify and mitigate the 'likely significant effects'', with the monitoring proposed to identify effects that are not foreseeable from the project, resulting from the paucity of applicable studies and unpredictability of faunal receptors." And whether a precautionary approach has been taken at this stage. Our concerns over the Applicant's approach are detailed in our Written Representations submitted at Deadline 2 and we conclude 'Due to inherent uncertainty over noise and light impacts on barbastelle, there is a lack of a precautionary approach around key areas of the site.' We note the proposed mitigation measures and monitoring. Our concerns over the proposed mitigation and lack of a detailed monitoring strategy are detailed in our Written Representations submitted at Deadline 2. For example, '3.663 A monitoring protocol needs to consider the ecology of the key bat populations and how they behave at

ExQ1	Question to:	Question:
		different ages and stages in the breeding cycle. It needs to consider what are the actual impacts on barbastelle and Natterer's bat and how they reflect those predicted in the ES. 3.681 In our view, there needs to be a condition in place on the development that a detailed Bat Monitoring Strategy is produced prior to any construction taking place, with clear objectives, as a headline of maintaining a breeding population of barbastelle. This should include protocols for monitoring, method statements, identification of triggers for light and noise impacts (for further mitigation) and evidence based examples of possible future mitigation and must be secured through the DCO. Funding for possible future mitigation must be secured through the DCO.'
	Response by SZC Co. at Deadline 5	The response provided at Deadline 2 addresses most of the points made by the RSPB and no further comment is required to most points. However, in relation to lighting, lighting model plots were provided at Deadline 3 which demonstrate how dark corridors and boundaries, of under 0.1 LUX, can be delivered on the main development site, so maintaining connectivity for bats through and around the site. In relation to monitoring, the Terrestrial Ecology Monitoring and Mitigation Plan has been updated at Deadline 5 (Doc Ref. 9.4(A)) and now includes an expanded commitment to monitoring, which includes radio-tracking of barbastelle and Natterer's bats.
Bio.1.122	The Applicant	Para 14.13.287 refers to roosts already created and to be created. Please explain how and where the provision and maintenance is secured.
	Response by SZC Co. at Deadline 2	The commitments made in relation to monitoring of sites, habitats and species and also the monitoring of the success of mitigation measures such as habitat establishment and bat boxes are described in the Terrestrial Ecology Monitoring and Mitigation Plan (TEMMP) [REP1-016], submitted at Deadline 1 and secured under Requirement 4. The Applicant believes that this document serves to address the question in full. In response to example given left and specifically in relation to bats, for the main development site, the approach is defined in Table 4.4, on page 45, as follows [adapted from table format]: 'Construction (Years 1-12 inclusive):

ExQ1	Question to:	Question:
		Bat boxes and the bat barn will be monitored on an annual basis during the construction phase. The surveys will be to confirm presence/ absence and the species assemblage present. [Undertaken] Annually in September All monitoring will be conducted by an appropriately licensed bat ecologist. Monitoring will consist of a check of the feature for evidence of use, such as droppings, smoothing, feeding remains, smell, staining and bat fly (Nycteribiid) pupae. Locations will include: • Sites where roosts are known to be present, e.g., Natters roost identified in 2020 (>40 bats in each box) • Monitoring of bat boxes erected for barbastelle already (45 boxes distributed already around the site). • Any newly installed bat boxes to mitigate for any further identified roost loss in trees. Temperature and humidity data loggers will be placed inside the bat barn to measure the environmental conditions match those within the structures where roosts have previously been identified. Success criteria will include the uptake of occupation by bats and whether the number of bats present increases or remains consistent throughout the construction phase. In the event of the bat boxes not being occupied within three years of installation, consideration will be given to moving them to alternative sites nearby, to be determined by a licensed bat ecologist. In the event of the bat barn not being occupied within three years of installation, consideration will be given to modifications which might be acceptable within the context of the DCO, with the modifications to be determined by a licensed bat ecologist and in agreement with Natural England.' The proposed approach to monitoring of the bat boxes and the bat barn during the operational phase is then described in the next row of the table.
	Response by RSPB at Deadline 3	Although para 14.13.287 refers to Leisler's bat and Nathusius' pipistrelle we do wish to comment since the Applicant's response is also relevant to barbastelle and Natterer's

ExQ1	Question to:	Question:
		bats. We highlighted our concerns over the adequacy of roost provision in our Written Representations submitted at Deadline 2.
	Response by SZC Co. at Deadline 5	No further response provided.
Bio.1.124	The Applicant	Para 14.13.470 on inter-relationship effects contains the following somewhat Delphic assessment: <i>"However, it is possible to state that when increased levels of task-specific lighting do correlate with higher noise levels, these events are likely to be of short duration relative to the construction period and are unlikely to be more significant than either impact pathway in isolation"</i> . Please will the Applicant state unequivocally its view on the likelihood and significance of the impact.
	Response by SZC Co. at Deadline 2	As explained in the answer to Question Bio 1.13 in this chapter, a standardised approach to the assessment of inter-relationship effects has been taken across the each of the terrestrial ecology and ornithology assessments presented within the ES that follows the methods of assessment set out within Volume 1, Chapter 6 of the ES [APP-177] and the terrestrial ecology and ornithology specific assessment methodology in Volume 1 Appendix 6J of the ES [APP-171]. The assessment presented considers the magnitude of impacts and value/sensitivity of resources/receptors that could be affected in order to classify effects. In the case of the inter-relationship assessment, consideration has been given to the combined magnitude of the different impacts of the proposed development on an individual important ecological feature to identify the inter-relationship effect on the important ecological feature. Inter-relationship effects are known to be difficult to quantify, and in respect of bats several approaches have been employed to ensure potential impacts are mitigated and then to draw assessment conclusions. Firstly, for each impact and for all sites, mitigation is proposed to reduce the resultant effect to a level at which individual impacts are not considered likely to have a significant effect. Secondly, for the main development site, as is outlined in the Updated bat impact assessment included at Volume 3, Appendix 2.9.B of the ES Addendum [AS-208], a comparable site, Hinkley Point C, was assessed, and the success of the approaches on that site to address noise and lighting impacts were reviewed. This provides additional

ExQ1	Question to:	Question:
		evidence that in-combination impacts could be kept to a level that will not result in a significant in combination effect. Thirdly, for the main development site, new habitats which are not impacted by noise or light have been created. This will minimise the potential impact upon species populations across the wider EDF Energy estate. Fourthly, for several sites, including the main development site, a suite of monitoring is proposed within the TEMMP [REP1-016], secured by Requirement 4, which will allow any individual impacts or any unforeseen individual or in-combination impacts to be identified and addressed by remedial measures. The assessment relies on the robust available data, and the overall impacts and mitigation strategy were developed with the significant level of survey information gained to date, which that provides confidence in the effectiveness of the mitigation proposed based on current best practice and research. However, there is limited research available for some impacts on some bat species, particularly in combination effects and bats, as living things, do not always behave as expected. Finally, the potential of high levels of light and noise occurring at the same time was considered. The statement in paragraph 14.13.470 [AS-033] refers to the nature of noise and lighting in relation to construction activity. High levels of noise are primarily anticipated during the daytime, when the majority of on-site activity will occur. Lighting, as outlined in the Lighting Management Plan (Volume 2, Appendix 2B [APP-182]) will be controlled through a number of measures, stated below (relevant sections of paragraphs 8.2.79 – 8.2.89 in Volume 3, Appendix 2.9.B of the ES Addendum [AS-208]): • All lighting installed shall have some form of control to suit the tasks being undertaken and ensure energy is not wasted with lights being in operation 24hrs a day. • In general task lighting will only be used during specific times at specific locations and will typically be provided by portable units which will have manual switching. If the units are to be in place for a prolonged period it would be beneficial for the unit to have a photo electric control cell which will automatically turn the lighting on at dusk and off again at dawn when natural lighting levels have increased or reached pre-determined levels. • Ambient lighting – Ambient lighting will be more permanent and will be required to operate dusk to dawn, so the most suitable method of control will be via a photo

ExQ1	Question to:	Question:
		electric control cell possibly with pre-programmed dimming or via a central management system (CMS). • Access control points – At access control points there will be the need to boost the ambient lighting when there is the need to undertake an inspection etc. This would best be controlled via a local switch either at the check point or in a control centre. It is important to consider the light source when instant boost lighting is required as most light sources other than LED will need some form of run up time to reach full output. • Where lighting in proximity to a bat roost or commuting route/flightpath is unavoidable then, in addition to the points made [in the Mitigation Measures section], the following additional mitigation measures shall be adopted for both fixed and temporary lighting: ○ use a light source that has a narrow spectrum with no UV content; ○ use a warm colour temperature (2700K and below); and ○ use a tuneable LED luminaire. • Where the interconnected network crosses a lit area these areas shall be kept dark by introducing a gap in the lighting design where safe to do so. For example, if they are dissected by a road, a gap of approximately 30m will be left beyond the design spacing of any lighting. Where lighting is proposed parallel to commuting routes / flightpath a 10m buffer zone will be left. Given the lighting and noise control measures which will be in place, listed above, the risks of individual effects arising at any one time are greatly reduced. In turn, this reduces the likelihood of adverse noise and lighting effects occurring simultaneously and so minimising the potential for significant adverse in-combination or inter-relationship effects. In summary, inter-relationship effects on bats relating to noise, lighting and habitat loss are considered to 'not significant' due to the primary and tertiary mitigation measures that are embedded into the scheme design. With the implementation of primary/tertiary mitigation and secondary mitigation (monitoring), residual effects (individually, minor adverse or negligible) are not considered to be significant and the inter-relationship of these residual effects, is not considered to be significant. For barbastelle on the main development site, a moderate adverse (significant) effect is predicted during construction arising from habitat fragmentation. This is due to the

ExQ1	Question to:	Question:
		proposed removal of an area (Goose Hill plantation woodland) known to be utilised by barbastelle between areas to the north-east and south-west of the construction area. There are retained and new commuting areas through the site meaning that bats will be able to traverse the site, however, one part of the site known to be used by barbastelle will be fragmented. This is not considered an in-combination effect, as it the removal of the habitat in this area that is the primary cause of the fragmentation. As outlined in the updated bat assessment, Volume 3, Appendix 2.9.B of the ES Addendum [AS-208], in paragraph 8.2.120, the in-combination effect of the lighting and noise upon bats utilising the retained and created commuting routes is considered not significant.
	Response by RSPB at Deadline 3	We outline our concerns over the assessment of inter-relationship effects on bats in our Written Representations submitted at Deadline 2. The Applicant answer to Bio.1.119 quotes an example that barbastelle have been observed foraging within 25 metres of street lights (pers. comm., Ian Davidson-Watts) and yet (Bio 1.124), 'where lighting is proposed parallel to commuting routes/flightpaths a 10 metre buffer zone will be left'. Given this applies to many areas across the site of importance (e.g. Ash Wood), we question how a buffer of only 10 metre can be considered adequate based on the Applicant's expert's observations.
	Response by SZC Co. at Deadline 5	As identified within SZC Co.'s Comments on the Councils' Local Impact Report [REP3-044], <i>"The approach of the Sizewell C ES is to incorporate best practice and utilise precautionary assessment of the impact from lighting. Within the assessment in the ES Addendum [AS-208] the impact assessment in relation to lighting is considered to have applied the level of information that could be reasonably expected at this stage. As stated above, three large dark corridors will be retained within development area during construction as shown on the indicative lighting plans appended to the updated Lighting Management Plan at Deadline 3 (Doc Ref. 6.3 2B (A)). These corridors will ensure bats have the ability to commute from roosting grounds in the north and foraging areas to the south, whilst dark boundaries will also ensure bats can move around the boundaries of the development.</i> <i>The monitoring proposed is designed to confirm the effectiveness of the best practice mitigation employed to address the effects (as such mitigation is expected to be effective), but where wider research is not entirely conclusive. Few peer reviewed studies</i>

ExQ1	Question to:	Question:
		<i>have been conducted specifically in relation to the impact of lighting on barbastelle, however available information has been consulted, and there are examples / observations of barbastelles foraging 25m from street lights where vegetation screening is present (IDW pers. obs.). Therefore, it is considered that the proposed dark corridors will allow impacts to be controlled, however the ES acknowledges monitoring will need to confirm the success of the implemented mitigation. This is a strength of the application approach, wherein any impacts which are not foreseeable under current understanding can be identified and addressed.</i> <i>The monitoring proposed in the TEMMP [REP1-016] for bats provides some opportunity for remedial actions, e.g. to reduce lighting levels, but these measures are to provide confidence that active mechanisms are in place and are secured to ensure that impacts are controlled, rather than a reliance being placed on them. The primary mechanism of lighting control will be via the Section 1.3 of the Lighting Management Plan (Doc Ref. 6.3 2B (A)), which is secured by Requirement.</i> <i>The monitoring will also support any necessary modifications to mitigation that can be made to achieve or further the objectives of the mitigation strategy. Clearly updating surveys etc over time for various stages (i.e. licensing) is also appropriate, however the overall impacts and mitigation strategy has been developed with the significant level of survey information gained to date that provides confidence in the effectiveness of the mitigation, and the assessment of no significant effect."</i>
Bio.1.125	The Applicant	Bats, operation, monitoring. Para 14.13.515 explains that "If bat boxes have not been occupied within three years of installation, consideration would be given to moving them to alternative sites nearby, to be determined by a licensed bat ecologist". Please explain where this is secured, the objectivity of the assessment and the enforcement of the result of the "consideration".
	Response by SZC Co. at Deadline 2	The commitments made in relation to monitoring of sites, habitats and species and also the monitoring of the success of mitigation measures such as habitat establishment and bat boxes are described in the Terrestrial Ecology Monitoring and Mitigation Plan (TEMMP) [REP1-016], submitted at Deadline 1 and secured under Requirement 4. The Applicant believes that this document serves to address the question in full.

ExQ1	Question to:	Question:
		Further details are given in the response to Questions Bio 1.122 and Bio 1.145 in this chapter and are relevant here.
	Response by RSPB at Deadline 3	The TEMMP paragraph 4.5.7 notes ‘Bat boxes in retained woodland areas will be monitored on an annual basis during the construction phase of Sizewell C from one year after installation. Boxes will continue to be monitored for five-years beyond the completion of construction. This monitoring will clarify the presence/absence of bats and the use of the bat boxes. Further details are provided in Table 4.4 below.’ Table 4.4. notes ‘In the event of the bat boxes not being occupied within three years of installation, consideration will be given to moving them to alternative sites nearby, to be determined by a licensed bat ecologist. In our view the Applicant should explain the objectivity of the assessment and enforcement of the result of the ‘consideration’ to answer the ExA question. The Applicant should explain the process for reviewing and moving bat boxes and ensuring they are in suitable locations.
	Response by SZC Co. at Deadline 5	Table 4.4 of the TEMMP (Doc Ref. 9.4(A)) has been updated to address this comment and provides additional details on the reviewing and moving bat boxes. This includes a role for the Environmental Review Group within the process.
Bio.1.133	The Applicant	[APP-425] – Table 7.3 – consultation responses, RSPB, 23 Sept 2019. Please will the Applicant set out a specific response to each of the points raised by the RSPB.
	Response by SZC Co. at Deadline 2	The responses are set out under each of the points made by the RSPB, here in italics: 1. RSPB <i>‘We are concerned about the proximity of Foxburrow Wood CWS. Whilst it is difficult to determine from the map, we assume there will be no net loss from the site. Even so, in our view the likely impact would require mitigation.’</i> The Applicant’s Response- Foxburrow Wood CWS ancient woodland will be retained in its entirety. A buffer distance of 15m from earthworks would be applied to prevent impacts to the trees on the edge of the woodland. Some limited footpath works would however be required at the edge of this zone.

ExQ1	Question to:	Question:
		2. RSPB: <i>'A cut through, with ancillary footbridge for the public footpath would, in our view, not be enough to mitigate impact and the loss of ecological functionality across the landscape. Therefore, we strongly advise the construction of a green bridge at this location to help retain connectivity with several locally important hedge lines.'</i> The Applicant's Response- SZC Co. has considered the design of the proposed Foxburrow Wood footbridge in light of discussions with and representations from the RSPB and Suffolk Wildlife Trust (SWT), and conversations with Natural England (NE). Details of these meetings are summarised in Volume 5, Chapter 7 of the ES [APP-425]. Whilst a green bridge would be of some ecological benefit, the inclusion of a green bridge would not link or re-establish a linkage between two areas of existing high value, such as two areas of designated ancient woodland or a County Wildlife Site (CWS). The ancient woodland of Foxburrow Wood is of high value but the existing small areas of (non-ancient) woodland and mature trees in the Farnham Hall area to which it would become linked have no special designation, either nationally or locally (it is not a County Wildlife Site (CWS)). As a result, a green bridge would not serve to lessen the significance of any of the adverse ecological effects identified in the ES. Given it would not re-establish existing links between two high value habitats, and the ES demonstrates a net gain in biodiversity overall, it was not considered that a green bridge is necessary in ecological terms. In terms of landscape and visual impacts of the proposed Foxburrow Wood footbridge, the landscape and visual impact assessment chapter in the ES (Volume 5, Chapter 6) [APP-421] predicts significant landscape effects during construction and for the medium-long term once the two village bypass is operational. The planting mitigation proposed will, once matured, be sufficient to screen the footbridge from the wider landscape. This is unlikely to be achieved until Year 15 but 15 years is relative to the fact that the bridge would be a permanent structure and a legacy benefit of the scheme. The propose footbridge has been designed to be as small as possible, but within Design Manual for Roads and Bridges (DMRB) guidelines, to limit its visual impact. Whilst a green bridge may blend into the landscape sooner than the proposed

ExQ1	Question to:	Question:
		planting will allow, the additional scale of such a structure would provide little overall benefit, given it would not reconnect two high value habitats. The Green Bridge Guidance published by the Landscape Institute in January 2016 following research commissioned by Natural England presents several types of wildlife bridges, which are significantly more substantial in size than the proposed Foxburrow Wood footbridge. It states that green bridges aiming to achieve connections at a landscape / ecosystem level should be over 80m in width. Where the aim is to achieve connections for species at a population level, the bridge should be around 50m wide (published guidance recommendations range from 25m-80m, with an average of 50m). As a general rule, a width to length ratio over 0.8 is recommended. Given the Foxburrow Wood footbridge has been designed to be as short a structure as possible to limit its impacts, the above 0.8 ratio would mean that the 43m long footbridge would need to be 34.4m in width to be a viable green bridge in accordance with the guidance, which would make it a substantially larger structure. Given the visual impact of the proposed footbridge would be greatly reduced once the proposed mitigation planting has matured, and that this planting has been assessed to result in a net gain in biodiversity, the benefits of upgrading to a green bridge would be marginal. The additional scale of the structure would not appear to provide enough of a benefit to be a reasonable alternative to the proposed Foxburrow Wood footbridge. It is also likely to take longer to construct (at much greater cost) which could have a negative impact on programme overall but also on the reopening of the existing footpath crossing the two village bypass, and other PRow connections in the vicinity. There are, therefore, significant disbenefits to a Green Bridge to weigh against a marginal benefit. 3. RSPB: <i>'The drainage infiltration basins will need habitat surveys and protected species surveys prior to works. However, we believe these basins could be designed in such a way as to provide opportunities for Net Gain and request that careful thought is given to this.'</i> The Applicant's Response- Pre-construction surveys will be carried out across all sites. Planting and landscaping design will be of such to maximise Net Gain opportunities and are aligned with the Biodiversity Net gain Report [REP1-018]. The

ExQ1	Question to:	Question:
		oLEMP [AS-263] and TEMMP [REP1-016] include long-term management and monitoring measures. 4. RSPB: <i>'The areas of grass could be planted with wild flower and/or pollen and nectar mixes and managed in a sensitive way.'</i> The Applicant's Response- This point is covered in the bullet above 5. RSPB: <i>'There are also options to include skylark plots. Again, careful thought over the long-term management of these areas could contribute to Net Gain.'</i> The Applicant's Response- The oLEMP [REP1-010] and the TEMMP [REP1-016] include long-term management and monitoring approaches and are aligned as relevant with the Biodiversity Net Gain Report [REP1-018]. The proposed habitats along the road corridor, which include acid and neutral grasslands are likely to be suitable for foraging skylarks, but they are probably unlikely to nest within the fenced boundaries of the highway. The proposed approach to enhancing the flood plain grasslands around the River Alde is likely to be more valuable to nesting skylarks. 6. RSPB: <i>'We also have significant concerns on the loss of ecological connectivity along the river corridor as a result of the crossing. More detail is required to determine this and we expect mitigation in terms of mammal passes and related protected species surveys.'</i> The Applicant's Response- Section 7.6.118 specifies mitigation to be implemented to minimise and / or avoid fragmentation effects such as the offsetting of the bridge abutments and the retention of the River Alde channel banks as well as the provision of other mitigation such as the inclusion of an otter ledge to ensure the area is passable at times of high-flow. A second pass for mammals will also be provided through the eastern embankment of the River Alde overbridge. 7. RSPB: <i>'Furthermore, more evidence is required to understand how the by-pass might affect hydrology and the relationship between the river and its floodplain and consequently, the local wet meadows. If there is an effect, considerable effort will be needed to meet Net Gain, over and above what is currently being proposed.'</i> The Applicant's Response- Section 7.6.118 defines the mitigation to be implemented to minimise impacts upon the local hydrological features and to retain (or improve where practicable) value for local biodiversity. A full hydrological assessment is provided in Volume 5, Chapter 12 [APP-441]. An updated

ExQ1	Question to:	Question:
		Biodiversity Net Gain Report for the two village bypass [REP1-018] was submitted at Deadline 1.
	Response by RSPB at Deadline 3	Please note these comments should be attributed to Suffolk Wildlife Trust from its Stage 4 consultation response. SWT and the RSPB continued to advocate the provision of an innovatively designed green bridge linking Foxburrow Wood County Wildlife Site with the woodland to the west in paragraph 3.811 of our Written Representations submitted at Deadline 2 as this would provide habitat enhancements for protected species of bats and birds. Please refer to our comments on net gain in section 5 of our Written Representations submitted at Deadline 2.
	Response by FERN at Deadline 3	The more easterly route would also retain AW but not affect Nuttery Belt which may be AW. The buffer zone for the DCO route is inadequate. The footpath diversion proposal by EDF in the DCO not only goes close to but will further compress the root zone at Foxburrow Wood and will affect the peaceful nature of the western side of AW Foxburrow Wood that is part of the Wildlife corridor between all the sites at Farnham Hall Estate and elsewhere.
	Response by SZC Co. at Deadline 5	Response to FERN There will be no land take of any designated ancient woodland at any location with the proposed two village bypass route or across the Sizewell C development proposals as a whole. Nuttery Belt is not designated as ancient woodland by Natural England, nor likely to be ancient. Ancient Woodland is defined in the NPPF (Annex 2) as "<i>An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites</i>". SZC Co. has reviewed Hodkinson's map of Suffolk (dated 1783), and a historic map dated 1825. Neither of these maps show Nuttery Belt, and the earliest map that SZC Co. has identified which shows woodland in the location occupied by Nuttery Belt is the Ordnance Survey 1 Inch to the Mile map dated 1837, with the earliest detailed depiction being in the Tithe Map, dated 1838 (IR/30/33/155). Therefore, SZC Co. considers that there is no evidence that the area of

ExQ1	Question to:	Question:
		Nuttery Belt has been continuously wooded since 1600 AD and therefore it could not be designated as Ancient Woodland on the basis of cartographic evidence. There is a 15m buffer zone between the western edge of Foxburrow Wood and the excavations to create the cutting for the bypass to the west. Paragraph 5.6.7 of Volume 1, Chapter 5 of the ES Addendum [AS-184]. As stated within ES Volume 5, Chapter 7 [APP-425] there would be no impact on the ancient woodland during construction of the development due to the primary and tertiary mitigation measure in place. During the operational phase the assessment of effects for Foxburrow Wood would remain of minor beneficial (not significant) for habitat fragmentation.
The next set of questions address bats on the Main Site, section 14.13 of [APP-224]		
Part 3 -Biodiversity and ecology (terrestrial) - Northern Park and Ride		
No further comments received at Deadline 3.		
Part 4- Biodiversity and ecology (terrestrial) – Southern Park and Ride		
No further comments received at Deadline 3.		
Part 5- Biodiversity and ecology (terrestrial) - Two Village Bypass		
Bio.1.144	The Applicant, Natural England, SCC	[APP-425] – para 7.6.154 – habitat loss and fragmentation, bats. Road crossing points for bats are mentioned. It has been widely reported that the bat hop-overs (which are often said to resemble 11kv transmission lines) on the A11 near Thetford are ineffective. Please will the Applicant point the ExA to where in the ES the measures are described and any evidence in the ES of their demonstrable success elsewhere. Is the “not significant” assessment justified?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	The structures described as resembling 11kv transmission lines on the A11 near Thetford are 'Bat gantries', which can be ineffective. These structures are not proposed in the construction or operational phases for the two village bypass or the Sizewell link road. Bat 'hop-overs' are proposed and are advocated as a simple method to guide bats safely across roads^{14 15}. The aim of hop-overs is to maintain existing bat commuting routes and to increase or keep the bats at height above the traffic when they cross the road. A hop-over consist of tall trees, preferably deciduous trees, as close to the road margins as possible (with due consideration for vehicle safety) on either side of a road to narrow the gap in the bat commuting route which is created by the new road. In ideal circumstances and in the longer term, the canopy meets over the road to create a continuous canopy. This approach is more viable for single carriageway roads (as in the proposed two village bypass and the Sizewell link road) rather than dual carriageways. Planters containing trees are proposed to maintain connectivity at night during the construction period.
	Response by East Suffolk Council at Deadline 2	ESC's understanding is that the proposed 'bat hop overs' would take the form of allowing canopy vegetation to close over the road rather than being physical structures. This is described in paragraph 7.6.154 of [APP-425]. ESC does not consider that relying on vegetation growth in this way as mitigation for the loss of connectivity for bats is acceptable (particularly given the time it would take for trees to grow to such a size) and it does not seem practical (or safe) from a highway perspective either. It therefore seems unlikely to be sufficient to maintain the required landscape connectivity and justify the "Not Significant" ES conclusion. As recognised by the ExA, the available evidence on the use of bat gantries (which are often structures with strung wires across the carriageway) suggests that they are unlikely

¹⁴ Limpens HJGA, Twisk P, Veenbaas G. 2005. Bats and road construction. Brochure about bats and the ways in which practical measures can be taken to observe the legal duty of care for bats in planning, constructing, reconstructing and managing roads. Dutch Ministry of Transport, Public Works and Water Management Directorate-General for Public Works and Water Management, Road and Hydraulic Engineering Institute, Delft, the Netherlands and the Association for the Study and Conservation of Mammals, Arnhem, the Netherlands.

¹⁵ Stratmann B 2006. Zur Kollisionswahrscheinlichkeit fliegender oder jagender Fledermäuse bei der Querung von Verkehrswegen. Nyctalus 11, pp. 268-276.

ExQ1	Question to:	Question:
		to be a successful mitigation measure (details on studies supporting this conclusion are available here: https://www.conservationevidence.com/actions/978 (accessed 07/05/2021)). ESC considers that better connectivity for bats across the carriageway would be achieved by construction of the proposed footbridge as a 'green bridge' which would include vegetation planting both on the bridge itself and connected to existing vegetation corridors at each end (including linking to Foxburrow Wood CWS). Whilst ESC acknowledges that the published evidence of the use of green bridges by bats is limited (details available here: https://www.conservationevidence.com/actions/979 (accessed 07/05/2021)), nevertheless ESC considers it to be much more likely to be successful mitigation than bat gantry type structures.
	Response by Suffolk County Council at Deadline 2	SCC's understanding is that the proposed 'bat hop overs' would take the form of allowing canopy vegetation to close over the road rather than being physical structures. This is described in paragraph 7.6.154 of [APP-425]. We do not consider that relying on vegetation growth in this way as mitigation for the loss of connectivity for bats is acceptable (particularly given the time it would take for trees to grow to such a size) and it does not seem practical (or safe) from a highway perspective either. It therefore seems unlikely to be sufficient to maintain the required landscape connectivity and justify the "Not Significant" ES conclusion. As recognised by the ExA the available evidence on the use of bat gantries (which are often structures with strung wires across the carriageway) suggests that they are unlikely to be a successful mitigation measure (details on studies supporting this conclusion are available here: https://www.conservationevidence.com/actions/978 (accessed 07/05/2021)). SCC considers that better connectivity for bats across the carriageway would be achieved by construction of the proposed footbridge as a 'green bridge' which would include vegetation planting both on the bridge itself and connected to existing vegetation corridors at each end (including linking to Foxburrow Wood CWS). Whilst we acknowledge that the published evidence of the use of green bridges by bats is limited (details available here: https://www.conservationevidence.com/actions/979 (accessed 07/05/2021)), nevertheless we consider it to be much more likely to be successful mitigation than bat gantry type structures.
	Response by Natural England at Deadline 2	As these measures are proposed to mitigate impacts on licensable protected species these will be assessed by Natural England through our licensing process. For the progression of this issue the applicant must submit draft protected species licence applications to Natural

ExQ1	Question to:	Question:
		England for review. If agreed Natural England may provide LoNIs to ensure the ExA has the required certainty in this regard. Further engagement on this issue will therefore be undertaken as part of the licensing process.
	Response by SZC Co. at Deadline 3	SZC Co notes Natural England's comments and confirms that it is following the process outlined by Natural England in its response for Deadline 2 above, for bats and other relevant protected species. SZC Co also notes and agrees with the councils' point that 'bat gantries' are unlikely to be successful and notes the limited evidence that bats would use green bridges.
	Response by RSPB at Deadline 3	We recommended the design and location of road crossing points for bats should follow best practice in our Written Representations submitted at Deadline 2.
	Response by SZC Co. at Deadline 5	The point raised by the RSPB is noted but addressed already in SZC Co.'s responses at Deadlines 2 and 3.
Bio.1.145	The Applicant	[APP-425] – para 7.7.8 – monitoring and bat boxes. This paragraph states: <i>"If bat boxes have not been occupied by year 5 following installation, consideration would be given to moving them to alternative sites nearby, to be determined by a licensed bat ecologist"</i>. It is one of a number of examples where the following questions arise: (i) where is this secured? (ii) what are the criteria? (iii) how are disputes settled? (iv) what happens if the boxes are not occupied in their new locations. Please will the Applicant address these questions for each place where these proposals are made in the ES and Application documentation.
	Response by SZC Co. at Deadline 2	The commitments made in relation to monitoring of sites, habitats and species and also the monitoring of the success of mitigation measures such as habitat establishment and bat boxes are described in the Terrestrial Ecology Monitoring and Mitigation Plan (TEMMP) [REP1-016], submitted at Deadline 1 and secured under Requirement 4. The

ExQ1	Question to:	Question:
		Applicant believes that this document serves to address the question in full including the point (ii) around disputes In response to example given left and specifically in relation to bats, for the associated development sites, the approach is defined in Table 5.2, on page 67, as follows: Construction (Years 1-3): <i>'Bat boxes will be monitored on an annual basis during the construction phase.</i> <i>• The surveys will be to confirm presence/ absence and the species assemblage present. Annually in September (optimal time)</i> <i>• All monitoring will be conducted by an appropriately licensed bat ecologist.</i> <i>• Monitoring will consist of a check of any bat boxes installed for evidence of use, such as droppings, smoothing, feeding remains, smell, staining and bat fly (Nycteribiid) pupae.</i> <i>• Requirements as detailed in the draft non-licensable method statement or Natural England Bat Development Licence.</i> <i>• Success criteria will include the uptake of occupation by bats, the number of bats present increases or remains consistent throughout the construction phase.</i> <i>• In the event of the bat boxes not being occupied within three years of installation, consideration will be given to moving them to alternative sites nearby, to be determined by a licensed bat ecologist.'</i> Operation (Years 4-8): <i>'Boxes will continue to be monitored for five-years beyond the completion of construction.</i> <i>• The surveys will be to confirm presence/ absence and the species assemblage present.</i> <i>• Annually in September (optimal time)</i> <i>• All monitoring will be conducted by an appropriately licensed bat ecologist.</i> <i>• Monitoring will consist of a check of any bat boxes installed for evidence of use, such as droppings, smoothing, feeding remains, smell, staining and bat fly (Nycteribiid) pupae.</i> <i>• Requirements as detailed in the draft non-licensable method statement or Natural England Bat Development Licence.</i> <i>• Success criteria will include occupation by bats and the number of bats present increases or remains constant.</i>

ExQ1	Question to:	Question:
		<i>In the event of the bat boxes not being occupied within three years of installation, consideration will be given to moving them to alternative sites nearby, to be determined by a licensed bat ecologist.'</i>
	Response by RSPB at Deadline 3	The TEMMP paragraph 4.5.7 notes 'Bat boxes in retained woodland areas will be monitored on an annual basis during the construction phase of Sizewell C from one year after installation. Boxes will continue to be monitored for five-years beyond the completion of construction. This monitoring will clarify the presence/absence of bats and the use of the bat boxes. Further details are provided in Table 4.4 below.' Table 4.4. notes 'In the event of the bat boxes not being occupied within three years of installation, consideration will be given to moving them to alternative sites nearby, to be determined by a licensed bat ecologist.' In our view the Applicant should explain the objectivity of the assessment and enforcement of the result of the 'consideration' to answer the ExA question. We request details of the process for reviewing bat box location and ensuring bat boxes are in suitable locations.
	Response by SZC Co. at Deadline 5	Please refer to the response provided for Question Bio.1.125.
Bio.1.147	The Applicant	[AS-184] Similarly, at section 5.2 b)i)c), paras 5.2.27 and following, additional floodplain mitigation is described. Bearing in mind the statement at para 5.2.29 that the original ES stated that there was no significant effect on floodplain grasslands, and the tests for requirements in a DCO please will the Applicant indicate how the changes are incorporated and secured in the DCO. Please will Natural England, ESC and SCC explain the justification for their incorporation bearing in mind the same matters.
	Response by SZC Co. at Deadline 2	The introduction of floodplain grassland mitigation was introduced to address a concern from ecological stakeholders that the landtake of floodplain grasslands was not being mitigated, irrespective of the conclusion in the original ES that there was no significant effect on floodplain grasslands. The determination of no significant effect was based on

ExQ1	Question to:	Question:
		the fact that the grasslands subject to landtake are of very poor quality (in ecological terms), being of improved pasture of the 'MG7 community' of the National Vegetation Classification. The new floodplain grassland mitigation is secured via way of its inclusion in the two village bypass oLEMP [AS-263], which is secured by Requirement 22A of the Draft DCO (Doc Ref. 3.1(C)).
	Response by East Suffolk Council at Deadline 2	As set out in paragraph 8.119 of the LIR [REP1-045], ESC welcomes that the impact of the loss of this habitat is now fully acknowledged in the ES. Flood plain grazing marsh is a UK Priority habitat under Section 41 of the Natural Environment and Rural Communities (NERC) Act (2006) and therefore impacts on it must be appropriately addressed following the mitigation hierarchy. However, we remain concerned that whilst the mitigation proposed could result in a qualitative improvement in the remaining flood plain grazing marsh habitat, there will still be a net loss of area of this habitat type. As set out in LIR paragraph 8.111, we are also concerned that whilst it is proposed to secure this qualitative improvement through a Landscape and Ecology Management Plan (LEMP), no such document has yet been submitted into the Examination and therefore interested parties are not able to comment on it in more detail.
	Response by Suffolk County Council at Deadline 2	As set out in paragraph 8.119 of the Local Impact Report [REP1-049], SCC welcomes that the impact of the loss of this habitat is now fully acknowledged in the Environmental Statement. Flood plain grazing marsh is a UK Priority habitat under Section 41 of the Natural Environment and Rural Communities (NERC) Act (2006) and therefore impacts on it must be appropriately addressed following the mitigation hierarchy. However, we remain concerned that whilst the mitigation proposed could result in a qualitative improvement in the remaining flood plain grazing marsh habitat, there will still be a net loss of area of this habitat type. As set out in LIR paragraph 8.111, we are also concerned that whilst it is proposed to secure this qualitative improvement through a Landscape and Ecology Management Plan (LEMP), no such document has yet been submitted into the examination and therefore interested parties are not able to comment on it in more detail.
	Response by SZC Co. at Deadline 3	An Outline Landscape and Ecology Management Plan (oLEMP) for the Two Village Bypass was submitted with the change request application in January 2021 [AS-263] and an updated version is due to be submitted at Examination at Deadline 5.

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 3	In our response to this question we incorrectly stated that an Outline Landscape and Ecological Management Plan (oLEMP) for the Two Village Bypass had not been submitted to the examination, we acknowledge that an oLEMP has been submitted as an Additional Submission document under examination reference AS-263. We also acknowledge the inclusion of Requirement 22A in the latest version of the draft DCO [REP2-014] submitted at Deadline 2 which secures initial delivery of the measures described within the oLEMP. However, our concern over the final adoption of the areas of landscaping along the route (as set out in our answer to the Examining Authority's First Written Questions ExQ1 question BIO.1.149 [REP2-176]) remains.
	Response by SZC Co. at Deadline 5	An updated Two village bypass Landscape and Ecology Management Plan has been submitted at Deadline 5 (LEMP)(Doc Ref 8.3 A (A)). Section 6 of the LEMP sets out the monitoring requirements and the party responsible for the creation and subsequent management of the habitat or feature. <i>As detailed in the SZC Co. response to Bio.1.149 at Deadline 2, "The oLEMP and subsequent LEMP will be managed by the Undertaker until any such time as the road is adopted by the Highways Authority." At this point the local highways authority would then be responsible for the ongoing maintenance of the landscape, who are expected to continue to manage the areas in line with the LEMP. In the event there were to be a refusal to adopt the road, the LEMP would be managed by the Undertaker.</i>
Bio.1.150	The Applicant	[AS-263] – TVB OLEMP – para 4 .1.2 states that where possible Foxburrow Wood, Pond Wood and Nuttery Belt would be retained. Please will the Applicant clarify whether the Application and DCO (a) propose or (b) permit the removal of those features.
	Response by SZC Co. at Deadline 2	Foxburrow Wood and Pond Wood will be retained and the statement which includes the 'where possible' caveat in section 4.1.2 of the two village bypass oLEMP [AS-263] is incorrect. The retention of these woodlands is also clearly shown on the vegetation retention plans on Figures 5.2.6 and 5.2.7 of the ES Addendum [AS-197]. These retained woodland would be protected using mitigation measures defined in the CoCP (Doc Ref. 8.11(B)) such as the installation of appropriate protective fencing to ensure no

ExQ1	Question to:	Question:
		encroachment on the woodlands and to ensure construction traffic and personnel remain excluded from these areas. In relation to Nuttery Belt, the statement which includes the '<i>where possible</i>' caveat in section 4.1.2 of the two village bypass oLEMP [AS-263] is correct and needs to be retained. Some loss of Nuttery Belt has been identified in section 7.6.65 of Volume 5, Chapter 7 of the ES [APP-425]. However there may be a need for additional visibility splays of 215m. This is considered unlikely but requires approval from SCC as Highways Authority. If such visibility splays were required, there would be some further tree removal from Nuttery Belt. In section 5.2.23, Volume 1, Chapter 5 [AS-184], the worst case loss from Nuttery Belt has been assumed in the ES Addendum. The application proposes some loss of Nuttery Belt but the extent of loss will vary as described above. The DCO would provide consent for removal of the woodland to the extent required, in accordance the vegetation removal plans, as shown in Figures 5.2.6 and 5.2.7 of Chapter 5 of the ES Addendum [AS-197].
	Response by FERN at Deadline 3	There has always been land take of Nuttery Belt intended in EDFs' plans yet it was never assessed on the very dubious ground of 'access not granted'; It is quite possibly AW.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid although further details on Nuttery Belt are given in SZC Co.'s Deadline 5 response at Question Bio 1.133 above.
Bio.1.154	The Applicant	[APP-461] – para 7.5.4 third bullet, fourth tiret. Should the reference be to the East Suffolk Line? Ninth bullet – reads: "<i>Crossing points (bat hop-overs) to facilitate the passage of bats across the road alignment have been incorporated in the design where foraging or commuting routes have been identified</i>". What is the evidence for the success of these facilities? It has been widely reported that the bat hop-overs (which resemble 11kv transmission lines) on the A11 near Thetford are ineffective. See e.g. https://www.bbc.com/news/uk-england-34605886

ExQ1	Question to:	Question:
		What measures are to be used on the SLR and what evidence is there of success elsewhere? Please will the Applicant comment and explain why the measures proposed are likely to be successful. Is a "not significant" effect assessment justified?
	Response by SZC Co. at Deadline 2	The answer to Question Bio 1.144 is also directly relevant. The structures described as resembling 11kv transmission lines on the A11 near Thetford are 'Bat gantries', which can be ineffective and these are not proposed in the construction or operational phases for the two village bypass or the Sizewell link road. Bat 'hop-overs' are proposed and are advocated as a simple method to guide bats safely across roads^{16 17}. The aim of hop-overs is to maintain existing bat commuting routes and to increase or keep the bats at height above the traffic when they cross the road. A hop-over consist of tall trees, preferably deciduous trees, as close to the road margins as possible (with due consideration for vehicle safety) on either side of a road to narrow the gap in the commuting route which is created by the new road. In ideal circumstances and in the longer term, the canopy meets over the road to create a continuous canopy. Given the road widths, this approach is more viable for single lane highways rather than dual carriageways.

¹⁶ Limpens HJGA, Twisk P, Veenbaas G. 2005. Bats and road construction. Brochure about bats and the ways in which practical measures can be taken to observe the legal duty of care for bats in planning, constructing, reconstructing and managing roads. Dutch Ministry of Transport, Public Works and Water Management Directorate-General for Public Works and Water Management, Road and Hydraulic Engineering Institute, Delft, the Netherlands and the Association for the Study and Conservation of Mammals, Arnhem, the Netherlands.

¹⁷ Stratmann B 2006. Zur Kollisionswahrscheinlichkeit fliegender oder jagender Fledermäuse bei der Querung von Verkehrswegen. Nyctalus 11, pp. 268-276.

ExQ1	Question to:	Question:
		As stated in Altringham and Berthinussen ¹⁸ , although the effectiveness of bat hop-overs has not been assessed, Russell et al. (2009) ¹⁹ observed that bat flights across a 20m road gap were at greater heights where bats approached the road along flight routes with taller roadside vegetation and Berthinussen & Altringham (2012b) ²⁰ found a positive correlation between road-crossing height and the height of the roadside embankment. Planters containing trees are proposed to maintain connectivity at night during the construction period.
	Response by RSPB at Deadline 3	We recommended the design and location of road crossing points for bats should follow best practice in our Written Representations submitted at Deadline 2.
	Response by SZC Co. at Deadline 5	The point raised by the RSPB is noted and no further response is proposed.
Part 6 - Biodiversity and ecology (terrestrial) - Sizewell Link Road		
No further comments received at Deadline 3.		
Part 7 - Biodiversity and ecology (terrestrial) - Yoxford Roundabout		
No further comments received at Deadline 3.		
Part 8 - Biodiversity and ecology (terrestrial) - Freight Management Facility ("FMF")		
No further comments received at Deadline 3.		
Part 9 - Biodiversity and ecology (terrestrial) - Rail		
No further comments received at Deadline 3.		

¹⁸ Altringham J. and Berthinussen A - Bats, roads and railways

https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwiavKXv27fwAhUAQxUIHX7LBekQFjAAegQIBBAD&url=http%3A%2F%2Fsciencesearch.defra.gov.uk%2FDocument.aspx%3FDocument%3D12676_WC1060AppendixA.pdf&usg=AOvVaw1LuzP_KTJFtRg0YYxUrxy_

¹⁹ Russell AL, Butchkoski CM, Saidak L, McCracken GF. 2009. Road-killed bats, highway design, and the commuting ecology of bats. *Endangered Species Research* 8, 49-60.

²⁰ Berthinussen A, Altringham J. 2012b. Do bat gantries and underpasses help bats cross roads safely? *PLoS ONE* 7, e38775.

ExQ1 Question to: Question:		
The following questions are all addressed to Natural England, and in some cases to other parties. They address all or more than one of the Main Site and Associated Sites		
Part 10 - Biodiversity and ecology (marine) - General		
Please note. Owing to the length of [APP-317] and the multiple topics and effects it assessed, the ExA asked the Applicant in [PD-005] to identify each of the headings in a way which clarifies both the subject matter and how each section, sub-section, sub-sub-section and so on sits in relation to preceding sections. As the paragraphs already had a number system separate from the headings the ExA suggested a lettering system. The lettered headings version submitted by the Applicant is at [AS-035]. The full list of headings is at electronic pages 694-724 of [AS-035] (hard copy pages 679-709). References to lettered sections in the questions below on [APP-317] are to those sections.		
No further comments received at Deadline 3.		
Part 11 - Biodiversity and ecology (marine) - Plankton		
No further comments received at Deadline 3.		
Part 12- Biodiversity and ecology (marine) - Benthic Ecology		
Bio.1.218	The Applicant, MMO	[APP-317] Construction discharges of un-ionised ammonia, section C.c.f, para 22.7.151. Please will the Applicant explain why the magnitude of the impact is assessed as low "as discharges could occur throughout the construction phase". That duration suggests the opposite. The ExA also notes the criteria in table 1.3 of appendix 6R [APP-170] where the Applicant says: "Medium - Medium-term temporary impacts, one to 12 years". "Low - Short-term temporary, less than a year". Please will MMO also comment.
	Response by SZC Co. at Deadline 2	Various factors are considered when assessing impact magnitude: spatial extent, amount of change and the duration of the pressure (see Volume 2, Chapter 22 of the ES [APP-317], Table 22.3). For this assessment, the spatial extent of the pressure is very small (i.e., EQS concentrations are exceeded only up to 6.3m from the point of discharge; see [APP-317], paragraph 22.7.150), which would generally mean that impact magnitude is

ExQ1	Question to:	Question:
		<i>very low</i> . However, as the pressure could last for the duration of the construction phase, the impact magnitude has been increased to <i>low</i> .
	Response from the MMO at Deadline 2	The MMO has received and reviewed the Applicant's response. We are satisfied with the applicant's response, the spatial extend of EQS exceedance is very small.
	Response from SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Environment Agency at Deadline 3	Any proposed water discharge activities (WDAs) related to or generated by construction or cold commissioning related activities at SZC will be subject to separate environmental permit applications by the Applicant. The Applicant is yet to submit any construction or cold commissioning related WDA permit applications, although preapplication discussions between the Applicant and Environment Agency are on-going. Once the application(s) has been submitted to us and has been duly made, the environmental impact of any potentially hazardous chemicals or elements within the proposed construction related WDAs will be assessed during the determination of the permit application. We may consider any supporting information provided regarding construction or cold commissioning related activities as part of the in-combination assessments for the The Conservation of Habitats and Species Regulations 2017 and The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 for the SZC operational WDAs permit application, which is currently in determination by the Environment Agency. The SZC operational WDAs permit application takes into account the proposed discharges related to/generated by hot functional testing and operational activities.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	Noted, no further comments to add to SZC Co. response for Deadline 2.
Part 13- Biodiversity and ecology (marine) - Fish		
Bio.1.244	The Applicant, MMO	[APP-317] Section D.c.c.c Assessment of impingement losses, Table 22.113. Please will the Applicant explain why it has drawn seabass and thin-lipped grey mullet into this table. The figures for seabass seem simply to be 10% of those in Table 22.112. The figures for grey mullet are the same as in the table. The ExA notes the reference to Appendix 22I. Please will the Applicant summarise the point being made on this by that Appendix and give the paragraph and page numbers which are relevant. Please will the MMO also comment.
	Response by SZC Co. at Deadline 2	We agree the title of Table 22.113 of Volume 2, Chapter 22 of the ES [APP-317] is not explicit in describing what it shows. Table 22.113 [APP-317] reflects additional species-specific assessment steps - these are detailed in Section 6.5 (Further consideration of impingement effects on eel, bass and thin-lipped grey mullet) of Report Number TR406 (see Chapter 2, Appendix 2.17.A (Supplementary Information on Fish Assessments) of the ES Addendum [AS-238] which provides an update to the version provided in Volume 2, Appendix 22I of the ES [APP-326]. Please see also Appendix 7L of this Chapter. Report TR406 [AS-238] provides updated impingement estimates for both species accounting for the estimated thin-lipped grey mullet SSB and provides estimates of seabass SSB effects with/without the distribution in the GSB accounted for. In both cases impingement estimates are provided with and without mitigation measures. Further summary for each species is provided here: <u>Seabass</u> Seabass are not uniformly distributed across the GSB with evidence suggesting juvenile seabass are attracted to the warm water effluents of Sizewell B in winter. Sampling was undertaken inside and outside of the Sizewell-Dunwich Bank, and close to and distant from the current and proposed intake/outfall locations of Sizewell B and C, respectively. The survey identified a statistically significant difference in seabass distribution in the GSB with 95% of seabass recorded inside the Sizewell-Dunwich Bank. The attraction of juvenile

ExQ1	Question to:	Question:
		seabass to thermal discharges and in relation to an operational Sizewell C is considered in more detail in the Report TR406 at section 7.2.4 [AS-238]. The assessment accounts for the reduction in impingement due to the offshore location of the intake headworks which is considered to be 90%. <u>Grey mullet</u> There is not a directed commercial fishery for grey mullet in the southern North Sea and therefore the landings data (120 t in Report TR406 [AS-238]) will substantially underestimate the SSB. The mean length in the commercial catch has been estimated to be in the range 36 to 42cm. At this size the annual natural mortality (M) is in the range of 0.5 to 0.4 and the calculated sustainable harvesting rate is approximately 33% - 39% SSB (Section 5.1.1 of Report TR406 [AS-238]). Mullet impingement numbers at SZB show no significant trend over the period 2009-2017 and provide no evidence that fishing on the stock is unsustainable. It is therefore considered unlikely that mortality on the stock is 33%+ in the southern North Sea and instead a conservative assumption has been made that landings represent 20% of SSB. Resulting in a conservative SSB prediction of 600t against which a population estimate is made in Table 22.113 [APP-317].
	Response from the MMO at Deadline 2	The MMO have received and reviewed the response by the Applicant and are content with the response provided by the Applicant and with the additional assessment information provided by the Applicant in the ES Addendum.
	Response from SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Environment Agency at Deadline 3	Grey mullet We do not consider that there is sufficient evidence made available to justify the decision to use a SSB prediction of 600t. We cannot confirm that this is sufficiently precautionary or that there will not be a potential for a decline in WFD status.
	Response by SZC Co. at Deadline 5	The Applicant is aware that the population abundance of widely distributed thin-lipped grey mullet remains undetermined. The thin-lipped grey mullet of the North Sea area is described in the published literature as largely unexploited and its population recently began to expand in range to Norway and Poland. However, species-specific stock

ExQ1	Question to:	Question:
		assessment and time-series data do not exist. Consequently, landings statistics form the only guide of the relative abundance of the species. The Applicant has provided evidence that fishing mortality rates of 10-20% are sustainable for commercially exploited fish stocks (see Volume 3 Chapter 2 Appendix 2.17A Section 5.1 pdf page 121) [AS-238]. This rate of 20% was applied to North Sea commercial landings of grey mullet only (mean of approximately 120t) to estimate the SSB from landings. This assumes that the stock is commercially exploited and ignores recreational catches that were estimated in the UK as a mean of 216t annually. At the time of assessment, most of the recreational catch (86%) was released with unknown mortality. Across the UK, the mean recreational catch was 43% higher than the average commercial landings of 151t in 2006-2017 as reported by MMO. Mullet was not a heavily targeted species but in recent times the demand and price for mullet has increased. Given the relatively low exploitation level of thin-lipped grey mullet in the North Sea, the Applicant considers the assumed SSB of ca. 600t to be highly precautionary. As such there are not concerns regarding the impacts of the station on the sustainability of thin-lipped grey mullet populations. This position was echoed by the MMO in their Deadline 2 submission (para. 3.2.7 [REP2-140]), emphasis added: <i>"Notwithstanding these uncertainties, the entrapment estimates indicate that even in the absence of LVSE and FRR mitigation measures, only 4 species exceed the 1% threshold: bass, for which density adjustment substantially reduces assessment of impact; sand goby, for which mortality rate >1% Spawning Stock Biomass (SSB) is not a concern at population level; thin-lipped mullet, for which value is an artefact of the low level of landings and absence of SSB; and eel, for which the applied Equivalent Adult Value (EAV) of 1 is unrealistically high, and is a species most likely to benefit from the FRR. On this basis, the MMO consider there is a good level of confidence that actual impacts to all fish species will not be significant. Therefore, the MMO support the conclusions of the ES."</i> In relation to the Environment Agency concern pertaining to a potential decline in WFD status, the Applicant addressed these concerns as part of the supplementary fish information submitted in January 2021 (see Volume 3 Chapter 2 Appendix 2.17: SPP108) [AS-238] and presented the results to the Environment Agency. The Environment Agency previously raised concerns about reductions in thin-lipped grey mullet and the

ExQ1	Question to:	Question:
		consequences for the transitional fish classification index (TFCI), a measure of the fish quality of the Alde-Ore under the WFD. One of the scenarios tested by the Applicant involved artificially removing all thin-lipped grey mullet and all Dover sole from the TFCI. Such a manipulation falls beyond the bounds of 'reasonable worst-case'. Irrespective of this, the status of the water body (as determined by the TFCI) remained 'good' showing a 4% reduction in the TFCI metric. It can therefore be concluded that the impacts of the station on thin-lipped grey mullet would not impact the WFD status.
Bio.1.248	The Applicant, MMO	[APP-317] Section D.e.a Commissioning discharges of hydrazine on fish discharged from the FRR, para 22.8.842. <i>"The duration of the exceedance is short, with concentrations exceeding the acute PNEC for no longer than 3.25 hours at a time."</i> What is the time gap between such concentrations? What would be the minimum acceptable gap?
	Response by SZC Co. at Deadline 2	Hydrazine discharges would not be continuous. The treatment tanks would be discharged once a day meaning the plume could be transported towards the FRR once within a 24-hour period depending on the direction of the tidal currents during release. Whilst the FRR is at an <i>in-situ</i> location the discharged fish that survive FRR passage are mobile, either transported by the tide or actively swimming. Therefore, an acceptable exposure gap is not strictly applicable in this instance as fish are highly unlikely to be at the same location at the FRR outfall at the time of the subsequent plume passage, approximately 24 hours later. Instead, fish sensitivity to hydrazine toxicity for the exposure conditions, assuming they are released into the passing plume, is considered based on model outputs of the plume behaviour. The Canadian Federal Water Quality Guidelines for hydrazine in the marine environment is 200ng/l for low likelihood of adverse effects and this threshold was never exceeded during the model simulation at the surface or the seabed. Maximum predicted concentrations at the seabed are less than 10% of those at the surface. At the surface, the acute PNEC is predicted to be exceeded a maximum of 21 occasions during the month-long model simulation, for a duration of between 0.25 and 3.25 hours at a time. At the seabed, the

ExQ1	Question to:	Question:
		acute PNEC is exceeded a maximum of 15 occasions during the modelled month for a duration of between 0.75 and 2.75 hours at a time. The total duration above the acute PNEC at the FRR represents 5.1% of the month-long simulation and is not continuous. The acute PNEC is based on data for the most sensitive group of organisms tested (algae) and is derived from continuous exposure for up to 6 days. Available evidence suggests that fish are one of the less sensitive groups to hydrazine exposure. Therefore, the short duration of exposure and relatively low concentration would result in limited toxicity. Furthermore, hydrazine has low bioaccumulate potential (paragraph 22.6.147 of Volume 2, Chapter 22 of the ES [APP-317]). Whilst para. 22.8.842 acknowledges that fish exposed to impingement stress may be less tolerant to chemical stress, the low concentrations and transitory nature of the plume, indicates additional mortality would be minimal.
	Response from the MMO at Deadline 2	The MMO have received and reviewed the response by the Applicant and are content with the response provided by the Applicant.
	Response from SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Environment Agency at Deadline 3	Any proposed water discharge activities (WDAs) related to or generated by construction or cold commissioning related activities at SZC will be subject to separate environmental permit applications by the Applicant. The Applicant is yet to submit any construction or cold commissioning related WDA permit applications, although preapplication discussions between the Applicant and Environment Agency are on-going. Once the application(s) has been submitted to us and has been duly made, the environmental impact of any potentially hazardous chemicals or elements within the proposed construction related WDAs will be assessed during the determination of the permit application. We may consider any supporting information provided regarding construction or cold commissioning related activities as part of the in-combination assessments for the The Conservation of Habitats and Species Regulations 2017 and The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 for the SZC

ExQ1	Question to:	Question:
		operational WDAs permit application, which is currently in determination by the Environment Agency. The SZC operational WDAs permit application takes into account the proposed discharges related to/generated by hot functional testing and operational activities.
	Response by SZC Co. at Deadline 5	Noted, no further comments to add to SZC Co. response for Deadline 2.
Bio.1.249	The Applicant, MMO	[APP-317] Section D.e.b Interaction between thermal discharges and chlorine toxicity, para 22.8.845. This para closes with the following: " <i>Therefore, no further consideration is made of the possible synergistic effects for seabed plumes</i> ". Why is this? Please will the Applicant unpack this. 25.8 ha at the seabed will be >23°C (though below 28°) with both stations operating, which is said to be a "limited" area. With respect all areas are limited. And EQS for the TRO plume will be exceeded.
	Response by SZC Co. at Deadline 2	This point is fully addressed below, please see the response provided to Question Bio.1.250 .
	Response from the MMO at Deadline 2	The MMO have received and reviewed the response by the Applicant and are content with the response provided by the Applicant.
	Response from SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Environment Agency at Deadline 3	The environmental impact of any thermal or potentially hazardous chemicals or elements within the proposed SZC operational discharges are currently being assessed as part of the Environment Agency's determination of the SZC operational WDA permit application. This will include the review and assessment of any thermal and chemical plumes and mixing zones to determine whether or not there will be any areas of EQS (or alternative assessment value i.e. Predicted No-effect Concentration) exceedance at the sea surface and seabed.

ExQ1	Question to:	Question:
		We have yet to determine whether or not the proposal is acceptable as the operational SZC WDA permit application is still in determination.
	Response by SZC Co. at Deadline 5	Noted, no further comments to add to SZC Co. response for Deadline 2.
Bio.1.250	The Applicant, MMO	[APP-317] Section D.e.c, Assessments of effects on fish receptors: thermal discharges and chlorine toxicity, para 22.8.849 concludes that " <i>The inter-relationship of the TRO and thermal plumes is not predicted to increase the significance of effects concluded for the pressures alone</i> ". How does the evidence point to this?
	Response by SZC Co. at Deadline 2	Temperature dependent toxicity is suggested to be a result of increased uptake rates and physiology at higher temperatures. A 5°C increase in temperature has been shown to halve the LC ₅₀ concentration of free chlorine and chloramine in 30-minute exposures in some planktonic invertebrates ²¹ . The concentrations tested in this study were in the 100s of microgram range and temperatures near the thermal tolerance ²² . Temperature elevation has been shown to increase toxicity of chlorine TRO in fish. In one case an approximate halving of the lethal concentration of TRO was observed with an increase of temperature between 10 and 20°C ²³ . However, the studies reviewed generally report temperature effects on toxicity in acute studies with durations of hours to a few days and with exposure concentrations in the 100s of micrograms. In the same review, in

²¹ Capuzzo, J. M., (1979). The effect of temperature on the toxicity of chlorinated cooling waters to marine animals — a preliminary review. — Marine Pollution Bulletin, 10, 45–47.

²² Capuzzo, J. M., (1979). The effect of temperature on the toxicity of chlorinated cooling waters to marine animals — a preliminary review. — Marine Pollution Bulletin, 10, 45–47.

²³ Cooke, S.J. and J.F. Schreer (2001). Additive Effects of Chlorinated Biocides and Water Temperature on Fish in Thermal Effluents with Emphasis on the Great Lakes. Reviews in Fisheries Science, 2001, 9 (2), pp. 69–113.

ExQ1	Question to:	Question:
		some cases fish were reported to actively avoid much lower TRO concentrations than would be lethal over several days' continuous exposure²⁴. At the immediate point of discharge the maximum temperatures at the surface are between 7.5 and 8°C above ambient. As a 98th percentile the 5°C above ambient temperature contour is 30.6ha in a relatively symmetrical position around the outfalls. Within this area TRO concentration above 50µg/l and 20µg/l occur over sea surface areas of ~9ha and 98ha, respectively as a 95th percentile. In small areas of the thermal plume with temperatures of 5°C above background and in which TRO concentrations are >20ug/l increased TRO toxicity may occur. However, the plume conditions sufficient to cause synergistic effects are transient and exposure times of actively mobile organisms or those passively moving with the tides would be short. Therefore, synergistic effects are feasible over limited spatial areas. Furthermore, mobile fish species may be able to avoid TRO plumes (paragraph 22.8.741 of Volume 2, Chapter 22 of the ES [APP-317]). The conclusion that "<i>The inter-relationship of the TRO and thermal plumes is not predicted to increase the significance of effects concluded for the pressures alone</i>" is considered appropriate.
	Response from the MMO at Deadline 2	The MMO have received and reviewed the response by the Applicant and are content with the response provided by the Applicant.
	Response from SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Environment Agency at Deadline 3	The environmental impact of any thermal or potentially hazardous chemicals or elements within the proposed SZC operational discharges are currently being assessed as part of the Environment Agency's determination of the SZC operational WDA permit application. This will include the review and assessment of any thermal and chemical plumes and mixing zones to determine whether or not there will be any areas of EQS (or alternative assessment value i.e. Predicted No-effect Concentration) exceedance at the sea surface and seabed.

²⁴ Cooke, S.J. and J.F. Schreer (2001). Additive Effects of Chlorinated Biocides and Water Temperature on Fish in Thermal Effluents with Emphasis on the Great Lakes. Reviews in Fisheries Science, 2001, 9 (2), pp. 69–113.

ExQ1	Question to:	Question:
		We have yet to determine whether or not the proposal is acceptable as the operational SZC WDA permit application is still in determination.
	Response by SZC Co. at Deadline 5	Noted, no further comments to add to SZC Co. response for Deadline 2.
Bio.1.251	The Applicant, MMO	[APP-317] Section D.e.f Assessments of effects at the sea-area or regional stock/population level: hydrazine and temperature changes, para 22.8.852. This states: <i>"The inter-relationship of the hydrazine and thermal plumes is not predicted to increase the significance of effects concluded for the pressures alone. This conclusion applies to all fish receptors assessed"</i>. Please will the Applicant explain how it reaches this conclusion. The ExA notes that in the previous paragraph it is recorded that "Considering the decay of hydrazine, increases in water temperature were found to enhance the toxicity of the compound for fish taxa". Does the assessment of no significant effect in the last sentence of para 22.8.853 to change as a result and if not please explain why. Can the MMO throw any light on this?
	Response by SZC Co. at Deadline 2	Hydrazine would be discharged into the cooling water flow at the seal pit in a single daily pulse of approximately 2.32h duration resulting in an initial hydrazine concentration of 69ng/l in the cooling water flow or as the alternative daily discharge scenario of 4.6h of 34.5ng/l. In both cases the concentration in the cooling water discharge itself is below the Canadian Federal Water Quality Guidelines for low likelihood of adverse effects toxicity of hydrazine in the marine environment (200ng/l). Once in the receiving waters, dilution and decay results in the acute PNEC (4ng/l as a 95th percentile) occurring over areas of 17.4ha and 13.8ha for the 34.5ng/l and 69ng/l discharge scenarios, respectively. Increases in water temperature have been shown to increase toxicity of hydrazine to fish, however, effect concentrations are orders of magnitude above the acute PNEC. As stated in Question Bio.1.248, the acute PNEC is based on data for the most sensitive group of organisms tested (algae) and is derived from continuous exposure for up to 6 days. Available evidence suggests that fish are one of the less sensitive groups to hydrazine exposure. At Sizewell, seasonal chlorination would be applied. When hydrazine is added to chlorinated seawater, the hydrazine is oxidized to nontoxic nitrogen, sodium chloride and

ExQ1	Question to:	Question:
		water. An initial hydrazine concentration of 69ng/l fell to 8.4 ng/l in the presence of chlorinated seawater at the planned TRO concentrations for SZC (Volume 2, Appendix 21E of the ES [APP-315]). The combination of elevated temperature and chlorine TRO would increase hydrazine degradation. The elevated temperature and presence of TRO has the potential to enhance the interactions between the stressors. However, as hydrazine exposure occurs for short periods the dynamic interaction between TRO, hydrazine and temperature causing a reduction in hydrazine concentration but also potentially contributing to synergistic effects would be temporally as well as spatially limited. Synergistic effects on the toxicity of hydrazine to fish in the receiving waters would only occur in the very near field and have negligible difference beyond the effects already assessed for the pressures individually. The sensitivity of fish to operational hydrazine discharges is assessed in paragraph 22.8.788 onwards of Volume 2, Chapter 22 of the ES [APP-317]; the effects of fish sensitivity to thermal discharges are assessed in paragraph 22.8.673 to 22.8.787. The assessment of localised displacement due to the synergistic effects of hydrazine and temperature changes in paragraph 22.8.853 of Volume 2, Chapter 22 of the ES [APP-317] are not anticipated to be greater than for the pressures alone. Localised behavioural responses to thermal discharges would override any behaviours to hydrazine.
	Response from the MMO at Deadline 2	The MMO have received and reviewed the response by the Applicant and are content with the applicant's response. The discharge of hydrazine will occur a maximum of once per day for a few hours. The modelling that has been undertaken is conservative and the Predicted No Effect Concentrations (PNEC) is also conservative. On this basis it is extremely unlikely that any significant effects will occur to fish that might be exposed to the intermittent plume. As the applicant notes, reported effects concentrations for fish are orders of magnitude greater than the PNEC. On this basis synergistic effects between hydrazine and the thermal plume are considered extremely unlikely.
	Response from SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Environment Agency at Deadline 3	The environmental impact of any thermal or potentially hazardous chemicals or elements within the proposed SZC operational discharges are currently being assessed as part of the Environment Agency's determination of the SZC operational WDA permit application. This will include the review and assessment of any thermal and chemical plumes and

ExQ1	Question to:	Question:
		mixing zones to determine whether or not there will be any areas of EQS (or alternative assessment value i.e. Predicted No-effect Concentration) exceedance at the sea surface and seabed. We have yet to determine whether or not the proposal is acceptable as the operational SZC WDA permit application is still in determination.
	Response by SZC Co. at Deadline 5	Noted, no further comments to add to SZC Co. response for Deadline 2.
Bio.1.252	The Applicant, MMO	[APP-317] Section D.e.g, Assessments of effects of localised displacement: hydrazine and temperature changes, para 22.8.853. This simply states that <i>"It is unlikely that this inter-relationship would increase the significance of the effects of localised displacement"</i>. Please will the Applicant explain why. Can the MMO throw any light on this?
	Response by SZC Co. at Deadline 2	The thermal discharge is anticipated to be the overriding factor causing the stimulus for fish displacement behaviours. Concentrations of hydrazine even in close proximity to the outfall are very low (please see response to Question Bio.1.251) therefore the assessment of displacement due to thermal discharges remains appropriate. For clarification para. 22.8.853 should read: <i>"It is unlikely that this inter-relationship would increase the significance of the effects of localised displacement, beyond the effects predicted for the pressures [of hydrazine and temperature changes individually]. This conclusion applies to all fish receptors assessed. Effects are not significant at the sea or regional stock/population level."</i>
	Response from the MMO at Deadline 2	The MMO has received and reviewed the Applicant's response and are content with it. As the Applicant notes, reported effects concentrations for hydrazine for fish are orders of magnitude greater than the PNEC. On this basis synergistic effects between hydrazine and the thermal plume are considered extremely unlikely.
	Response from SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.

ExQ1	Question to:	Question:
	Response by Environment Agency at Deadline 3	The environmental impact of any thermal or potentially hazardous chemicals or elements within the proposed SZC operational discharges are currently being assessed as part of the Environment Agency's determination of the SZC operational WDA permit application. This will include the review and assessment of any thermal and chemical plumes and mixing zones to determine whether or not there will be any areas of EQS (or alternative assessment value i.e. Predicted No-effect Concentration) exceedance at the sea surface and seabed. We have yet to determine whether or not the proposal is acceptable as the operational SZC WDA permit application is still in determination.
	Response by SZC Co. at Deadline 5	Noted, no further comments to add to SZC Co. response for Deadline 2.
Part 14- Biodiversity and ecology (marine) - Marine Mammals		
No further comments received at Deadline 3.		
Part 15- Biodiversity and ecology (marine) - Indirect Effects and Food Webs		
No further comments received at Deadline 3.		
Part 16- Biodiversity and ecology (marine) - Mitigation		
No further comments received at Deadline 3.		
Part 17- Biodiversity Net Gain – unless stated otherwise, references are to the Applicant's Biodiversity Metric Calculations document [APP-266]		
Bio.1.260	The Applicant, Natural England, ESC	Please will the Applicant set out its understanding of the Government's current policy on biodiversity net gain. Please will Natural England and ESC do the same. In ESC's case, please will it include its own policy as well. In all cases, please provide the necessary references and internet addresses.
	Response by SZC Co. at Deadline 2	A summary of legislation and policy is provided in the cover note for the latest reports. Please see Appendix 7M of this chapter. The '25 Year Plan for the Environment and the National Planning Policy Framework' requires new developments to identify and pursue opportunities for securing measurable

ExQ1	Question to:	Question:
		net gains for biodiversity and for the wider environment. The Environment Bill 2019-2021²⁵ which was first introduced on 15 October 2019, was re-introduced to parliament following a general election on 30 January 2020. The Environment Bill is viewed as helping deliver the government's manifesto commitment to '<i>delivering the most ambitious environmental programme of any country</i>'. The Environment Bill introduces a mandatory requirement for biodiversity net gain for new developments to ensure that they enhance biodiversity and create new green spaces for local communities to enjoy. Integrating biodiversity net gain into the planning system will provide a step change in how planning and development is delivered. The Environment Bill 2019-2021²⁶ has passed its second reading in the House of Commons and is has been at reporting stage since 26 January 2021. The Bill still needs to undergo a third reading in the House of Commons and be passed to the House of Lords. In the reporting stage amendments to the Bill can still be made. The Environment Bill in its present form includes a mandatory Biodiversity Net Gain of 10% for development and this needs to be maintained for a minimum of 30 years. National Significant Infrastructure Projects (NSIP) are excluded from mandatory Biodiversity Net Gain. Biodiversity Net Gain cannot be used to mitigate for the loss of habitats in statutory designated sites or irreplaceable habitats such as Ancient Woodland. The NPPF, sets out how the planning system should protect and enhance nature conservation interests. Section 15, paragraph 170d discusses biodiversity net gain. The relevant parts include: Planning policies and decisions should contribute to and enhance the natural and local environment by: • minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

²⁵ UK Parliament, Environment Bill 2019-2021, <https://bills.parliament.uk/bills/2593>

²⁶ UK Parliament, Environment Bill 2019-2021, <https://bills.parliament.uk/bills/2593>

ExQ1	Question to:	Question:
		Then paragraph 174b, to protect and enhance biodiversity and geodiversity, states plans should: • promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species: and identify and pursue opportunities for securing measurable net gains for biodiversity Finally, paragraph 175d, which specifies the approach to be used when determining planning applications, local planning authorities are expected to apply the following principles: • development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
	Response by East Suffolk Council at Deadline 2	ESC's understanding is that the Government's current position is that mandatory Biodiversity Net Gain (as it is intended in the forthcoming Environment Bill (https://bills.parliament.uk/bills/2593)) does not apply to NSIPs (Net Gain – Summary of responses and government response (DEFRA, July 2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/819823/net-gain-consult-sum-resp.pdf). However, Section 5.3.4 of National Policy Statement EN1 states that developments should conserve and enhance biodiversity and ESC would therefore expect to see this adequately addressed in the application. In relation to Biodiversity Net Gain, the East Suffolk Council Suffolk Coastal Local Plan policy (SCLP10.1) (https://www.eastsuffolk.gov.uk/assets/Planning/Planning-Policy-andLocal-Plans/Suffolk-Coastal-Local-Plan/Adopted-Suffolk-Coastal-LocalPlan/East-Suffolk-Council-Suffolk-Coastal-Local-Plan.pdf) states in paragraph three that <i>"New development should provide environmental net gains in terms of both green infrastructure and biodiversity. Proposals should demonstrate how the development would contribute towards new green infrastructure opportunities or enhance the existing green infrastructure network as part of the development. New development must also secure ecological enhancements as part of its design and implementation, and should provide a biodiversity net gain that is proportionate to the scale and nature of the proposal."</i>

ExQ1	Question to:	Question:
		The Applicant has presented a Biodiversity Net Gain assessment for the development as part of the application, and ESC understand that this is being updated to reflect accepted scheme changes. Whilst ESC considers that the use of the metric (currently DEFRA Metric v2.0) designed to measure Biodiversity Net Gain is a sensible approach to providing some quantification of the amount of ecological loss/gain delivered by the project, the deficiencies of the metric must also be accounted for when determining whether genuine gain is being delivered. In particular, as acknowledged in the Applicant's Biodiversity Net Gain report, the metric calculations cannot account for impacts on designated nature conservation sites (on which the ES identifies direct impacts) and nor can it account for impacts on species or more subtle ecological impacts such as fragmentation of connectivity caused by habitat removal during construction (even if these habitats are eventually replaced). Given that there is the potential for the project to have unmitigated residual biodiversity impacts, ESC considers that the conclusions presented in the Applicant's Biodiversity Net Gain report must be used as only part of the consideration of the overall ecological impact of the project.
	Response by Natural England at Deadline 2	We welcome the inclusion of BNG in the DCO application. This is something we had pushed for in previous discussions and consultations with EDF Energy and are glad that they have embraced it in advance of it potentially being a statutory requirement for NSIPs in future. The Environment Bill does not currently include making BNG mandatory for NSIPs. The BNG consultation referenced a longer-term ambition to extend BNG to major infrastructure projects and Natural England continues working to encourage and incentivise net gain outcomes across major infrastructure developments. The BNG approach has been developed to not only help halt declines in wildlife by conserving what habitats and species are left but begin the task of restoring some of what has been lost. In simple terms, BNG calculations should, ideally using the recently released Defra biodiversity net gain metric, compare the current biodiversity value of the habitats within the project red line boundary to be lost (excluding designated sites and ancient woodland) with the biodiversity value of the habitats forecast to be created

ExQ1	Question to:	Question:
		following development, with the intention being to demonstrate an overall increase in biodiversity (minimum 10 %). The government recently announced in June 2019 that it would legislate for net zero greenhouse gas emissions by 2050. Achieving net zero emissions globally is essential to meeting commitments under the Paris Agreement to hold the level of climate change to substantially less than 2 °C and pursue efforts to limit it to 1.5 °C above the pre-industrial average. Creation of semi-natural habitats can help mitigate climate change by adopting practices which promote carbon storage and reduce emissions. In addition to enhancing the biodiversity value of the local area, semi natural habitats take up and store significant amounts of carbon in soils and vegetation and act as a 'Natural Climate Solution'. See Carbon storage by habitat: Review of the evidence of the impacts of management decisions and condition of carbon stores and sources (NERR043) for more information. In addition to the considerable ecological benefits, such an approach would also be hugely important as a landscape and visual mitigation measure in this part of the Suffolk Coast and Heaths AONB, commensurate with its nationally designated status. Establishing a strong landscape character which reinforces and lifts the landscape quality can help to indirectly mitigate those significant impacts of the scheme which cannot be directly mitigated by altering the design or location of buildings or by screening. This is therefore the only way in which the Sizewell C project can provide for landscape net gain. However, it is imperative that the project as a whole avoids, mitigates and/or compensates for impacts internationally designated sites (SACs, SPAs, Ramsar sites), nationally designated sites (SSSIs) and that the necessary measures are agreed and secured through the relevant statutory requirements (e.g. Habitats Regulations, Wildlife and Countryside Act etc.. The BNG approach is therefore dependent on all relevant parties, including Natural England, agreeing that the project represents no 'biodiversity net loss' in these regards; this necessarily requires all designated site issues within the statement of common ground be classified as 'green' before the project is consented.

ExQ1	Question to:	Question:
		For our full detailed comments can be found under issue 23 within our Relevant (PINS ref: RR-0878, our ref: 306236, dated 30th Sep 2020) and Written Representations (Our Ref: 350822, dated 2nd June) and Statement of Common Ground.
	Response by SZC Co. at Deadline 3	SZC Co considers that given that Biodiversity Net Gain approach specifically excludes SSSI landtake (and related compensatory habitats), the SZC development does generate an overall biodiversity net gain as determined by the metric. The updated Biodiversity Net Gain reports for the main development site [REP1-004], two village bypass [REP1-018], Sizewell link road [REP1-017] and Yoxford Roundabout [REP1-019] were submitted at Deadline 1. However, SZC Co does acknowledge the need to compensate for the landtake of the SSSI habitats and this is done using a parallel approach, i.e. through the delivery of wetland habitats (reedbeds, ditches) at Aldhurst Farm, the Fen Meadow Strategy and the Wet Woodland Strategy. All of the habitats delivered as compensatory habitats are excluded from the Biodiversity Net Gain calculations. As noted at Bio 1.79 above, the conclusion of no significant effect on Sizewell Marshes is predicated on the success of the compensatory fen meadow and wet woodland habitat creation. It is worth noting that the UK Treasury (14th June 2021) issued a press release which states that '<i>New Nationally Significant Infrastructure Projects in England, such as future transport and energy projects, will as a result need to provide a net gain in biodiversity and habitats for wildlife - through an amendment to be made to the Environment Bill.</i>' It is not clear when the Environment Bill will be amended or become law, or whether it will affect existing applications such as Sizewell C. See: Government commits to 'nature-positive' future in response to Dasgupta review - GOV.UK (www.gov.uk) MASTER Dasgupta Response web.pdf (publishing.service.gov.uk)
	Response by RSPB at Deadline 3	As we have said in our Written Representations, submitted at Deadline 2, we agree planning decisions should minimise impacts on and provide net gains for biodiversity [NPPF, paragraph 170 and 175d] however as paragraph 175, NPPF also clearly states development likely to have an adverse effect on a SSSI should not normally be permitted unless the benefits clearly outweigh its likely impact:

ExQ1	Question to:	Question:
		When determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;' As we have said in our Written Representations, submitted at Deadline 2, and in the RSPB's Relevant Representations we do not agree the Application can achieve net gain due to direct adverse impacts on Sizewell Marshes SSSI from loss of a significant proportion of the SSSI. We agree with Natural England's views regarding mitigation and compensation for impacts on species and sites and raised these concerns in our Written Representations submitted at Deadline 2. We therefore strongly support their advice that: 'it is imperative that the project as a whole avoids, mitigates and/or compensates for impacts on sites and species of existing high value which sit outside the BNG considerations' and 'there should be a clear distinction in the project documents as to which habitats are being created for mitigation and/or compensation purposes and which are being delivered as BNG uplift. We advise that such clarity is needed to avoid double counting.' 1.1. Table 1 of Appendix M refers to the National Planning Policy Framework (NPPF) (2019). As we have noted in our Written Representations, submitted at Deadline 2, planning decisions should minimise impacts on and provide net gains for biodiversity (NPPF, paragraph 170 and 175d) however paragraph 175 also clearly states development likely to have an adverse effect on a SSSI should not normally be permitted unless the benefits clearly outweigh its likely impact

ExQ1	Question to:	Question:
		When determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest; 1.2. As we have said in our Written Representations, submitted at Deadline 2, and in our Relevant Representations¹⁰⁶ we do not agree the Application can achieve net gain due to direct adverse impacts on Sizewell Marshes SSSI from loss of a significant proportion of the SSSI. 1.3. Paragraph 3.1.2 of Appendix M notes In some areas, the baseline for the main development site is a historic baseline (approximately 14 to 6 years ago, depending on the area) and prior to advance habitat creation works which have been undertaken specifically to support the Sizewell C proposals. Such an approach is in accordance with Natural England approaches which encourage habitat creation in advance of development thus improving the value of the mitigation and minimising construction impacts. 1.4. We raised concerns the baseline policy is directly at odds with the biodiversity gain system to be introduced by the Environment Bill in our Written Representations submitted at Deadline 2. 1.5. The biodiversity gain system set out in the Environment Bill, sets the baseline at the point of the planning application for on-site delivery (Schedule 14, 5(2) as currently drafted) and the point set out in the biodiversity site gain register for off-site delivery (Schedule 10, 1(b) as currently drafted). 1.6. The Applicant's policy to apply different on-site baseline data dates to each on-site delivery area (Studio Fields complex, Aldhurt Farm and the marsh harrier compensation area), all of them prior to the point of planning application (paragraph 2.3.2 to 2.3.8 of

ExQ1	Question to:	Question:
		REP1-004) is at odds with Schedule 5 of the Bill which has no provision for different baseline data dates across the on-site delivery areas. The Applicant has also applied a baseline data date prior to the point of planning application to the off-site delivery areas. As there is currently no biodiversity site gain register, it would not be possible for the Applicant to claim an earlier baseline for offsite delivery under the biodiversity gain system.
	Response by SZC Co. at Deadline 5	In the latest reports the distinction is made clear that the assessment demonstrates an increase in biodiversity units, rather than claiming 'biodiversity net gain'. This point was also responded to in the response to section 5.2 of the RSPB/SWT written representation [REP2-506] within Response to RSPB and SWT on BNG in SZC's Comments on Responses from Earlier Deadlines (Doc Ref 9.54): <i>"The calculations demonstrate an increase in biodiversity units post development. In the most recent calculations, this distinction is clear, with an increase in biodiversity units highlighted, the client is not claiming 'biodiversity net gain' as a statutory requirement but to evidence the efficacy of the mitigation, compensation and enhancement proposed. Sizewell Marshes SSSI have been excluded from the calculation."</i> The mitigation areas for individual receptors are presented in the draft licences. A response to the point regarding 'double counting' is provided in the response to section 5.6 within Response to RSPB and SWT on BNG (Doc Ref 9.54): "The biodiversity unit assessment is a habitat centric metric for demonstrating change in biodiversity. It assesses the site before and after proposed development and (except for non-tradable habitats) includes all habitats before and after proposed development. Areas for mitigation, compensation and enhancement are designed to benefit a range of species and ideally to maximise ecosystem service benefits. They are not compartmentalised into a single area for reptiles, a single area of bats and so on. In protected species licences elements of mitigation proposed need to demonstrate that they will deliver favourable conservation status for European Protected Species. The carrying capacity of the habitat is assessed to ensure that it does deliver, multiple species are likely to coexist in these habitats. The same habitat may also deliver mitigation, compensation or enhancement commitments made in the ES.

ExQ1	Question to:	Question:
		This is not double or triple counting, the biodiversity unit assessment merely demonstrates the overall status of the site before and after development with regards to the distinctiveness, extent and quality of the habitats. A response to the point regarding the temporal baseline is provided in the response to sections 5.6 within the Response to RSPB and SWT on BNG (Doc Ref 9.54): "The calculation has been undertaken as per the guidance within the metric calculator for all habitats. For example, where habitats have been created in advance and are matured, neither the time to target condition nor the risk has been reduced or eliminated. Similarly, the time to target condition has not been altered where there is to be a delay in their creation. The Biodiversity Metric is designed to assess the baseline and end states of developments. The protected species licensing, legislation and ES ensures that the habitat is suitable to deliver the legal and policy requirements. Therefore, while developers are not penalised for creating habitats ahead of time, under the current biodiversity unit assessment guidelines using the biodiversity metric, nor do they benefit from the reduced risk and time to target condition that these advance works achieve. They are treated the same in the metric even though this does provide greater earlier benefit for biodiversity. and 5.51-5.53 within the Response to RSPB and SWT on BNG (Doc Ref 9.54): The baseline was taken to be the time point before which any advance habitat interventions had begun (for example, at Aldhurst Farm and the Studio Field Complex). The time points were specific for each of these areas, depending on when habitat interventions began. Advance habitat creation represents good practice by ensuring that the habitats are in place ahead of when they are required with time to mature. The applicant should not be penalised for carrying out habitat improvement works ahead of the application. The calculations demonstrate an increase in biodiversity units post development. The client is not claiming 'biodiversity net gain' to fulfil a statutory requirement but to evidence the efficacy of the mitigation, compensation and enhancement proposed. Sizewell Marshes SSSI and related compensatory habitats have been excluded from the calculation.

ExQ1	Question to:	Question:
		As discussed above, the Biodiversity Unit calculations are a holistic assessment of the development, so the nomenclature of mitigation or compensation is not relevant to the Biodiversity Unit calculations." In May 2021 an amendment to the proposed Environment Bill was announced, requiring an additional legally binding target for species for 2030, aiming to halt the decline of nature and expanding the biodiversity net gain requirement to all new nationally significant infrastructure projects. While this legislation is not yet passed, Biodiversity Net Gain calculations have been carried out to assess the efficacy of the proposed landscape strategy.
Bio.1.264	The Applicant	Executive summary. The achievement of the scores is reliant on creation and management plans. Please specify where these are secured in the DCO and which they are of the plans submitted.
	Response by SZC Co. at Deadline 2	The achievement of the scores is reliant on the Outline Landscape and Ecology Management Plans (oLEMPs). The oLEMP for the main development site [REP1-010] is secured via draft Requirement 14. The LEMPs in respect of the two village bypass site [AS-263] and Sizewell link road site [AS-264] are secured via draft Requirement 22A, where they are referred to as 'Ecology Management Plans'. These include management plans for the target habitats and these habitats are in accordance with the habitats assessed in the BNG Reports [REP1-018 and REP1-017]. The Undertaker, acting on behalf of the Applicant, will be required to establish and manage the required habitats in general accordance with the oLEMPs and LEMPs.
	Response by RSPB at Deadline 3	We agree the achievement of the metric scores is reliant on habitat creation and management plans. We detailed our concerns that the Applicant does not appear to have identified a legal mechanism for securing a 10% metric score in their mitigation strategy in our Written Representations submitted at Deadline 2.
	Response by SZC Co. at Deadline 5	The detailed design of the landscape for the main development site, is secured by Requirement 14. The landscape and ecology scheme for the main development site needs to be developed in general accordance with the detailed design principles set out in the

ExQ1	Question to:	Question:
		Design and Access Statement and for a Landscape and Ecology Management Plan to be prepared in general accordance with the oLEMP [APP-588]. The landscape and ecology scheme would be approved by ESC, following consultation with Natural England, which means that the biodiversity improvements that are assumed within the Biodiversity Net Gain Assessment [REP1-004] commitments are secured in a robust and legally enforceable way. At Deadline 3, in the Response to the LIR [REP3-044] SZC Co said: <i>"Across the wider EDF Energy estate habitats have been or are being established in accordance with the Aldhurst Farm Management Plan, the Marsh Harrier Habitat Report [REP2-119] and the Reptile Mitigation Strategy. In addition, an Estate-wide management Plan (EWMP) is being developed which will further explain the habitats across the EDF Energy estate, including those defined in all of the named plans and explains how these will be managed. The EWMP will be submitted to examination."</i> The EWMP provides a mechanism for securing the management of the habitats across the wider EDF Energy estate, in accordance habitats assessed within the Biodiversity Net Gain assessment, and will be submitted at Deadline 6.
Bio.1.265	The Applicant	Executive summary – "It is recommended that post planning, additional surveys are undertaken". Where is this secured in the DCO?
	Response by SZC Co. at Deadline 2	This comment is not present in the latest reports [REP1-004 , REP1-017 , REP1-018 , and REP1-019]. Further survey work has now been undertaken and is reported in the updated report.
	Response by RSPB at Deadline 3	We detailed our concerns that the biodiversity value of existing habitats has not been adequately considered and taken account of in our Written Representations submitted at Deadline 2. It is our view that further surveys are required to establish the baseline biodiversity value of existing habitats and that this requirement should be secured within the DCO.
	Response by SZC Co. at Deadline 5	A response to the point regarding the valuation of existing baseline is provided within Response to RSPB and SWT on BNG in SZC's Comments on Responses from Earlier Deadlines (Doc Ref 9.54) in the response to sections 5.6 of the RSPB/SWT written

ExQ1	Question to:	Question:
		submission for Deadline 2: <i>"Surveys have been carried out of the Sizewell Estate for many years, with large amounts of habitat and protected species data collected. Designs for mitigation and compensation were based on enhancing the existing habitats for the species that they support. Detailed condition assessments of existing habitats have also been undertaken."</i>
Bio.1.268	The Applicant	Para 2.10 – recommendation to conduct "ground-truthing surveys". (i) Where is that secured; (ii) what happens if they show the net biodiversity calculation is wrong?
	Response by SZC Co. at Deadline 2	This comment is not present in the latest reports [REP1-004 , REP1-017 , REP1-018 , and REP1-019]. Further survey work has now been undertaken and is reported in the updated report.
	Response by RSPB at Deadline 3	(i) We detailed our concerns that the biodiversity value of existing habitats has not been adequately considered and taken account of in our Written Representations submitted at Deadline 2. It is our view that further surveys are required to establish the baseline biodiversity value of existing habitats. (ii) We detailed our concerns relating to the Applicant's approach to biodiversity net gain in our Written Representations submitted at Deadline 2. We do not agree the Application can achieve net gain due to direct adverse impact on Sizewell Marshes SSSI from loss of a significant proportion of the SSSI, nor the amount claimed by the Applicant.
	Response by SZC Co. at Deadline 5	A response to the point regarding the assessment of the biodiversity baseline of the site is provided within Response to RSPB and SWT on BNG in SZC's Comments on Responses from Earlier Deadlines (Doc Ref 9.54) in response to sections 5.6: <i>"Surveys have been carried out of the Sizewell Estate for many years, with large amounts of habitat and protected species data collected. Designs for mitigation and compensation were based on enhancing the existing habitats for the species that they support. Detailed condition assessments of existing habitats have also been undertaken."</i> The response to Para. 5.105-5.106: <i>"The calculations used third party data in addition to existing baseline data previously collected by site survey. Detailed habitat survey data was collected for the Sizewell Link Road (2019 and 2020) site that was used to inform the</i>

ExQ1	Question to:	Question:
		<i>Biodiversity Unit assessments of this area. The BNG report contains the rationale behind the habitat categorisation and the condition assessments for the baseline and post-development states. Further evidence is provided in the Phase 1 habitat surveys [APP-461, APP-462, APP-463 and AS-036]."</i> and the response to Para. 5.96-5.97 of the RSPB/SWT written submission for deadline 2: <i>"The calculations used third party data in addition to existing baseline data previously collected by site survey. Detailed habitat survey data was collected for the Two Village Bypass (2019) site that was used to inform the Biodiversity Unit assessments of this area. The BNG report contains the rationale behind the habitat categorisation and the condition assessments for the baseline and post-development states. Further evidence is provided in the Phase 1 habitat surveys [APP-425, APP-426 and APP-427]."</i> A response to the point regarding the achievement of net gain is provided in the Question Bio.1.260, above.
Bio.1.269	The Applicant	Para 2.10 <i>"Should a target be set for percentage net gain of biodiversity units, it is recommended that ..."</i>. Has such a target been set, is it in the DCO and if so, where? Is the remainder of this assumption met?
	Response by SZC Co. at Deadline 2	The BNG assessments have been undertaken on a voluntary exercise. NSIPs are also currently excluded from any future mandatory requirement, based on the current proposals within the Environment Bill²⁷ (see also Question Bio 1.260 above). These assessments have been undertaken to address stakeholder requests and no targets have been set. Updated Biodiversity Net Gain Reports [REP1-004, REP1-017, REP1-018, and REP1-019] clarify this position.
	Response by RSPB at Deadline 3	In our Written Representations submitted at Deadline 2 we concluded, based on our concerns and the information available at present, we do not agree the Application can achieve net gain due to direct adverse impact on Sizewell Marshes SSSI from loss of a significant proportion of the SSSI, nor the amount claimed by the Applicant.

²⁷ UK Parliament, Environment Bill 2019-2021, <https://bills.parliament.uk/bills/2593>

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	A response to the points raised above is provided in the section Question Bio.1.260 , above, and in the response to section 5.114 of the RSPB/SWT written submission for Deadline 2, the following response is provided within Response to RSPB and SWT on BNG in SZC's Comments on Responses from Earlier Deadlines (Doc Ref 9.54) : " <i>The BNG assessment was a robust, holistic assessment of the change in habitats present within the sites undertaken using the latest metric and guidance available at the time. The assessments draw upon large available datasets, in the case of the main development site spanning many years. The assessment was undertaken to demonstrate the efficacy of the mitigation, compensation and enhancement and is not a planning or statutory requirement</i> ".
Bio.1.270	The Applicant	Para 5.1 and Table 13. (i) Please clarify which are the "interventions" referred to a being changed. (ii) Have not some of the changes already been made, for example the Aldhurst Farm areas? (iii) If so, is it valid to take them into account?
	Response by SZC Co. at Deadline 2	(i) Details of the off-site interventions are presented in sections 2.3.3 to 2.3.8 and Figures 1 and 2 of the updated main development site report [REP1-004]. (ii) Changes have already been made in some of these areas (see also Bio 1.51 above) as advanced creation of habitats is considered best practice. This approach minimises development effects by ensuring mitigation or compensatory habitats are either partially or fully established prior to construction impacts occurring. The baseline in the BNG assessments was taken prior to any habitat mitigation or compensation works relating to Sizewell C taking place. (iii) This approach is valid and is in accordance with Natural England approaches which encourage habitat creation measures in advance of development. The approach improves the value of the habitats and minimises effects related to landtake of habitats (discussed in BNG cover note (Appendix 7M of this chapter) and main development site executive summary [REP1-004]). This approach is also in

ExQ1	Question to:	Question:
		accordance with Natural England's consultation response ²⁸ , which states the proposal ' <i>to include an option within the final Metric that will enable Time to Target Condition to be reduced by the relevant number of years to take account of habitats created ahead of a development.</i> ' This approach, using historic baseline states has been used for the assessments undertaken for Sizewell C.
	Response by RSPB at Deadline 3	(ii) and (iii) We raised concerns the baseline policy is directly at odds with the biodiversity gain system to be introduced by the Environment Bill in our Written Representations submitted at Deadline 2. The Applicant's policy to apply different on-site baseline data dates to each on-site delivery area, all of them prior to the point of planning application (paragraph 2.3.2 to 2.3.8 of REP1-004) is at odds with Schedule 5 of the Bill which has no provision for different baseline data dates across the on-site delivery areas. As there is currently no biodiversity site gain register, it would not be possible for the Applicant to claim an earlier baseline for off-site delivery under the biodiversity gain system.
	Response by SZC Co. at Deadline 5	A response to the points raised above is provided in the Question Bio.1.260 , above.
Bio.1.272	The Applicant	Conclusion – para 10. Post-planning additional surveys are recommended to inform detailed design, habitat creation and management plans. Where is this secured in the DCO?
	Response by SZC Co. at Deadline 2	This comment is not present in the updated reports [REP1-004 , REP1-017 , REP1-018 , and REP1-019]. Further survey work has now been undertaken to address these matters and is reported in the updated reports.
	Response by RSPB at Deadline 3	We detailed our concerns that the biodiversity value of existing habitats has not been adequately considered and taken account of in our Written Representations submitted at Deadline 2. It is our view that further surveys are required to establish the baseline biodiversity value of existing habitats.

²⁸ Natural England, The Biodiversity Metric 2.0 – Beta Test Version Consultation Response. August 2020. [Online]. Available at: <http://publications.naturalengland.org.uk/file/5724981218770944>

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	A response to the points raised above is provided in the Question Bio.1.268 above.
Chapter 8 - HRA.1 Habitats Regulations Assessment		
HRA.1.8	The Applicant	The Shadow HRA Report: Compensatory Measures [APP-152] contains limited information on the specifics of the proposed habitat management measures at Section 3.4 (c). There are also limited cross-references to other submission documents that may be being relied upon for the HRA compensatory measure package. Could the Applicant confirm where any further detailed information on the proposed management measures for the delivery of HRA compensatory measures are to be found in the application documents and/or additional submissions. The ExA notes ES Chapter 14 Terrestrial Ecology and Ornithology Appendix 14C5 Marsh Harrier Mitigation Area Feasibility Report [APP-259]; however, this report dates from April 2019 and does not include information relating to the change to the water resource storage area and the subsequent inclusion of wetland habitats as part of the HRA compensation proposals for marsh harrier. Could the Applicant confirm where information on the proposed management measures, including the proposed wetland habitats, is to be found or provide this information. Furthermore, Appendix A (figure) to [APP-152] has a note that states it is to be revised in final design to include the enhanced compensatory habitat comprising wet woodland area and temporary water storage area. Could the Applicant provide an updated figure to show the proposed compensatory measures area, including the proposed wetland habitats, and the relationship of the area to the Order Limits. It would appear to the ExA that part of the land shown on the figure in Appendix A of [APP-152] lies outside of the order limits as shown on Sheet 1 of the Works Plans [AS-285]. The broad category of 'marsh harrier habitat' in the mitigation route map addendum [AS-276] refers to securing mechanisms of the Section 106 (Implementation Plan), Requirement 14 (MDS: Landscape works), and DCO Article 3 (Scheme design). Could the Applicant confirm which of these mechanisms (if any) relate to the HRA compensatory measures proposals.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	Proposed future management measures will be set out in an EDF estate-wide management plan, which will explain the long-term management of the marsh harrier compensation habitat area. ES, Volume 2, Chapter 14 (Terrestrial Ecology and Ornithology), Appendix 14C5: Marsh Harrier Mitigation Area Feasibility Report [APP-259] is updated by [REP2-119], which includes the proposed wetland habitats. Appendix B to Doc Ref. 9.16 includes an updated figure to show the proposed compensatory measures area, including the proposed wetland habitats, and the relationship of the area to the Order Limits. The revised proposals, which now include transforming 10% of the compensation area to wetland, represent a positive enhancement of the previously proposed design reported in the Marsh Harrier Mitigation Area Feasibility Report [APP-259] given the high suitability of wetland habitats for foraging marsh harriers. Therefore, the wetland creation will augment the previously proposed management that was focussed solely on enhancing prey abundance and availability on 'dry' habitat. The high suitability of wetland habitats for foraging marsh harriers is a point recognised throughout the discussions on the design of the compensation area and acknowledged by Natural England in its relevant representation; Part II, item 27.
	Response by East Suffolk Council at Deadline 2	ESC is eager to ensure that the compensatory measures set out in the Shadow HRA Report: Compensatory Measures, and in any other documents, are appropriately secured through the provisions of the draft DCO. As such, ESC would welcome confirmation from the Applicant that such provisions are secured in the draft DCO, alongside an explanation of the mechanism by which they are secured. This is not currently clear to ESC.
	Response by SZC Co. at Deadline 3	An Estate-wide management Plan (EWMP) is being developed which will further set out the habitats across the EDF Energy estate, including those defined within the Order Limits, for Marsh Harriers and explains how these will be managed. Details will be secured as necessary to ensure the marsh harrier habitats are established in accordance with the habitat plan identified above, submitted at Deadline 2 [REP2-119].
	Response by East Suffolk Council at Deadline 3	ESC maintains its previous position: please could the Applicant confirm and demonstrate that the compensatory measures set out in the Shadow HRA Report are secured through the draft DCO.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	Please refer to SZC Co.'s response to Question Bio.1.264.



Application by NNB Generation Company (SZC) Limited for an Order Granting Development Consent for The Sizewell C Project

The Examining Authority's written questions and requests for information (ExQ1)

ExQ1 PART 3 OF 6

Chapter 9 CC.1	<u>Climate change and resilience</u>
Chapter 10 CG.1	<u>Coastal Geomorphology</u>
Chapter 11 CA.1	<u>Compulsory Acquisition</u>
Chapter 12 CI.1	<u>Community Issues</u>
Chapter 13 Cu.1	<u>Cumulative impact and transboundary effects</u>

ExQ1	Question to:	Question:											
Chapter 9 - CC.1 Climate change and resilience													
CC.1.3	The Applicant	Green House Gas emissions The ES VII Chapter 26 26.4.15 [APP-342] acknowledges that as a result of the amended 2050 carbon reduction target to net zero carbon, the Committee on Climate Change (CCC) would be reviewing the current carbon budgets and to achieve the revised 2050 target, the emissions reduction trajectory set out in the budgets through to 2050 will need to steepen. What are the implications of the CCC’s 6th carbon budget for the assessment presented?											
	Response by SZC Co. at Deadline 2	The 6th carbon budget was published by the Committee for Climate Change in 2020 and is currently under consideration by the Government. It is the first budget to reflect the amended carbon reduction trajectory to net zero by 2050. The greenhouse gas assessment presented in Volume 2, Chapter 26 of the ES [APP-342] was undertaken before the publication of the 6th carbon budget. The table below presents the impact of the proposed development in each carbon budget period. The 6th carbon budget period includes the final year of construction and first four years of operation. Despite the 6th budget being a significant reduction from previous years, the emissions only account for 0.06% of this budget. Under the significance criteria used, this would remain as of low magnitude and not having a significant effect on the UK’s ability to meet its carbon budget commitments. <table><tr><th>UK Carbon Budget</th><th>Total Budget (Mt CO_{2e})</th><th>Estimated Emissions During Budget Period (Mt CO_{2e})</th><th>Project Emissions as Percentage of Carbon Budget</th></tr><tr><td>3rd (2018-2022)</td><td>2,544</td><td>0.52 (1 year of construction)</td><td>0.02%</td></tr><tr><td>4th (2023-2027)</td><td>1,950</td><td>2.62 (4 years of construction)</td><td>0.13%</td></tr></table>	UK Carbon Budget	Total Budget (Mt CO _{2e})	Estimated Emissions During Budget Period (Mt CO _{2e})	Project Emissions as Percentage of Carbon Budget	3 rd (2018-2022)	2,544	0.52 (1 year of construction)	0.02%	4 th (2023-2027)	1,950	2.62 (4 years of construction)
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ExQ1	Question to:	Question:			
		5 th (2028-2032)	1,725	2.62 (4 years of construction)	0.15%
		6 th (2033-2037)	965	0.61 (1 year of construction, 4 years of operation)	0.06%
		Since the preparation of the ES, SZC Co. have undertaken a Life Cycle Carbon Assessment to inform its Environmental Product Declaration (refer to Appendix 9A). The Life Cycle Carbon assessment provides a more detailed calculation of the GHG emissions from the Sizewell C Project over its lifetime and calculates a carbon intensity value to achieve the energy output. This independent assessment calculated the carbon intensity to be 6.1 g CO_{2e} per kWh generated (compared 4.5 g CO_{2e} per kWh within the ES). The updated analysis identifies a lower total construction carbon footprint of c3.8Mt (compared to the estimated c5.7Mt provided in the ES). The updated analysis does not provide impacts on a year by year basis, so is not directly comparable with the table above, but the lower total construction number is supportive of the conclusions in the table above. The information provided above only considers the impact of the carbon emissions produced by Sizewell C in the context of the UK’s carbon budgets. However, the importance of low carbon power generation projects such as Sizewell C (and other nuclear or renewable projects) for the UK’s carbon budgets should also be considered from the perspective of the carbon emissions that would otherwise be produced by other sources, if they were not generating. In simple terms, if there is insufficient low carbon power being produced to meet electricity demand, then a fossil fuelled gas plant would be expected to be operating producing significant carbon emissions. Furthermore, in order to meet the future carbon budgets, it is considered likely that there will have to be widespread electrification of transport and heating with low carbon power providing the electricity consumed by those sectors.			

ExQ1	Question to:	Question:
		In summary, the impact of the steepening carbon budgets for the assessment provided in the ES (and further information provided in responses to the Examining Authorities questions on this subject) shows: - the emissions produced during the construction are insignificant relative to the carbon budget; - meeting the steepening carbon budgets is expected to require an increased need for new low carbon power generation projects such as Sizewell C. The Planning Statement Update (Doc Ref 8.4Ad) explains the role of new nuclear generation in the context of the 6th carbon budget and the latest statements of Government policy.
	Response by Together Against Sizewell C at Deadline 3	In their answer to question CC.1.3, the Applicant states that they have updated their analysis of the construction carbon footprint and calculated a revised carbon footprint of 3.8Mt. This figure compares to 6.2Mt stated in the documents submitted in January 2021. TASC have been unable to find a detailed explanation for this huge change in figures. TASC would like to see a detailed explanation for this change, setting out how the two figures have been calculated and a reconciliation of the differences. As was mentioned in CC.1.5, TASC's view is that there is a lack of transparency in information supplied in relation to carbon calculations and in TASC's opinion the Applicant's answers continue this trend. The LCA appears to provide data by way of percentages but offers no reconciliation of absolute figures in terms of the carbon debts arising from the relevant contributory elements and the calculations that use these figures to produce the summarised figures in the LCA report. Elements of the SZC project will likely decarbonise at different rates. The Applicant needs to explain what assumptions have been adopted in their revised calculations and which transport strategies have been assumed.
	Response by SZC Co. at Deadline 5	The two carbon calculations differ for a number of reasons. These include the use of updated and more granular input data that was available at the time of the second calculation in the Life Cycle Carbon Assessment; use of different databases to provide lifecycle carbon impacts; and use of a different software tool to undertake the calculation. The report which explains the Life Cycle Carbon Assessment calculation has been submitted as part of the earlier response [Appendix 9A in REP2-110]. This explains in detail the data used for the calculation and how the calculation has been performed.

ExQ1	Question to:	Question:
		As the report states, the methodology followed in the calculation and the level of detail provided in the report by Ricardo (the Environmental Consultants) and verified by an Independent Third Party (WSP) follow Product Category Rules for electricity generation which sets out how lifecycle carbon calculations should be calculated and reported.
CC.1.5	The Applicant	Green House Gas emissions Together Against Sizewell C (TASC) [RR-1231] complain that there is a lack of information for independent verification of EDF's carbon emission claims. Please explain further how the calculation has been made setting out the assumptions which underline the carbon calculations and support the conclusion reached.
	Response by SZC Co. at Deadline 2	The assumptions that underpin the GHG assessment within the ES are detailed within Volume 2, Chapter 26 of the ES [APP-342]. However, since the preparation of the ES, SZC Co. has commissioned an updated Lifecycle Carbon Assessment to assess the carbon footprint of the project and with the aim of producing an Environmental Product Declaration (EPD), which considers other environmental impacts as well as the carbon footprint. A copy of the carbon focused life cycle assessment report, hereafter "LCA" (which provides the assessment of Sizewell C's potential future carbon footprint) is provided within Appendix 9A and the full EPD report, covering categories beyond carbon is expected to be published in the coming months. The LCA was carried out under the most relevant Product Category Rules (PCR) for electricity generation. PCRs specify how a LCA should be conducted and reported via an EPD for products that fulfil similar requirements. The PCRs that the LCA has been conducted under is that for '<i>Electricity, Steam and Hot Water Generation and Distribution PCR2007:08, version 4</i>'. This PCR was created by the International EPD® System (IES) in accordance with standards such as ISO 14025 and ISO 14044. The LCA has been independently reviewed and verified by a third-party (WSP), with the verification statement certificate attached to the report. The LCA provides a more detailed calculation of the GHG emissions from the Sizewell C Project over its lifetime than the carbon assessment provided in the ES, with updates to data (where available), and was performed using different software tools. The LCA includes the full 'cradle to grave' lifecycle activities of Sizewell C including:

ExQ1	Question to:	Question:
		• all upstream activities required for the supply of nuclear fuel (including uranium mining, conversion, enrichment, and fuel fabrication); • construction materials and activities; • Sizewell C operational activities (in addition to the supply of nuclear fuel); • decommissioning and waste management infrastructure and activities. Inventory data covering the activities described above were used to calculate the potential carbon footprint per kWh generated by Sizewell C. In addition, the PCR requires that a measure of carbon per kWh '<i>distributed to a potential consumer</i>' is provided with an assessment of the carbon impact of downstream infrastructure (the UK's transmission and distribution electricity grid). It should be noted that downstream impacts of a similar magnitude would be expected to apply to all large power generators. The LCA assessed the potential carbon intensity of Sizewell C's generation as 6.1 g CO₂e/kWh of electricity generated. Whilst the Lifecycle Carbon Assessment provides an updated estimate of GHG emissions associated with the Sizewell C Project, it does not change the overall conclusions of the assessment presented within Volume 2, Chapter 26 of the ES [APP-342], namely that the Sizewell C Project will provide a significant contribution to reducing GHG emissions from electricity generation in the long term. In the short-term, the updated assessment shows that the expected GHG emissions associated with the construction of Sizewell C will be lower than the estimate provided in the ES. Therefore the ES conclusion that the construction of Sizewell C will not affect the ability of the Government to meet its relevant carbon budgets (refer to response CC.1.3) remains robust.
	Response by Together Against Sizewell C at Deadline 3	In their answer to question CC.1.3, the Applicant states that they have updated their analysis of the construction carbon footprint and calculated a revised carbon footprint of 3.8Mt. This figure compares to 6.2Mt stated in the documents submitted in January 2021. TASC have been unable to find a detailed explanation for this huge change in figures. TASC would like to see a detailed explanation for this change, setting out how the two figures have been calculated and a reconciliation of the differences. As was mentioned in CC.1.5, TASC's view is that there is a lack of transparency in information supplied in relation to carbon calculations and in TASC's opinion the Applicant's answers continue this trend. The LCA appears to provide data by way of percentages but offers no reconciliation

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	Response by SZC Co. at Deadline 5	See response to CC.1.13.
CC.1.13	ONR	The role of the Nuclear Regulators The ONR [RR-0992] explains that in June 2020, NNB Generation Company (SZC) Ltd applied for a nuclear site licence to allow it to install and operate two EPR™ reactors at the Sizewell C site. The ONR is currently assessing this application: (i) Does the ONR have any concerns at this stage associated with the proposed development in relation to climate change impacts and the adaptation measures proposed in the light of experience gained since its assessment of the generic EPR design in 2012? (ii) In the light of EN-6, paragraph 2.7.5, are there any reasons at this stage for the ExA to be concerned that any necessary licence, permit or authorisation will not subsequently be granted? (iii) In the light of EN-6, paragraph 2.7.6, is the ONR aware of any regulatory requirements that are likely to be attached to the grant of a licence and the anticipated timing of the process?
	Response by SZC Co. at Deadline 2	No response from SZC Co. required.
	Response by ONR at Deadline 2	(i) As part of ONR's assessment, ONR is currently engaging with the Applicant in relation to climate change. Information shared to date suggests it is likely that the Applicant's approach to assessing and managing climate change, including adaptation measures, will meet ONR's expectations for nuclear site licensing. (ii) Regarding para 2.7.5 of EN-6, although we have yet to complete our assessment of NNB GenCo (SZC) Ltd's nuclear site licence application, currently there are no matters of concern that undermine our view that we should be in a position to grant a licence for Sizewell C by mid-2022, provided NNB GenCo (SZC) Ltd can provide the necessary

ExQ1	Question to:	Question:
		reassurances in relation to its corporate competences and the acceptability of the SZC site. (iii) Regarding para 2.7.6 of EN-6, although there is provision in the legislation for ONR to attach any conditions it considers appropriate to a nuclear site licence, our policy is to attach the same set of 36 standard licence conditions to every licence we grant. We foresee no exception to this policy for a nuclear site licence granted for Sizewell C. Our aim is to be in a position to grant such a licence by mid-2022.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Together Against Sizewell C at Deadline 3	We are dismayed that all regulators have to work to the Regulators' Code obliging them to ensure that their regulatory activities do not restrict the social, environmental or economic performance of the regulated body. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/300126/14-705-regulators-code.pdf Such demands made of the regulators is not in the interests of protecting the public nor ensuring that regulators are fully independent and free from Government interference. i) Climate change adaptation. Serious concerns have been raised by many respondents about flood defences. Building in flood zone 3 should not be allowed. The knock-on effect to neighbouring property including NDA-owned Sizewell A and EDF-operated Sizewell B suggests that flood risk could increase with time, causing problems for the neighbouring sites of Sizewell A and B. This has already occurred at Hinkley C where neighbouring villages and HPA and HPB sites have increased flood risk as a result of the flood defence wall of HPC (see EA Flood Zone Map for Hinkley: https://flood-map-for-planning.service.gov.uk/confirmlocation?easting=320267&northing=145443&placeOrPostcode=Hinkley%20%20Somerset. See also HPC community forum Community Forum minutes - 15 November 2018.pdf). ii) Ability to grant a Licence EN6 2.75 and 2.76. TASC recognises that the granting of a site licence for Sizewell C is solely the responsibility of the ONR. TASC has raised the concern with the regulator and others pointing out that that the builder of Sizewell C may not be the owner of Sizewell B. This means that the operation of an EdF-owned Sizewell B may be in conflict with a project next door – Sizewell C – which

ExQ1	Question to:	Question:
		is under the financial control of an independent or subsidiary, private company intent on returning a profit for shareholders, an issue which the ONR has to consider from the perspective of fitness to operate and decommission the plant. TASC is also concerned about the risk posed by adjacent cranes, noise and vibration from the 'C' site impacting the monitoring systems and safety of the 'B' workforce.
	Response by SZC Co. at Deadline 5	Under the Nuclear Site License, Sizewell C will need to demonstrate via its Safety Case that the design, construction, commissioning, operation and decommissioning of Sizewell C can be undertaken in a safe and secure manner, and any risks to the workers, public and environment are suitably and sufficiently controlled. Sizewell C operator's emergency plan will also be integrated and coordinated with Sizewell B's equivalent emergency arrangements and SZC Co. is closely liaising with Sizewell B with regards to any updates required to the existing Sizewell B emergency arrangements during the construction and operation of Sizewell C. SZC Co. also refers the Examining Authority to ONR's response at Deadline 2.
Chapter 10 - CG.1 Coastal Geomorphology		
CG.1.0	The Applicant	Impacts on coastal processes The ES V II, Chapter 20 [APP-311], identifies potential impacts on coastal change. The Change Request provided additional information in relation to coastal geomorphology and hydrodynamics including the draft Coastal Processes Monitoring and Mitigation Plan appended to the ES Addendum. In the light of EN-1, paragraphs 5.5.7 and 5.5.10 and EN-6 paragraph 3.8.5, please demonstrate how the decision-maker can be satisfied in relation to the changed application: (i) That the potential impacts would be minimised; (ii) That the proposed development will be resilient to coastal erosion and deposition, taking account of climate change, during the project's operational life and any decommissioning period.
	Response by SZC Co. at Deadline 2	(i) The design process for the elements likely to affect coastal processes that have been altered by the Accepted Changes (April 2021) have taken full cognisance of the need to minimise impacts on coastal processes. - The temporary BLF has been designed with widely spaced piles so that it is transmissive (i.e. does not block) to currents and waves. The chosen design, one of four consulted on, is the longest and minimises impacts on coastal processes

ExQ1	Question to:	Question:
		by removing the need for navigational dredging and placing the head far enough offshore to minimise impacts on the beach (refer to the Preliminary Design and Maintenance Requirements for the Sizewell C Soft Coastal Defence Feature report; Doc Ref. 9.12). - The enhanced, permanent BLF retains a transmissive design and includes a temporary grounding structure (concrete mattress; see G.1.39 in Chapter 2, Part 1) to prevent the need for frequent dredging of a berthing pocket. - The sea defence (Hard Coastal Defence Feature; HCDF) has necessarily (due to land constraints to the west) moved seaward due to an increase in crest height so it is resilient to the most recent predictions of climate change (UK Climate Partnership 2018; UKCP18). SZC Co. is aware of concerns relating to coastal processes and the design has been optimised to limit movement of the HCDF seaward as explained in Sizewell C Coastal Defences Design Report (Doc Ref. 9.13). (ii) As detailed in Volume 2, Chapter 20 (Coastal Geomorphology and Hydrodynamics) of the ES [APP-311], the Sizewell frontage is comparatively stable compared to neighbouring shorelines. The Soft Coastal Defence Feature (SCDF) is deliberately sacrificial and will erode with time releasing sediment into the local sediment system. When the SCDF has eroded to pre-defined levels it will be recharged ('topped up' with sediment) such that a beach is maintained between the HCDF and the sea. This will ensure that the HCDF does not interrupt the prevailing sediment transport processes. The Coastal Processes Monitoring and Mitigation Plan (MMP) (Volume 3, Appendix 2.15.A of the ES Addendum) [AS-237], to be approved under Requirement (7A) of the draft DCO and Marine Licence Condition (17) (Doc Ref. 3.1(C)) details the methods to monitor erosion of the SCDF and defines levels at which recharge is required. Supporting information is provided in Preliminary Design and Maintenance Requirements for the Sizewell C Soft Coastal Defence Feature report (Doc Ref. 9.12). The Coastal Processes MMP includes monitoring and management actions for potential impacts of the two BLFs, the two Fish Recovery and Return outfalls, the Combined Drainage Outfall, and the main cooling water intake and outfall heads to ensure that no significant effects on coastal processes occur throughout the life of Sizewell C.

ExQ1	Question to:	Question:
	Response by RSPB at Deadline 3	(i) We question why the Applicant has referenced the Preliminary Design and Maintenance Requirements for the Sizewell C Soft Coastal Defence Feature Report (Doc Ref. 9.12) , as the Report contains no reference to the temporary BLF (presumably because it is scheduled for the temporary BLF to be removed before the SCDF is constructed). (ii) The Applicant's response does not cover as set out in section 6.3 of the Coastal Processes MMP that more work is to be done to define the levels at which recharge is required. As per our SoCG with the Applicant, we have highlighted that no mitigation management for the FRR and CDO has been described and they have advised that it is not needed. We question this and the response now given. Also, we do not believe that mitigation for impacts of BLFs has been accurately defined if required.
	Response by Stop Sizewell C at Deadline 3	(i) No design of structures that protrude into the nearshore can claim to have no impact on coastal processes. (ii) Renourishing the "sacrificial" beach defences cannot be said to "ensure that the HCDF does not interrupt the prevailing sediment transport processes". If the coastline either side has retreated, leaving a protruding headland, this will certainly have an effect and nourishing a headland is an exercise in futility where wave energy will always be drawn and sediment will constantly be removed from.
	Response by SZC Co. at Deadline 5	(i) The Applicant does not claim 'no impact' rather 'no significant impact'. (ii) The potential for the SCDF to remain as a headland due to recession of adjacent shores was discussed at ISH7 and a section has been added to the updated Coastal Processes MMP, which is submitted at Deadline 5 (Doc Ref. 6.14(A)).
CG.1.1	The Applicant	Impacts on coastal processes A number of IPs have expressed concern that the scheme could inhibit sediment flow or have an adverse impact on coastal processes at other locations. In the light of NPS EN-1, paragraph 5.5.11, please explain how the decision-maker could be satisfied that any impacts of the project on coastal processes would be managed to minimise adverse impacts on other parts of the coast.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	As described in response to question CG.1.0, a Coastal Processes Monitoring and Mitigation Plan (MMP) has been developed ensure any impacts on coastal processes will be detected and managed. See Volume 3, Appendix 2.15.A of the ES Addendum [AS-237]). The Coastal Processes MMP is secured by way of Requirement 7A on the dDCO and Condition 17 on the Marine Licence (Doc Ref. 3.1(C)). Please refer to responses to questions CG.1.14(i) and CG.1.16 for further details on the impact extents for geomorphology, which are shown to be small and localised around the development. Our response to question CG.1.3(i) describes the conservative approach for monitoring extents to fully encompass impacts.
	Response by RSPB at Deadline 3	As per our Written Representation, we still see no evidence of how any impact detected via the monitoring proposed on the Minsmere SAC to the north of the Application site can be managed, therefore we question the Applicant's response.
	Response by SZC Co. at Deadline 5	The impacts identified (changes to wave/tidal flow of the order of 5% over ~100m of SAC frontage) are of low magnitude and duration and significant effects are not expected [APP-311]; monitoring (as set out in the CPMMP) will nevertheless identify any cumulative effects arising. The updated CPMMP issued at D5 (Doc Ref. 6.14(A)) states the Applicant's position that the proposed monitoring is "<i>suitable for establishing a basic sediment budget ... in order to determine whether the maintained frontage is depriving the downdrift coast of sediment</i>". Effects in the short term (highly unlikely possible salient or transient cusps on foreshore) are minor impacts which would not be mitigated - this would be disproportionate as the effects represent no significant change to natural process and generate no wider impact. Over the longer term, natural recession of adjacent shorelines may result in impacts to the longshore transport system due to changes in shoreline angle at the limits of the SCDF, particularly since the focus of present erosion is just to the north of SZC, forming a sub-bay delimited by the outfalls of Minsmere sluice and SZB. However, precisely how this shoreline angle develops will be determined by the interplay between timing of any changes to the delimiting outfalls and the storm-driven release of SCDF sediment acting to slow the retreat. For example, BEEMS Technical Reports TR544 [REP3-048] and TR545 [REP3-032] illustrate a natural feedback damping erosion as the SCDF

ExQ1	Question to:	Question:
		increases sediment transport onto the Minsmere SAC beach, which increases with an increase in shoreline angle. Secondary mitigation measures are set out in Section 7.5 of the CPMMP with examples of how these would prevent localised interruptions to longshore transport from propagating any effects alongshore. Section 8 of the CPMMP (Doc Ref. 6.14(A)) describes monitoring of vegetated drift lines. In addition, Section 7.5.5 provides the reasons why no impact on supra-tidal vegetated drift lines adjacent to SZC is expected (principally being that no erosion is caused and there is no alteration to processes associated with the supra-tidal areas). It may not be possible or desirable to directly mitigate any observed loss of vegetated drift lines, as RSPB submissions make clear that these are ephemeral and so loss even for several years may be only temporary and entirely natural, unless it were shown that natural beach processes (longshore and cross-shore dynamics) were changed AND that any detected change was a consequence of SZC. As stated in the CPMMP, the Applicant considers that the proposed monitoring is sufficient to identify impacts on sediment transport emanating from the maintained frontage and that the proposed mitigation is adequate to address this.
CG.1.2	The Applicant, EA, Natural England, ESC	Impacts on coastal processes The EA [RR-0373] in relation to the residual uncertainty associated with predicting future changes to the geomorphology of the greater Sizewell Bay, as well as to key driving processes such as sea level rise and wave climate, considers this to be mitigated by SZC's commitment to continued engagement with the Marine Technical Forum of regulators as part of the Monitoring and Mitigation Plan (MMP): (i) Please confirm that the MMP and proposed means of enforcement would provide sufficient security in that respect, particularly in relation to the agreement and funding of specialists to closely monitor the evolution of the coastline and agree and implement the most appropriate measures to manage any unforeseen impacts. (ii) Please indicate when it is anticipated that the detailed design process for the Hard Coastal Defence Feature (HCDF) will take place and how that process would be appropriately appraised and approved? (iii) Are there any draft DCO changes that would be required to exercise sufficient control over that process?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	(i) As stated in the CG.1.1 response, the Coastal Processes MMP is secured as a DCO Requirement 7A and a Marine Licence Condition 17A (Doc Ref. 3.1(C)), so failure to comply with it is enforceable by the ESC and MMO. The operation and funding of the Marine Technical Forum (MTF) is secured by the Deed of Obligation (see Schedule 11, Paragraph 10) (Doc Ref. 8.17(C)). (ii) The proposed detailed design of the HCDF is complete and the details are provided in Sizewell C Coastal Defences Design Report (Doc Ref. 9.13). Final design will be subject to approval by ESC in consultation with MMO by way of Requirement 12B on the draft DCO (Doc Ref. 3.1(C)). (iii) The latest version of the draft DCO (Doc Ref. 3.1(C)) includes Requirement 12B for ESC to approve the detailed design of the HCDF before works can commence. No other changes to the draft DCO are considered necessary.
	Response by East Suffolk Council at Deadline 2	(i) ESC do not regard engagement with the MTF to be mitigation in itself. ESC considers the CPMMP process has potential to provide sufficient security to ESC in relation to effective management of the impacts of the development including detection of and responses to future changes to the geomorphology of the greater Sizewell Bay. ESC is generally content with progress made with plan development. ESC is sceptical about the long-term sustainability of the SCDF, in particular if reliant on maintenance only – i.e. demanding secondary mitigation. A concern is that the Applicant/Cefas insist that the HCDF will not become exposed because it will always be protected by the managed SCDF. This assumption could, by implication, limit the scope of monitoring and mitigation that might otherwise be planned for. Enforcement of obligations linked to the management of the impacts caused by the development will be by DCO Requirement and Marine Licence condition. Discussions are underway with the Applicant on the detailed content of both the Coastal Processes MMP and DCO Requirements. These are not yet agreed. Please refer to the SoCG for an up-to-date position summary. (ii) A HCDF detailed engineering report is due for submission at Deadline 2 (2nd June). ESC will comment as soon as practicable once the submission has been reviewed. ESC has agreed with the Applicant that there will be a DCO requirement (provisionally 12B) under which ESC will review and approve the HCDF design in consultation with other MTF partners. The wording of the Requirement is not yet agreed.

ExQ1	Question to:	Question:
		(iii) Yes. ESC and the Applicant are in negotiation over DCO Requirement amendments on a number of issues, including the Coastal Processes MMP process and the approval of design of structures, that have potential to affect coastal processes including the HCDF. Wording in Requirement 7A in the latest published DCO [AS297] is not agreed by ESC.
	Response by Environment Agency at Deadline 2	The Monitoring and Mitigation Plan should be developed in consultation with the Marine Technical Forum, of which the Environment Agency is a part. Requirements could secure the process of agreeing the monitoring and mitigation plan; the removal of the Hard and Soft Coastal Defences; and the funding necessary for monitoring, mitigation and decommissioning.
	Response by Natural England at Deadline 2	Natural England considers that the Applicant are best placed to answer this question. If necessary, we will provide comment on any responses at Deadline 3.
	Response by SZC Co. at Deadline 3	SZC Co notes the position of ESC relating to the scope of monitoring and mitigation given the assumption that the SCDF will always be in place. While SZC Co is confident of the sustainability of the SCDF, the ES and ES addendum both refer to tertiary mitigation (by-passing) should the SCDF not be sustainable. SZC Co is of the view that the monitoring and mitigation proposed are not biased by the assumption put forward but, in any case, the Coastal Processes Monitoring and Mitigation Plan is still being drafted and agreed in consultation with ESC and the final version must be approved by ESC.
	Response by RSPB at Deadline 3	(i) We note that Schedule 11 of the Draft Deed of Obligation explains in item 10: 'MARINE TECHNICAL FORUM 10.1 The Marine Technical Forum shall operate in accordance with the Marine Technical Forum Terms of Reference unless otherwise agreed by the members of the Marine Technical Forum.' We question whether the governance and operating procedures of the Marine Technical Forum are clearly understood at this stage.

ExQ1	Question to:	Question:
		As per our Written Representation we do not agree that the Applicant has defined methods to implement the most appropriate measures to manage any unforeseen impacts, especially with regard to the Minsmere SAC to the north of the Application site. (ii) As per our accompanying submission for Deadline 3 in response to the Sizewell C Coastal Defences Design Report (Doc Ref. 9.13) we do not agree that the proposed detailed design for the HCDF features, particularly the Northern Mound, could be described as complete.
	Response by SZC Co. at Deadline 5	(i) Terms of Reference (ToRs) for the MTF were agreed in 2015 and will be updated as required. Existing ToRs will be appended to the next version of the DoO. The RSPB has already attended the MTF operating under these ToRs several times. Please refer to the answer at CG.1.1 regarding mitigation of impacts on the Minsmere SAC. (ii) The Applicant continues to refine the design of the sea defences to minimise impacts. Further design of the HCDF has pared back the sea defence at the permanent BLF/Northern Mound such that it aligns with the main length of the HCDF; pared back the main length of the HCDF by 5 m; and reduced the need for temporary (sheet piled) sea defences at the permanent BLF. This information is provided at Deadline 5 (Doc Ref. 2.5(A)).
CG.1.3	The Applicant, ESC	Impacts on coastal processes The East Suffolk Council [RR-0342] indicates that the draft MMP prepared by SZC Co. is currently under consultation with key stakeholders in parallel with the DCO process. There are several points of contention between ESC and SZC Co. In relation to the identified points of contention between ESC and SZC: (i) Is it agreed that a precautionary principle should be applied to assumptions on potential future critical requirements including Impact Assessments, incomplete designs, and the extent of the area to be monitored? (ii) If not, why not? (iii) If so, please suggest how this should be secured through the DCO, including any amended drafting for the draft DCO or other associated documentation? (iv) Please comment further on the project plan and budget and the assumptions to be made as regards the period that the MMP will remain active explaining any points of

ExQ1	Question to:	Question:
		difference. (v) Please specify the means, in the event of a transfer by SZC Co. of its interest in the site to a new owner, whereby it is suggested that the new owner would be bound by covenant or other legal mechanism to adopt responsibility including costs for maintaining the MMP process setting out any drafting changes to the DCO documentation that would be required to achieve that. (vi) Please comment further on the proposal for an independent body to monitor the MMP, and to direct SZC Co. mitigation and compensation requirements. (vii) Please provide an update on the Council's consultation with MMO as regards the delivery of the MMP.
	Response by SZC Co. at Deadline 2	(i) SZC Co. agrees, and is of the view that it has followed the precautionary approach. (see SoCG; Ref. 9.10.12) The extents set out in the Coastal Processes MMP (Volume 3, Appendix 2.15.A) of the ES Addendum [AS-237] are always larger than the predicted impacts, to allow for uncertainty. An example is the permanent BLF piles with proposed monitoring extents 7-11 times larger than the predicted scour impact. The difference in spatial extent between the predicted impacts and monitored area will be included in Table 1 in the next version of the Coastal Processes MMP (to be submitted to the ExA at Deadline 4 [as set out in Examining Authority's Rule 8(3) letter [PD-027] Deadline 4 is now Deadline 5]). If the impact footprint exceeds the monitored area, the spatial extent will be adjusted accordingly. That is, the Coastal Processes MMP will take an adaptive approach to monitoring. (ii) n/a (iii) Preparation and compliance with the Coastal Processes MMP is a requirement on the DCO (Requirement 7A) and a Condition on the Marine Licence (Condition 17); see the latest version of the draft DCO (Doc Ref. 3.1(C)). The Coastal Processes MMP is specifically maintained as a 'live' document that will require review and update as required to reflect prevailing conditions or perceived impacts at the time. (iv) The implementation of the Coastal Processes MMP is intended to start at the start of construction and remain in place until the end of decommissioning (see CG.1.5 response for details). Section 9 of the Coastal Processes MMP (Volume 3, Appendix 2.15.A) of the ES Addendum) [AS-237] sets out the considerations of the Cessation

ExQ1	Question to:	Question:
		Report. SZC Co. is committed through the DCO and DML to implement the measures identified in the CPMMP and has included that in the evolving project cost estimate. (v) SZC Co's approach to ensuring that the land is bound by the obligations in the Draft Deed of Obligation (Doc Ref. 8.17(C)), including those relating to the MTF, is set out in Section 2 of the Draft Deed of Obligation Explanatory Memorandum (Doc Ref. 8.20(B)). Article 9 of the latest draft DCO (Doc Ref 3.1(C)) provides that where the benefit of the DCO is transferred to another party, that party would be '<i>subject to the same restrictions, liabilities and obligations (including the SZC development consent obligation and any other development consent obligations within the meaning of section 106 of the 1990 Act (Planning obligations)) as would apply under this Order if those benefits or rights were exercised by the undertaker</i>'. No other changes to the draft DCO are considered necessary. (vi) SZC Co. does not support the suggestion of an independent body to monitor the Coastal Processes MMP and to direct SZC Co. mitigation and compensation requirements. The Coastal Processes MMP is secured as a DCO Requirement and a Marine Licence Condition which are ultimately enforceable only by the ESC and MMO, respectively. The Coastal Processes MMP will be reviewed by the Marine Technical Forum (MTF) which is secured and funded through the Draft Deed of Obligation (Doc Ref. 8.17(C)). SZC Co feels this is the appropriate mechanism for management of the Coastal Processes MMP as the MTF brings together all relevant agencies and expertise. (vii) No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	(i) and (ii) It is ESC's view that a precautionary principle must be applied by the Applicant and that the Applicant's approach to date has not demonstrated this to ESC's full satisfaction. The Applicant will not accept the possibility that the HCDF toe could be exposed in a prolonged freak weather event. Whilst ESC agrees this is unlikely, there needs to be a plan in place should it occur. The Applicant's position is that their assessment and application of potential worst-case scenarios in the May 2020 ES is sufficiently robust [APP-311]. ESC considers that the Applicant has used a thorough and comprehensive evidenced based approach in forecasting future shoreline change conditions and the potential impacts that may arise from the development assessed within those constraints. However,

ExQ1	Question to:	Question:
		in the view of ESC, the time scale involved, to 2140 at least, goes beyond the range within which those techniques can be relied upon to identify outcomes that are potentially worst case. ESC considers that more extreme potential coastal change scenarios are possible and should be considered at the design stage. ESC considers that Climate Change impacts may alter significantly and therefore Climate Change response policy will evolve over the development life. The future risk of the development being required to manage what is currently beyond reasonable prediction must be considered. Examples of potential significant future impacts are that (1) the SCDF may become unsustainable during the station life leading to the HCDF becoming exposed and (2) the HCDF foundations may be undermined requiring adaption (seaward advance of 18m) before 2140. The Applicant should consider an approach consistent with that applied in other recent major coastal management projects in England which have been required to take a long-term view (i.e., Thames Estuary 2100 Plan). These have taken the adaptation pathways approach to managing existing defences and considered how they will 'adapt' their approach as time progresses and things change. In contrast, the Applicant is proposing to build a coastal defence in a location known to be dynamic and prone to the effects of sea-level rise and climate change, however, have only put forward a single mitigating action should the current coastal change and erosion forecast worsen. There is no 'range' of options proposed should an unforeseen acceleration in coastal change occur, compounding the likely impacts generated through moving the defence seaward. (iii) ESC and the Applicant's positions are not yet aligned on this matter but may become so. The Applicant's reports covering HCDF and SCDF design and resilience that are currently (12/5/21) under draft, may lead to common ground on this. ESC could have protection in this matter by virtue of the proposed Requirements drafted by ESC giving ESC power to approve: the HCDF and SCDF design, ongoing maintenance actions on a 5-year cycle and actions specified in the Coastal Processes MMP. These proposed Requirements are not yet agreed by the Applicant. ESC requires the Coastal Processes MMP to remain active whilst the HCDF exists unless / until a future study that recommends cessation of monitoring and mitigation, potentially with other compensation measures, is agreed by ESC plus other MTF members, or their successors. (iv)ESC defer to the Applicant to respond.

ExQ1	Question to:	Question:
		(vi) It is not clear to ESC who has suggested an independent body, ESC is not aware of the proposal in question. The subject would require further discussion within the ESC group, with the Applicant and ultimately through MTF. The aim of ESC is for elected community representatives to be involved in the decision-making process to continue the principle established by the Suffolk Coast Forum – https://www.coasteast.org.uk/wider-work ESC's current thinking is that where ESC is the Approval and Enforcement Authority for actions – typically in the management of structures (H and SCDF), and mitigation, above MHWS – ESC would seek to ratify decisions with the Community body after consultation with the MTF. ESC intends to consult with other MTF members on the design and application of this process. This has not yet happened. An independent body may unacceptably attempt to take some of that due process away from ESC which would not be acceptable. (vii) ESC considers it preferable for one organisation to lead on management and approval of the Coastal Processes MMP and would prefer for that to be ESC – in consultation with other MTF members. It is agreed with MMO that ESC and MMO would act as the Approval and Enforcement body for works landward and seaward of the MHWS line respectively.
	Response by SZC Co. at Deadline 3	(i) and (ii) TR544 (<i>Preliminary Design and Maintenance Requirements for the Sizewell C Coastal Defence Feature</i>) as supplied at Deadline 2 [REP2-115] and to be updated for Deadline 3 provides modelling work to demonstrate the sustainability of the SCDF. TR544 considers extreme events and identifies that replenishment of SCDF in 'pockets' along the frontage is more likely than wholesale recharge of the SCDF at any one time. The CPMMP will be a living document and subject to regular updates to incorporate latest predictions of events and impact and monitor and mitigate appropriately. (iii) CPMMP is a DCO Requirement and Marine Licence Condition and will remain in place throughout operation and decommissioning. A Cessation Plan forms part of the CPMMP. (iv) to (vii) no further comment required. Where agreement has not yet been reached between the parties on provisions within the CPMMP, they remain under discussion and further updates to the CPMMP will be provided in due course
	Response by RSPB at Deadline 3	(i) As per our Written Representation, we cannot agree that the Applicant has applied a precautionary approach in relation to the Minsmere frontage, as there is no route agreed

ExQ1	Question to:	Question:
		or proposed mitigation should the monitoring detect an unexpected impact even within the area identified, let alone if that area is expanded. We support East Suffolk Council's response to this question (vi) We note that Schedule 11 of the Draft Deed of Obligation explains in item 10: 'MARINE TECHNICAL FORUM 10.1 The Marine Technical Forum shall operate in accordance with the Marine Technical Forum Terms of Reference unless otherwise agreed by the members of the Marine Technical Forum.' We question whether the governance and operating procedures of the Marine Technical Forum are clearly understood at this stage. We therefore remain concerned about the Applicant's approach to this element of the project.
	Response by SZC Co. at Deadline 5	(i) Please refer to the answer provided at CG.1.1. (vi) Please refer to the answer provided at CG.1.2.
CG.1.5	The Applicant	Impacts on coastal processes The Alde and Ore Association [RR-1206] also raise issues in relation to the MMP. Please respond to those specific matters of concern including the duration and level of monitoring and funding proposed to be available pursuant to that plan.
	Response by SZC Co. at Deadline 2	The Coastal Processes MMP (Volume 3, Appendix 2.15.A of the ES Addendum [AS-237]) is scheduled to run until the end of decommissioning. Ten years beforehand (potentially around 2130), a final assessment will be made based on the actual coastal setting, conservation designations, marine and coastal processes and function of the HCDF (if it is to be left in place after decommissioning) at that time. This assessment would be included in the Cessation Report (a future component of SZC Co's monitoring and mitigation) and would be based upon decades of coastal change data, which is needed to identify and assess any residual effects and, if required, make assessments for compensation (see Section 9 of the Coastal Processes MMP (Volume 3, Appendix 2.15.A of the ES Addendum [AS-237])). These assessments are timed for the end of SZC Co's operational life and return of the site to the relevant decommissioning body. Responses regarding impact extents can be found in questions CG.1.14 (i) and CG.1.16. The cost of complying with the MMP will depend on the results of monitoring. SZC Co. is committed through the DCO and DML to implement the measures identified in in the

ExQ1	Question to:	Question:
		CPMMP and has included that in the evolving project cost estimate. The MMP will remain in force throughout the construction and operation of Sizewell C.
	Response by Stop Sizewell C at Deadline 3	Here, it is acknowledged that the end of decommissioning will be about 2140 – some considerable time later than is considered in the expert geomorphological assessment.
	Response by SZC Co. at Deadline 5	The duration of the HCDF and the SCDF beyond the operational life of Sizewell C and likely shoreline evolution was discussed at ISH6. Please refer to the SZC Co.'s Written Summaries of Oral Submissions made at ISH6: Coastal Geomorphology (14 July 2021) (Doc Ref. 9.46).
CG.1.14	The Applicant	Impacts on coastal processes The MMO [RR-0744] states that the risk that the wave climate at Sizewell reverts to the pre-1925 case could significantly alter the sediment supply and coastline behaviour and the lack of assessment of changes to the offshore wave climate to a north east domination is a gap in the analysis. In addition, for the nearshore climate, the Applicant assumes that the bank system is stable. (i) Please comment on the criticisms made and provide further justification for the assumptions set out in the ES Volume 2, Chapter 20 [APP-311], including the extent of the study area for coastal geomorphology set out in paragraph 20.3.9 and the assumptions and limitations referred to in paragraphs 20.3.21 and 20.3.29. (ii) In relation to paragraph 20.4.6, as pointed out by the MMO, why has the impact of the "19th Century" wave climate resuming not been assessed? (iii) Please provide further justification for the assumption that the present wave regime and hence little costal change and impact will continue.
	Response by SZC Co. at Deadline 2	(i) The Zone of Influence (ZoI) was based on the active sediment cell in the area, aligns with the Shoreline Management Plan (SMP) ¹ zonation and was agreed with the MTF (via the EIA Scoping Report; see Volume 1 Chapter 6 of the ES (APP-168)). SZC Co. agrees with the MMO that low longshore transport rates alone do <i>'not imply automatically that there cannot be any impact of SZC outside of the sub cell'</i> – the low longshore transport

¹ SCDC (2010) First Review of Shoreline Management Plan Sub cell 3c. Available at:
<http://www.suffolksmp2.org.uk/publicdocuments/finalsmp2/Section%201%20-%20Introduction.pdf>

ExQ1	Question to:	Question:
		rate is one of several reasons why the ZoI was based on the whole Greater Sizewell Bay sediment cell and is appropriate to the coastal geomorphology assessment. Detectable impacts are localised (see response to CG.1.16). No sediment is removed from the system and any minor disruptions to sediment transport would be rebalanced over tens to hundreds of metres – substantially less than the distance to the sediment cell boundary. Therefore, SZC Co. considers that the evidence base does not support a pathway to detectable impact for Sizewell C activities on geomorphic receptors at or beyond Thorpeness, which is the nearest cell boundary and along the present net southward longshore transport pathway. <u>Sizewell – Dunwich Bank</u> The behaviour stability of Sizewell – Dunwich Bank is described in paragraphs 20.4.13 – 20.4.15 of Volume 2, Chapter 20 of the ES [APP-311] and Section 2.3.1 of Appendix 20A of Volume 2 of the ES [APP-312]. Its very large mass (c. 6.5 million m³) means that change is relatively slow and generally observed on decadal timescales. Dunwich Bank (in the north) is historically dynamic, changing its elevation, position and extent over the decades, a process which continues today. In contrast, Sizewell Bank (in the south) has been positionally stable across the historical c. 150-year-long record, with relatively minor fluctuations in crest elevation. That stability is linked to the persistent deflection of the tidal streams by the erosion resistant Coralline Crag seaward of Thorpeness. This has implications for nearshore wave climate. Inshore (of the bank) wave climate is primarily a function of offshore wave climate, which is predicted to remain similar or weaken in energy terms (Section 2.4.2 Appendix 20A of Volume 2 of the ES [APP-312]). The bank's most significant influence on inshore waves occurs during infrequent extreme wave heights with return intervals of 1:10 years or longer (significant wave heights > 4.5 – 5 m). Under such conditions, waves break and dissipate energy extensively along the seaward flank of the bank, capping energy levels inshore. Wave breaking is determined by the ratio of water depth (h) to wave height (H_b), where H_b / h = 0.78. Typical H_b for waves breaking over feature crests are: • Sizewell Bank (h = 5-7m), H_b = 3.9-4.5m, • Dunwich Bank (h = 7-8m), H_b = 5.5-6.2m

ExQ1	Question to:	Question:
		This suggests that wave breaking on the Dunwich bank is very rare because the maximum significant wave height recorded in the last 13 years, 2.5 months is 4.72 m (i.e. the more mobile section of the bank does not significantly affect inshore wave climate). Thus, despite recent lowering and reduction in the extent of Dunwich Bank, historical erosion of Dunwich Cliffs is not recurring – but, if it were to do so under net southerly transport, potential sediment supply to the Sizewell C frontage would increase, which could reduce demand for beach management mitigation. Sand supply to Sizewell Bank is expected to remain similar or to rise, as a result of regional cliff erosion. Given its positional stability, the bank's large mass suggests that if any unexpected changes do occur, they are likely to be some decades away during the Sizewell C operation or decommissioning phases. During these phases the marine elements of the development would be: cooling water intakes and outfalls, two FRR outfalls and the permanent BLF piles, all of which have very minor impacts that are lessened by sea level rise. Although there would be no change in the assessment status for these structures, a substantially increased wave climate may increase the required frequency for beach management to mitigate for potential HCDF exposure. However, waves also break on the longshore bars, in shallower water closer to shore – • inner bar (h = 1-2m), $H_b = 0.8-1.6m$, • outer bar (h = 2.5-3.5m), $H_b = 2-2.7m$ In comparison to the bank, the longshore bars initiate wave breaking and energy dissipation on a much more regular basis. The bars are likely, therefore, to continue to function under future wave climates as they do in the present, and so the action of waves on the upper beach and shoreline will most likely be largely similar to the present. <u>Assumptions and limitations</u> The approach to assessment has been to use worst-case assumptions where there are uncertainties, for example in designs of some marine elements. If designs move out of the assessed envelope, re-assessment is required. For example, the design adjustments to the HCDF and the permanent BLF, and the inclusion of the second temporary BLF, have been reassessed in the Volume 1, Chapter 2 of the ES Addendum [AS-181] as a result of design changes.

ExQ1	Question to:	Question:
		(ii) <u>Consideration of wave climate reversion to the erosive Dunwich and accretional Sizewell pre-1925 phase associated with a strongly north-east (NE) dominant wave climate</u> The inferred historical NE wave climate has been considered (paragraph 20.14.3 of Volume 2, Chapter 20 of the ES [APP-311]) and reviewed / discussed with the MMO at a meeting with SZC Co. on Monday 19 October 2020. UKCP18 climate change evidence indicates a similar or lower energy wave climate for Sizewell, particularly for the more severe RCP8.5 predictions (Section 2.4.2 of Appendix 20A of Volume 2 of the ES [APP-312]); i.e., there are no climate change metrics to suggest a return to the former wave climate or otherwise. However, this historical case was not specifically assessed as part of the baseline in the EIA because it does not substantively differ from the worst-case baseline for impacts from Sizewell C - this case is already characterised by net southward longshore transport within the Greater Sizewell Bay (GSB), and the potential for variable rates of change under the net-southward transport condition has been recognised in Appendix 20A of Volume 2 of the ES [APP-312]. <u>Variation of a NE-dominated climate</u> does not substantively alter the worst-case impact of the HCDF potentially acting as a blockage to longshore transport, or the required mitigation being maintenance of the transport pathway. Further, the primary effect of a more NE dominated climate would be increased sediment supply into the GSB which could contribute to a reduction in, or elimination of, the need to mitigate for disruption to longshore transport by HCDF exposure. The inferred historical NE climate was associated, pre-1925, with severe erosion at Dunwich and increased sediment supply and accretion at Sizewell. Under these conditions the probability of a marine impact from Sizewell C would decline relative to the present and move further away from a worst-case scenario. (iii) <u>Assumption that the present wave regime, and hence little coastal change and impact, will continue.</u> The effect of climate change on wave climate is described in the response to (ii) above – wave energy levels are likely to remain similar to present or decrease. Regarding coastal change, the Sizewell frontage has a long history of accretion (1836 – 1883) and stability (low net rates of change; 1883 - present). Whilst shorter-term fluctuations can be expected, and the broader pattern is expected to change during Sizewell C's life (due to sea level rise), the impacts of marine structures would remain

ExQ1	Question to:	Question:
		small in extent and magnitude (there are no drivers to change this), and would lessen with time, owing to deeper water and reduced bed shear stress. As the Sizewell C frontage would be maintained and have a large volume SCDF, changes in nearshore wave climate are not expected to expose the HCDF. Although changes in the wave climate are not expected to expose the HCDF, they are likely to affect beach maintenance and SCDF recharge frequency over the station life (see Preliminary Design and Maintenance Requirements for the Sizewell C Soft Coastal Defence Feature report; Doc Ref. 9.12).
	Response by Mr Nick Scarr at Deadline 3	Response to the above from EDF's own studies pre-DCO in BEEMS documents obtained under FoI and accredited academic study: <u>Response 1</u> Academic and empirical research of the Institute of Oceanographic Sciences that shows the Sizewell Dunwich banks provide storm protection to the Sizewell shoreline: The work of Tucker and Carr using Waverider buoys installed in the 1970s (and later work by BEEMS, and EDF, including modelling) shows that any incident wave approaching the Sizewell-Dunwich banks from offshore, if higher than a critical value, is forced to break on the offshore banks thereby reducing its height to that value before it hits the Sizewell coastline. This critical value of wave height is 2.12m to 2.52m depending on tidal depth. This feature of the Sizewell-Dunwich bank complex is of primary importance to the inshore wave climate and protection of the Sizewell foreshore. This is acknowledged in the DCO: Coastal Geomorphology and Hydrodynamics, Appendix 20A. op cit., Page 27. Tucker and Carr's work is also acknowledged in BEEMS TR319, page 27. <u>Response 2</u> EDF states there is strong erosion at Dunwich: • <i>"The last 2 to 3 decades of strong erosion at Dunwich were not, however, matched by ongoing accretion in the south."</i> BEEMS TR223 Table 12, shows a net erosion of the shoreline at Sizewell C foreshore since 1993. BEEMS TR223 Shoreline variability and accretion / erosion trends in Sizewell Bay Edition 3: Updated with 2011 – 2018 data. Page 119. See also Table 12 on Page 115.

ExQ1	Question to:	Question:
		EDF states the effects of shoreline erosion of the Minsmere frontage in BEEMS: <i>"Very extreme tide plus surge conditions, or tide plus surge plus waves, are not necessary to cause significant erosion and flooding of low-lying areas. Studies to the north [the South Minsmere Levels] and south of Sizewell have shown that even moderate storms, with estimated return periods of 1 in 5 to 1 in 10 years, have caused significant flooding as a result of breaching of shingle ridges, narrow dunes and earth embankments (e.g. Pye & Blott, 2006, 2009). The outer defence at the northern end of the Minsmere frontage was breached, and the inner defence partially overtopped, during moderate storms in 2006 and 2007. These events also caused significant dune erosion between Sizewell B and Minsmere Sluice but had relatively little effect on the beach and dunes in front of the 'A' and 'B' power stations. The main reason for this long-shore variation in storm susceptibility appears to be the morphology of the Sizewell-Dunwich Bank. Waves from the NNE are refracted across the northern end of Dunwich Bank and focused towards the shore at the northern end of the Minsmere frontage. Refracted north-easterly waves also pass through the saddle between Dunwich Bank and Sizewell Bank. The size, depth and position of this 'saddle' [in the Dunwich bank] is therefore of critical importance with regard to the risk of erosion and flooding between the proposed Sizewell 'C' site and Minsmere Sluice."</i> TR139, Edition 2: A Consideration of "Extreme Events" at Sizewell, Suffolk, With Particular Reference to Coastal Morphological Change and Extreme Water Levels, Page 5 EDF's own work and accredited academic work shows that the Sizewell-Dunwich banks reduce the inshore wave climate to a much greater degree than EDF is stating above and protect the Sizewell shoreline: EDF's pre-DCO statements found in its own reports: <i>"The [Sizewell-Dunwich] bank represents a natural wave break preventing larger waves from propagating inshore and thus reducing erosion rates along this shoreline. As a result, the Bank forms an integral component of the shore defence and provides stability for the Sizewell coastal system". 'Sizewell C proposed Nuclear Development, Sizewell C EIA Scoping Report, April 2014, Planning Inspectorate Ref: EN010012, Page, 150.</i>

ExQ1	Question to:	Question:
		BEEMS TR139, obtained under FOI, confirms the reliance on the Sizewell-Dunwich banks for foreshore stability: <i>"Although the Sizewell shoreline has been relatively stable during the past 150 years, a return to erosion could occur if there is an overall reduction in the size or crest height of the Sizewell-Dunwich Bank, an increase in the size of the 'saddle' between the high crestal areas towards the two ends of the Bank, a significant increase in sea level (> 0.5 m), or a significant increase in the frequency, strength and duration of northerly and northeasterly winds."</i> TR139, Edition 2: A Consideration of "Extreme Events" at Sizewell, Suffolk, With Particular Reference to Coastal Morphological Change and Extreme Water Levels, Page 3. Cefas's BEEMS technical report TR500 states that, should Dunwich bank remain the same, then it: <i>"...would therefore be expected to continue to provide protection from high-energy storm waves across the majority of the GSB."</i> [GSB = Greater Sizewell Bay] BEEMS Technical Report TR500 Sizewell-Dunwich Bank Morphology and Variability, Page 11 <i>".. a reduction in the size of this feature...[would reduce its effect in attenuating waves thereby increasing] the magnitude of extreme events on the shoreline and increase the risk of erosion".</i> Mott Mac., op. cit., page 57. BEEMS report TR058, confirms that sea level rise will also compromises the wave attenuation properties of the banks: <i>"In a scenario of rising sea level combined with a reducing volume and/or sediment supply at the bank, the resultant increase in water depth over the bank crest (i.e., sea level rising and/or bank elevation lowering) will have a more significant effect on inshore wave climate and shoreline response."</i> BEEMS Technical Report Series 2009 no. 058, Sizewell: Morphology of coastal sandbanks and impact to adjacent shorelines. Page 46. <i>"...the Dunwich Bank has no inherited stabilising hard geology (i.e., no headland or underpinning crag). [The Sizewell bank has a headland but also limited crag]."</i>

ExQ1	Question to:	Question:
		DCO: Geomorphology Appendix 20A, op cit., Page 135 of 167 <i>"If the lowering and reduction in Dunwich Banks northern extent continued, the extent of shoreline exposed to higher wave energy from the northeast sector would be expected to expand to the south accordingly." [i.e. affect Sizewell C].</i> BEEMS, Cefas Technical Report TR500 Sizewell-Dunwich Bank Morphology and Variability, Page 59. The current limit to the protection of the Sizewell-Dunwich banks northward of the Sizewell A and B stations is noted below. Sizewell C, as well as being built further seaward, will be facing this northerly low-lying flood land (Sizewell A and B being slightly better protected): <i>"...the area north of Sizewell Power Station is still experiencing periodic storm erosion. This may be related to changes in the nearshore and offshore morphology, including the development of a gap between the crests of the Sizewell and Dunwich Banks through which waves are able to penetrate".</i> Op cit., PYE, K. and BLOTT, page 464. <u>Response 3</u> EDF is making an unsupportable assumption to sediment transport – in the DCO and above EDF claims: The Easton-Benacre cliffs are <i>"likely to remain unprotected"</i> and therefore <i>"cliff exposure will rise with rising sea levels. The likely consequence is a rise in, or maintenance of, sediment supply [to Sizewell and] will slow rates of shoreline retreat and potentially increase accretion rates where it occurs, and over a long period of time it could counter shoreline retreat."</i> BEEMS TR311 2.4.3.1. DCO: Geomorphology Appendix 20A, op cit., Page 52 of 167 The effect of sea level rise on Easton-Benacre cliff erosion will not only apparently protect the Sizewell shoreline but <i>"will result in slow growth of the Sizewell – Dunwich Bank. A growing bank that keeps pace with sea level rise will deliver similar patterns of inshore waves and shoreline change to those presently experienced."</i> BEEMS TR311 2.4.3.1. DCO: Geomorphology Appendix 20A, op cit., Page 135 of 167

ExQ1	Question to:	Question:
		These suppositions of the benefit of sea level rise resulting in the convenient relocation of sediment supply from Easton-Benacre cliffs to the Sizewell shoreline and the Dunwich bank are, in my opinion, unsupportable. Any assumption that eroded sediment will settle in pre-determined places, or even anywhere onshore, has little or no validity: EDF states in BEEMS TR223 obtained under FoI, for instance: • <i>"The last 2 to 3 decades of strong erosion at Dunwich were not, however, matched by ongoing accretion in the south."</i> BEEMS TR223 Table 12, shows a net erosion of the shoreline at Sizewell C foreshore since 1993. BEEMS TR223 Shoreline variability and accretion / erosion trends in Sizewell Bay Edition 3: Updated with 2011 – 2018 data. Page 119. See also Table 12 on Page 115. <u>Response 4</u> I consider the nearshore longshore bars to be geomorphologically insignificant minor shoreline features that lack the qualities for serious consideration as receptors providing long term stability and wave attenuation to the Sizewell coastline. I am supported in this by the following statement from EDF itself, as stated earlier: <i>"The inner and outer longshore bars are smaller and shallower and are consequently relatively mobile features that would change their positions relatively quickly..."</i> DCO: Coastal Geomorphology and Hydrodynamics Appendix 20A. op. cit., P.135 Refer to REP3-119 for document entitled 'Sizewell C – Coastal morphology, climate change and the effectiveness of EDF's Flood Risk and Shoreline Change assessments.'
	Response by Stop Sizewell C at Deadline 3	The spatial extent of the area of interest for the timescale involved (to the end of decommissioning and beyond) must surely be larger than the Greater Sizewell Bay. How, for example, did the Sizewell coast prograde for almost a century after 1826 without additional sediment input from outside the delineated cell? We also reject the simple assumption that increased erosion will lead to an increased sediment supply to the beach - historically, sediment has accumulated on the banks. The maintenance of the sea defences at Sizewell C will likely create a headland that would not otherwise persist - this will certainly have an impact on shoreline planform into the future.

ExQ1	Question to:	Question:
	Response by SZC Co at Deadline 5	The CPMMP (Doc Ref. 6.14(A)) addresses impacts from Sizewell C to the environment, and not the reverse, hence it is tailored to the scale of outward impacts, not the external forcing. It is an adaptive plan and will remain a live document throughout the operational and decommissioning period, allowing for the recognition of possible expansion or contraction of effects due to the localised impacts over time.
CG.1.16	The Applicant	Impacts on coastal processes The Alde and Ore Association [RR-1206] expresses concern that the ES fails to justify the assertion that the Great Sizewell Bay is a self-contained unit and changes there will have no impact on the longshore coastal evolution which has resulting in the uniquely long shingle spit of Orfordness, which itself created the Alde and Ore Estuary. Likewise, Walberswick Parish Council [RR-1257] submits that EDF have not justified the assertion that coastal effects to the south will not extend beyond the coralline crag to the north of Thorpeness. Given the scope of the ES assessment how can the ExA be satisfied that the proposed change at Sizewell would not adversely these natural processes further to the south?
	Response by SZC Co at Deadline 2	<u>The Greater Sizewell Bay and why geomorphic impacts are local to Sizewell and do not reach as far as, or beyond, Thorpeness.</u> There is no evidence to support detectable geomorphic impacts of Sizewell C at, or beyond, Thorpeness. There are two primary reasons for this: • the impacts to geomorphic receptors have very small extents and no sediment would be removed from the system, which means that the activities can only cause a localised disturbance. • The net sediment transport rates are very low, which means that if an impact were able to persist and migrate (very unlikely) it would travel slowly and could be mitigated. The following provides additional background: 1. Sizewell C's marine structures and activities are transmissive to sediment transport, meaning that they would not create a downstream deficit of sediment and would only cause small, localised disturbances since: a. BLF piles would be slender, circular and well-spaced (i.e. very transmissive). b. Nearshore outfalls are small and located seaward of the main transport corridor for sand (longshore bars).

ExQ1	Question to:	Question:
		c. Plough and/or injection dredging methods to be used in the nearshore move sand short distances, retaining it within the system (i.e. no sediment losses) On the sub-aerial beach (above low tide), the SCDF would be maintained to avoid HCDF exposure and the disruption to longshore transport that would result. The SCDF provides a large reservoir of shingle (primarily pebble sized with 4-64mm diameter) designed to release sediment into the coastal system and thereby avoid or minimise disruption to longshore shingle transport and the potential for downdrift beach erosion. Any sediment lost from the SCDF (during erosive storms) would be expected to deposit at Sizewell C and on adjacent beaches (immediately north and south of Sizewell C), potentially reducing erosion rates there. 2. Secondary (additional) mitigation methods would also be used, if necessary, i.e. beach recharge, recycling or bypassing (Section 7.5.1 Appendix 20A of Volume 2 of the ES [APP-312]) to maintain sediment supply across the Sizewell C frontage. 3. Net longshore transport is very slow along the Sizewell frontage, as shown by the Shoreline Management Plan², the scientific literature (Halcrow, 2001; Black and Veatch, 2005), sediment transport modelling and studies tracing beach pebbles during storms (Section 2.3.4 of Appendix 20A of Volume 2 of the ES [APP-312]). This means that any unmitigated geomorphic impacts at Sizewell C would spread slowly and would not be detectable far (10s – 100s of metres) from the impact source because no sediment is removed from the system. For example, scour around Sizewell C marine structures has extents of < 10 m around nearshore structures and < 20 m at the offshore intakes and outfalls (Sections 4.2.2.1.1, 4.3.2.1 and 4.4.2 of Appendix 20A of Volume 2 of the ES [APP-312]). 4. Thorpeness is beyond the southern end of the sediment cell; there is limited transport southward across the ness. This is evidenced by the Shoreline Management Plan³, longshore transport modelling and measurements of pebble movement during storms (Section 2.3.4 of Appendix 20A of Volume 2 of the ES [APP-312]).

² SCDC (2010) First Review of Shoreline Management Plan Sub cell 3c. Available at:
<http://www.suffolksmp2.org.uk/publicdocuments/finalsmp2/Section%201%20-%20Introduction.pdf>

³ SCDC (2010) First Review of Shoreline Management Plan Sub cell 3c. Available at:
<http://www.suffolksmp2.org.uk/publicdocuments/finalsmp2/Section%201%20-%20Introduction.pdf>

ExQ1	Question to:	Question:
		5. Sandy sediments move primarily along the subtidal longshore bars, more quickly than the shingle is transported along the beach, because it is smaller (more easily moved) and continuously exposed to wave and tidal currents. The southerly net sand transport is disrupted at the subtidal Coralline Crag ridges extending to the NE of Thorpeness. These erosion-resistant ridges have persisted in the same position since the earliest bathymetric surveys (1868). Several forms of evidence (numerical modelling, bedform analysis and sediment trends) show that the ridges funnel sand offshore and onto the Sizewell – Dunwich Bank, and not (to any large degree) around the ness (Section 2.3.1 of Appendix 20A of Volume 2 of the ES [APP-312]). Hence it also marks the boundary of the sediment cells in terms of sand. In summary, there is no pathway for Sizewell C geomorphic impacts to reach Thorpeness during the construction phase or whilst the SCDF is maintained during the operation and decommissioning phases. Furthermore, as a result of the SCDF, the Sizewell C development would add sediment to the coastal system and not remove it, thereby avoiding down-drift impacts to sediment supply.
	Response by Stop Sizewell C at Deadline 3	It cannot be said that “geomorphic impacts at Sizewell C would spread slowly and would not be detectable far (10s – 100s of metres) from the impact source”. There is no evidence to support this; on the contrary, studies elsewhere demonstrate the 10-100 km range of impacts alongshore from the original perturbation. Thorpeness as a cell boundary is most likely “leaky” in that sediment can enter and leave the system. It is not a fixed boundary. Future geomorphic change will also alter its effectiveness as a cell boundary.
	Response by SZC Co at Deadline 5	The geographical extent of potential impacts from Sizewell C on adjacent shores and further afield, and the manifestation of those potential impacts, was discussed in ISH6. Please refer to the SZC Co.’s Written Summaries of Oral Submissions made at ISH6: Coastal Geomorphology (14 July 2021) (Doc Ref. 9.46).
CG.1.18	The Applicant	Impacts on coastal processes East Suffolk Internal Drainage Board [RR-0345] expresses concern that the identified changes to long-term sediment flow off the Coast because of the HCDF would be likely to lead to accretion to the north of the development. (i) Please comment as regards the potential impact that this could cause to future discharge to the sea from the gravitational drainage system at Minsmere;

ExQ1	Question to:	Question:
		(ii) Please summarise the mitigation proposed and comment on whether this matter has been sufficiently considered.
	Response by SZC Co. at Deadline 2	(i) The East Suffolk Internal Drainage Board indicate concerns regarding accretion at the Minsmere Sluice, which is approximately 1.6 km north of Sizewell C. The potential accretion (or a reduction in erosion rates) on the southern Minsmere frontage (within a few hundred metres of Sizewell C) arising from deposition SCDF sediments would not extend to the sluice. Therefore, it would not affect the sluice's ability to discharge, for the following reasons: (a) SCDF beach shingle (proposed mitigation) would, in net terms, drift slowly to the south, not to the north. Some shingle may accumulate immediately to the north of Sizewell C, but not as far as the sluice (longshore transport calculations and tracer studies indicate that detectable volumes of SCDF shingle are not likely to be encountered more than a few hundred metres north of Sizewell C). Therefore, there would be no impact at the Minsmere Sluice outfall. (b) Any SCDF sediments that are transported north of Sizewell C would most likely be deposited and retained in areas where the shoreline has already receded to a more westerly position than the SCDF (tens to a few hundred metres north of Sizewell C). This would tend to trap shingle and prevent further northward transport for as long as the more westerly shoreline position persisted. (c) The sluice's outfall pipe will continue to disrupt natural shingle transport for as long as it is present, which can be seen as an alternating accumulation of sediment on either side of the sluice determined by storm direction. Sizewell C's activities will have no bearing on that process. ii) n/a (see response to CG.1.18 (i) above).
	Response by East Suffolk Internal Drainage Board at Deadline 3	ESIDB acknowledges and accepts the applicant's explanation.
	Response by Stop Sizewell C at Deadline 3	The timescale of these measurements is insufficient to conclude that "there would be no impact at the Minsmere Sluice outfall"

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	No further comment from SZC Co.
CG.1.19	The Applicant	Impacts on coastal processes National Trust [RR-0877] in relation to coastal geomorphology and long-term change, expresses concern that there are potential/possible impacts of the proposal on their site during the lifetime of the development that have not been fully explored as part of a holistic and integrated assessment. The Trust submits that the Applicant should be required to define and monitor this change for the lifetime of the development and to include the north of the application site, specifically Dunwich Heath and Beach. (iii) Please respond to the specific concerns of National Trust on this topic; Please explain further and set out the proposals for mitigation/compensation for adverse impacts resulting from the project upon Dunwich Heath and Beach that might arise through coastal change.
	Response by SZC Co. at Deadline 2	The National Trust's specific concerns are addressed below: <u>Potential impacts of the proposal on Dunwich Heath and Beach.</u> The Applicant has taken a holistic and integrated approach to assessing the potential implications of the proposal on the coastal geomorphology extending over the lifetime of the development. This has involved state of the art modelling of coastal hydrodynamics and sediment transport, collection and interpretation of fine-scale coastal monitoring over many decades to derive an environmental baseline addressing the drivers of change in the short and long-term (Volume 2, Appendix 20A of the ES [APP-312]), and impact assessment of each element of the development using the same tools (Volume 2, Chapter 20 of the ES [APP-311]), covering the Zone of Influence (ZoI) defined as the Greater Sizewell Bay, including Dunwich Heath and Beach, overseen at all stages by a wide ranging Marine Technical Forum (including representatives from Marine Management Organisation, Environment Agency, Natural England & East Suffolk Council) and with the cooperation of expert panels from multiple organisations. The conclusions from the evidence gathered demonstrate that the impacts of the proposed development do not extend to Dunwich Heath and Beach. Furthermore, the evidence in Volume 2, Appendix 20A of the ES [APP-312] demonstrated that there was no known pathway for impacts from the proposed development to interact with or affect cliff processes at Dunwich.

ExQ1	Question to:	Question:
		<u>Impacts at Dunwich</u> The ZoI is limited to the extent over which any aspect of the development can have a direct and measurable impact on coastal geomorphology (Section 3.1 of Volume 2, Chapter 20 of the ES [APP-311], Section 3.1). Furthermore, as outlined in the responses to CG1.14, CG.1.16 and Section 4 of Volume 2, Chapter 20 of the ES [APP-311], there is no link between natural geomorphic changes observed at Sizewell C and those observed to the north of Minsmere sluice outfall - the patterns of behaviour at each location are not correlated. The changes on one stretch of coastline therefore do not reflect, and cannot be predicted from, the other section. <u>Extreme events</u> The geomorphology assessments typically consider events with a return interval for peak wave height of 1:20 years, as these events are rare, severe and likely to occur a few times during the station's life. This is because larger, more infrequent events interact with the Sizewell-Dunwich Bank and produce similar inshore wave heights – the bank is effectively a cap on inshore energy for very extreme conditions. It is worth noting that the UKCP18 predictions for the Sizewell area show a similar or decreasing wave climate. Extreme conditions (1:1000 – 1:10,000 year return interval) events are considered in the Flood Risk Assessment [AS-018, AS-157]. Such events would cause natural widespread damage to the Minsmere shingle ridge and severe erosion of the region's cliffs, including the Dunwich Cliffs. Under such conditions, the SCDF would release large quantities of sediment, some of which would be transported to adjacent foreshores, where they would reduce natural erosion rates. However, as stated above, there is no mechanism for impacts originating at Sizewell C to affect erosion at the Dunwich Cliffs. <u>Uncertainty</u> The National Trust's Relevant Representation refers to non-specific '<i>uncertainty about the assumptions supporting the baseline assessment of large scale/long term/accelerated coastal change</i>'. However, the assumptions were themselves based on extensive assessment of the long-term uncertainties in relevant environmental processes. Factors considered included – beach volume changes, potential for breaching of the Minsmere barrier (based on existing sediment volumes), changes to longshore transport rates, changes to sediment supply (regional-scale changes in the amounts of sand derived from natural cliff erosion elsewhere, including Minsmere cliffs, Dunwich, Walberswick, and potentially areas to the south of Sizewell), changes in future storm surge climatology,

ExQ1	Question to:	Question:
		changes to the inshore wave climate (due to changes in the Sizewell bank), and sensitivity to the rate of sea level rise. The assessment of uncertainty in each parameter, (assuming the 'worst case' changes in each according to present available evidence) indicated with a high degree of certainty that the HCDF could be exposed by shoreline change in the period between 2053-2087 (assuming the SCDF is not maintained). This assessment therefore prompted the design of mitigation, in the form of the SCDF, to counter the worst-case outcome. Furthermore, SZC Co. has committed to maintaining the SCDF over the station life in order to avoid exposure of the HCDF. The uncertainty assessment also determined that confidence in future projections rapidly declines beyond the same timescale (2053-2087), because each factor becomes too unpredictable. Section 7.7.1 and Table 27 of APP-312 discuss this 'post-mitigation' future uncertainty and present plausible long-term scenarios. The most significant feature of long-term change is likely to be loss of the Minsmere sluice outfall – this, rather than Sizewell C, is likely to be the major factor in long-term change at both Sizewell and Dunwich. (ii) There are no plans for mitigation or compensation which are specific to Dunwich Heath and Beach from Sizewell C as no plausible impact on them has been identified.
	Response by Stop Sizewell C at Deadline 3	The fact that "The changes on one stretch of coastline ... do not reflect, and cannot be predicted from, the other section" does NOT mean they are unrelated.
	Response by SZC Co. at Deadline 5	The Applicant has used the "source-pathway-receptor" approach. The ZoI is limited to the extent over which any aspect of the development can have a direct and measurable impact on coastal geomorphology.
CG.1.20	The Applicant	Impacts on coastal processes Stop Sizewell C (Theberton & Eastbridge Action Group) [RR-1162] sets out its various concerns in relation to the effect of the Sizewell C Project on coastal processes and flood risk. Please respond specifically to the concerns raised including the current absence of a submitted plan for the HCDF structure; the MMP; and the assertion that coastal effects to the south will not extend beyond the coralline crag to the north of Thorpeness.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	<u>HCDF Design</u> At the time of the DCO submission the detailed design of the HCDF was not available; only the basic design was available. This is not unusual and does not prevent the assessment of either its role in flood protection or its potential impacts on the environment because the key parameters that define those assessments <i>are</i> known. The design of the HCDF has continued and been refined (for example Change 9 in Volume 1, Chapter 2 of the ES Addendum [AS-181]). A document providing the illustrative detailed design, including plans and drawings, has been submitted at Deadline 2 (Sizewell C Coastal Defences Design Report (Doc Ref. 9.13)). <u>MMP</u> The latest draft of the Coastal Processes MMP (Volume 3, Appendix 2.15.A of the ES Addendum [AS-237]) was submitted at the Application Change Request in January 2021 and is available for review by all interested parties. The final version must be approved by ESC and MMO prior to works commencing. Details of the Marine Technical Forum are provided in the draft Deed of Obligation (Doc Ref. 8.17(C)). <u>Coastal effects to the south</u> Coastal effects to the south will not extend beyond the coralline crag to the north of Thorpeness. Refer to CG.1.14(i) and CG.1.16.
	Response by Stop Sizewell C at Deadline 3	See above CG.1.19 - it cannot be stated with certainty that there will be no impact south of Thorpeness.
	Response by SZC Co. at Deadline 5	The geographical extent of potential impacts from Sizewell C on adjacent shores, including potential impacts as far as Thorpeness, was discussed in ISH6. Please refer to the SZC Co.'s Written Summaries of Oral Submissions made at ISH6: Coastal Geomorphology (14 July 2021) (Doc Ref. 9.46).
CG.1.21	The Applicant	Impacts on coastal processes Suffolk Coast Acting for Resilience [RR-1171] raise the issue of coastal erosion outside the narrow Sizewell Bay and the assumption that nothing will change south of the Great Sizewell Bay. Please respond specifically to the concerns raised in respect of:

ExQ1	Question to:	Question:
		(i) the availability of long-term funds for coastal defence works, including for Aldeburgh to at least Shingle Street. (ii) Whether the latest information on climate change, sea level rise and coastal evolution has been taken into account and, if not, why not and how that affects the soundness of any assessments.
	Response by SZC Co. at Deadline 3	(i) Monitoring and mitigation is not required for Aldeburgh to Shingle Street because the evidence shows there is no pathway to impact at these locations (see responses to CG.1.14 (i) and CG.1.16). Coastal erosion beyond Sizewell Bay is a regional scale process driven by large-scale geophysical, hydrodynamic and climatic forcing. The processes affected by Sizewell C are shown to be small scale and local as detailed in responses to CG.1.14 and CG.1.16. Therefore, funding is not required for the works suggested. However, in the broader sense, the cost of complying with the Coastal Processes MMP [AS-237] will depend on the results of monitoring. SZC Co. is committed through the DCO and DML to implement the measures identified in in the CPMMP and has included that in the evolving project cost estimate. The MMP will remain in force throughout the construction and operation of Sizewell C. (ii) The latest climate change estimates for coastal change have been used in assessments (UKCP18; APP-312, Section 2.4). Predictions for climate-related storm, wind, and wave changes applied in APP-312 are up to date and based on UKCP18. Work regarding the associated uncertainty is addressed in the response to CG.1.19 (i). The future shoreline assessment described in CG.1.19 (i) considered the possible timescales for accelerated change because, for example, the response of the shoreline to sea level rise is not a direct and predictable retreat⁴. Variation in rates of climate change result in changes to the timing, but not the nature, of required HCDF mitigation. The underlying processes of coastal change requiring mitigation (to maintain a sediment transport pathway across the Sizewell C frontage) also remain the same, and are addressed in the Coastal Processes MMP [AS-237].

⁴ J. A. G. Cooper, G. Masselink, G. Coco, A. D. Short, B. Castelle, K. Rogers, E. Anthony, A. N. Green, J. T. Kelley, O. H. Pilkey & D. W. T. Jackson (2020) Sandy beaches can survive sea-level rise. [Nature Climate Change](#) volume 10, pages 993–995

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 3	ESC has a similar concern to SCAR i.e the Potential Impact and Baseline Monitoring zone should be increased to the south. However, we agree with the Applicant that there are currently no grounds to extend Monitoring and Mitigation to Aldeburgh. However, ESC do consider the monitoring zone to be insufficient and are discussing with the Applicant the possibility of a 'Precautionary' position to be taken until results confirm that there is no impact at Thorpeness.
	Response by SZC Co. at Deadline 5	The geographical extent of potential impacts from Sizewell C on adjacent shores and further afield, and the manifestation of those potential impacts, was discussed in ISH6. Please refer to the SZC Co.'s Written Summaries of Oral Submissions made at ISH6: Coastal Geomorphology (14 July 2021) (Doc Ref. 9.46). The Applicant welcomes ESC's position in relation to potential impacts at Aldeburgh.
CG.1.23	The Applicant	Impacts on coastal processes NE [RR-0478] makes specific comments on the Coastal Geomorphology and Hydrodynamics report within the application, and sets out additional information or evidence that it requires or which needs clarification including how the various beach measures would avoid an adverse effect and maintain condition of SAC foreshore annuals vegetation communities; the extent to which the measures would also reduce the risk to SAC/SPA habitats in Minsmere Valley behind the barrier beach; the impact of the coastal defence measures on the dune County Wildlife Site and how the loss of most of the site would be mitigated or offset within the footprint of the HCDF and SCDF; how the coast protection of the development site would enhance the wider coastal natural environment, including its form, function, and ability of coastal habitats to contribute to climate change resilience and nature recovery, as part of the Government's 25 Year Environment Plan. Please comment on the points raised by NE and provide the additional information/clarity sought.
	Response by SZC Co. at Deadline 2	This answer is presented in four parts to reflect the structure of the question: (i) Natural England (NE)'s [RR-0878] specific comments are: <i>"....but there is less explanation of how the various beach measures will avoid an adverse effect and maintain condition of SAC foreshore annuals vegetation communities. It is important this is clarified, particularly where future beach management measures might require manual intervention (for example, vehicle movements on the beach) which in turn</i>

ExQ1	Question to:	Question:
		<i>could adversely affect the feature by hindering colonising plants. This is important as manual beach management schemes elsewhere often involve lorry movements directly on beaches, which is disturbing to flora and fauna”.</i> Firstly, it is important to note that no part of the Sizewell C development will cause a direct adverse effect on the vegetated shingle – the only link from Sizewell C to shingle communities are natural coastal processes. Adverse effects will occur due to natural reduction in beach volumes already taking place. The annual vegetation communities are maintained by the natural beach volume and form; so, by supporting these (as agreed by NE) via natural processes, the measures (additional sediment supply to the southern Minsmere frontage from the SCDF) will support the potential re-establishment of those communities. The ‘various beach measures’ referred to by Natural England are those set out in paragraph 20.14.24 of Appendix 20A of Volume 2 of the ES [APP-312] (i.e. beach recycling, sediment bypassing and beach recharge). However, more importantly in regards to the issue raised by NE is that these measures, and the means by which they will be delivered, will be provided in the Coastal Processes MMP (Volume 3, Appendix 2.15.A of the ES Addendum [AS-237]. The latest draft of the Coastal Processes MMP was submitted at the Application Change Request in January 2021, although the detailed methodology for the various mitigation measures has yet to be confirmed. Before works can begin, the Coastal Processes MMP requires approval under DCO Requirement 7A and Marine Licence 17 (Doc Ref. 3.1(C)) and that approval process will require consultation with NE. SZC Co is working with NE (and other MTF members) to progress the Coastal Processes MMP, and will need to demonstrate that methods will not adversely affect the feature. Nonetheless, as noted in paragraph 20.14.25 of Appendix 20A of Volume 2 of the ES [APP-312], none of the possible mitigation approaches would involve direct placement of sediment on the supra-tidal beach within European sites. It is, therefore, reasonable at this time to assume that direct effects on qualifying features can be avoided and that approval of the Coastal Processes MMP can secure management and control measures necessary such that direct effects on the SAC that could negatively affect condition (e.g. through vehicle movements) are avoided. (ii) NE identifies a risk of future saltwater overtopping or breaching. The major factor in overtopping risk is increasing sea level (relative to the beach height) (see Section 2.1 of

ExQ1	Question to:	Question:
		Appendix 20A, Volume 2 of the ES [APP-312] wherein it is stated throughout that overtopping is likely to increase naturally in frequency north of Minsmere Sluice (and to become more likely south of the sluice). Reduction in the beach and shingle ridge height would have the same effect – but no element of the Sizewell C construction involves physically reducing the existing height of the beach (indeed it is proposed to increase the beach level along the SCDF). The SCDF is also likely to add volume to the adjacent beach, due to the localised longshore transport of shingle released from the SCDF during SE storms, increasing (but by no possible route reducing) the resistance of the adjacent shorelines to breaching. (iii) The area of the Sizewell Beaches CWS which will be lost to temporary landtake is 6.95ha, which represented by 18% of the total (38.83ha), so it is incorrect to characterise this as the loss of most of the site. However, the area within the order limits will be entirely removed during the establishment of the new defences with habitats re-established over the top of the defences once these are in place, as explained in the ES at paragraph 14.4.16 of Volume 2, Chapter 14 [AS-033], using similar approaches to those which were successfully used for the establishment of similar habitats on the Sizewell B frontage. The area of replacement vegetated beach habitats will be 5.09 ha of coastal sand dunes and 3.95 ha of coastal vegetated shingle (see Main Development Site Biodiversity Net Gain Report, as updated), which is marginally greater than the area of the CWS subject to landtake. Volume 2, Chapter 14 of the ES [AS-033] identifies a significant adverse effect associated with the impacts to the CWS because of the loss, albeit initially temporary, of 18% of habitat which is considered of national importance and the effect of habitat reinstatement in context with future sea level rise, which is likely to be more susceptible to erosion. Further information can be found in Preliminary Design and Maintenance Requirements for the Sizewell C Soft Coastal Defence Feature report (Doc Ref. 9.12). (iv) Firstly, the proposed development would prevent eventual exposure and entrainment into the coastal environment of the unnatural materials of the Bent Hills (which is made ground created when Sizewell B was constructed). Apart from that, the methods proposed would not directly alter any coastal process and changes in shoreline form would be driven by natural processes alone. Adding sediment to the shoreline (from the SCDF) increases resilience as climate change (sea level rise) is likely to increase shoreline recession. The potential benefit of the SCDF is to preserve the present shoreline form longer than would otherwise be the case, by supplying a greater volume of protective shingle material to the

ExQ1	Question to:	Question:
		shoreline and delaying the inevitable loss of the dunes at Minsmere south and subsequent increase in saline intrusion, potential breaching, and shoreline retreat. The SCDF provides a maintained supra-tidal reservoir of shingle designed to release sediment into the coastal system, prevent HCDF exposure, and thereby avoid or minimise disruption to longshore shingle transport and the potential downdrift beach erosion. It uses a "working with nature" approach where the release of sediment into the coastal system, and its distribution, are determined by natural coastal processes (erosion by waves). It would supply additional shingle to the Sizewell C frontage and the neighbouring coast (including the southern Minsmere frontage) during erosive storms. Erosion rates would also be reduced to the south of Sizewell C, across the Sizewell B frontage.
	Response by RSPB at Deadline 3	(i) As per our Written Representation, we do not agree that there is no risk to the vegetated shingle. We also have provided research papers in our Written Representations submitted at Deadline 2 that question and show that the vegetated shingle communities have not been lost, as is consistently repeated by the Applicant, so it is incorrect to assert that they will be potentially re-established. The Applicant's response and the Preliminary Design and Maintenance Requirements for SZC SCDF Report submitted at Deadline 2: section 9.12 does indicate its conclusion that the beach will be protected by provision of coarse grain shingle, but it is still not apparent how this will mimic natural processes in the absence of the proposed development and how it will interact with the supratidal shingle and sand. The research papers provided in our Written Representation and our comments on comments on the Preliminary Design and Maintenance Requirements for SZC SCDF Report submitted at D2 shown how dynamic this shoreline is and how the communities fluctuate. It is not clear why the stability that the Applicant's management practice will introduce will definitely benefit these dynamic communities. We remain concerned that the means by which this will be delivered through the Coastal Processes Monitoring and Mitigation will not be agreed until later in the process and we do not believe this is satisfactory for such an important element of the Application. As per our Written Representation we remain concerned of the potential of indirect effects (e.g. improved stability of the beach adversely affecting the dynamic environments of supratidal shingle that support the most valuable flora and invertebrate assemblages of

ExQ1	Question to:	Question:
		the protected sites. The monitoring programme seeks to monitor this, but we cannot see any evidence of a viable mitigation strategy should an impact be identified. In addition our view is that a higher level of detail is required in the DCO to secure monitoring and mitigation (should it be possible to mitigate) proposed and provide confidence to the ExA that methods to ensure the protection of the SAC are possible and secured. Currently we believe there is too much uncertainty with the current approach. (iii) Given that the order limits extend to the entire frontage of the proposed development site well below mean low water (MLW) and out to sea, we would welcome clarification of the intention to entirely remove the area within the Application order limits as proposed by the Applicant in their response to the ExA question. The retention of the beach is featured in much of the Application so we had assumed the entirety of the area would not be removed as part of the construction phases. We do not believe that the area proposed for replacement beach habitats can be restored and therefore question whether this can be guaranteed to contribute to the Biodiversity Net Gain contribution. We are also concerned at the huge reduction in total biodiversity unit value of sparsely vegetated coastal habitats (-94%) as detailed in our Written Representations, submitted at Deadline 2. Reference to the Preliminary Design and Maintenance Requirements for the Sizewell C Soft Coastal Defence Feature report (Doc Ref. 9.12). Section 2.1, page 14 says 'Over time, the erosion rates there may be lessened, supratidal shingle may accumulate and annual vegetated drift line species may colonise (as observed at Sizewell B). Section 2.2 page 16 states facilitating potential re-colonisation of the supratidal habitat within the county wildlife site.' Therefore, we believe that the further information does not provides the evidence required. Nor provides the clarification requested by the ExA as to how the various beach measures would avoid an adverse effect and maintain condition of the SAC, how measures would reduce the risk to SAC/SPA habitats in Minsmere Valley and how the loss of most of the site would be mitigated or offset within the footprint of the HCDF and SCDF.
	Response by SZC Co. at Deadline 5	The RSPB state that the 'stability' delivered by the Coastal Processes Monitoring and Mitigation Plan will adversely '<i>affecting the dynamic environments of supratidal shingle that support the most valuable flora and invertebrate assemblages of the protected sites.</i>' In relation to the habitats on the Sizewell C frontage, the RSPB overlooks the ongoing and

ExQ1	Question to:	Question:
		variable erosion of the soft coastal defence feature and the subsequent re-establishment works, all of the which will mimic natural processes and favour annual species which establish in response to periodic substrate disturbance in these habitats. The soft coastal defence feature will also protect the more consolidated shingle vegetation communities, which are landward of the supratidal shingle. The habitats will be monitored as defined in the TEMMP. The CPMMP (Doc Ref. 6.14(A)) approach will ensure there are no adverse effects on adjacent sites including the SAC (please also refer to the responses under CG.1.1). The RSPB state that the '<i>retention of the beach is featured in much of the Application so we had assumed the entirety of the area would not be removed as part of the construction phases</i>'. It is clear in the application that the approach to the coastal defences is one of removal and reinstatement of the surface layers and the vegetation. The RSPB has been present at a large number of meetings where this approach has been discussed, including discussions on the engineering design of the coastal defences, the CPMMP (Doc Ref. 6.14(A)) and the monitoring for re-establishment of the vegetation communities. In the next iteration of the SoCG we will include a list of meetings, including those at which the approach to the coastal defences have been discussed with the RSPB. The RSPB's points in respect of Biodiversity Net Gain are not supported by a full assessment which has been shared with either the applicant or the Examination. The applicant's assessment is provided in the SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) Response to RSPB and SWT on BNG (Doc Ref. 9.54).
CG.1.24	The Applicant	Impacts on coastal processes The Environmental Statement Addendum – Non-Technical Summary [AS-179], Section 2.3 k) considers coastal geomorphology and hydrodynamics explains that the updated assessment considered the effects associated with the construction and operation of the enhanced permanent breach landing facility, the new temporary beach landing facility, the temporary discharge outfall and the change to the sea defence design and concludes that with mitigation in place all effects on coastal processes associated with the changes are

ExQ1	Question to:	Question:
		assessed as not significant. (i) Please identify any specific mitigation and/or changes to the Coastal Processes and Monitoring and Mitigation Plan that have been required as a result of these changes. (ii) In relation to the assessed new significant benefit associated with the changes, please explain in detail the basis for that conclusion.
	Response by SZC Co. at Deadline 2	(i) Although no significant adverse effects were identified by the assessments presented in Volume 1, Chapter 2 of the ES Addendum [AS-181], paragraphs 2.15.85 – 2.15.87 do identify a precautionary mitigation option for the barge grounding pocket during the operational phase, which would be needed for 3 – 4 weeks every 5 – 10 years. This arises because the design change to a longer permanent BLF requires a grounding pocket that would extend further into the outer longshore bar. Paragraph 2.15.87 proposes mitigation to manually infill the grounding pocket if it has not infilled naturally moving into the winter season. This action may not be needed, if the bar is further offshore (i.e. the grounding pocket makes a smaller incision into the bar) or if the activity occurs earlier in the summer – both allow natural infilling to restore the bed levels. The next version of the Coastal Processes MMP to be submitted to the ExA at Deadline 4 will be updated to include a trigger for precautionary grounding pocket mitigation if natural infilling is identified to be insufficient ahead of the winter season. Since the pocket is generated by plough dredge, if conditions have not promoted natural infilling, the mitigation would largely consist of moving dredged sediments back into the pocket. ii) The significant benefit referred to is associated with changes to the soft coastal sea defence design, in particular the supply of a large volume of additional sediment to the coast from the SCDF over the 85 year operation and decommissioning phases (Volume 1, Chapter 2 of the ES Addendum [AS-181] Section 2.3k). Provision of the SCDF sediment into the coastal system would reduce erosion rates at the high value Sizewell C, Sizewell B and south Minsmere frontages (as described in CG.1.23 (iv)). On the south Minsmere frontage (up to a few hundred metres north of Sizewell C), natural transport and deposition of SCDF sediments would increase beach volume and thereby slow the rate of retreat of the shingle barrier, preventing or reducing overtopping, and seawater ingress to the Minsmere south levels. The increased volume may evolve into supra-tidal deposits and lead to re-establishment of the annual vegetated drift lines habitat, which was destroyed

ExQ1	Question to:	Question:
		by natural coastal erosion in 2010-2011 (Volume 2, Appendix 20A of the ES [APP-312]).
	Response by RSPB at Deadline 3	As per our Written Representation and associated Deadline 3 submission on Preliminary Design and Maintenance Requirements for SZC SCDF the assertion that annual vegetated drift lines habitat can be re-established is questionable as it has been present since 2011 and, as per our comments on the Preliminary Design and Maintenance Requirements for SZC SCDF report we have concerns over the likelihood of the evolution of supra-tidal deposits capable of supporting this vegetation assemblage.
	Response by SZC Co. at Deadline 5	No further comment from SZC Co. required beyond that provided above under CG.1.23.
CG.1.25	The Applicant, MMO	Impacts on coastal processes The draft Coastal Processes Monitoring and Mitigation Plan [AS-237] Table 1, summarises the SZC components that are considered to require coastal geomorphology monitoring, along with the proposed method and rationale. (i) Please indicate whether any other components should be monitored? (ii) Please provide further justification for an explanation of the frequency and spatial extent of the monitoring proposed in this table for the relevant components.
	Response by SZC Co. at Deadline 2	(i) Monitoring during the development's lifetime is proposed in the Coastal Processes MMP [AS-237] as noted by the ExA. The MMP is comprehensive and employs a suite of state of the art and applied monitoring techniques and methodology. Furthermore, the monitoring programme is designed to be flexible and adaptive and can be extended (both in terms of spatial extent and duration) if impacts are observed to grow beyond the monitoring zone, as stated in the response to CG.1.3. All appropriate marine Sizewell C components are monitored for impacts to coastal geomorphology receptors over the lifetime of the development, as set out in the Coastal Processes MMP (see response to CG.1.19). The MMO has previously mentioned a potential need to monitor for changes in sediment size in dredged nearshore areas. SZC Co. considers that this is unnecessary for the following reasons:

ExQ1	Question to:	Question:
		• Coarsening of the substrate is not likely as the sediments are all sand-sized. • Given the particle size range, any coarsening to the substrate that did occur would be very subtle and difficult to detect from natural background variability. As the dredged areas would be very small and changes in sediment size would very subtle, the effects on geomorphology would be difficult to detect both at and beyond the dredging site. (ii) Please refer to CG.1.3 (i) for justification of the extent and scale of proposed monitoring and the rationale for adopting an adaptive monitoring cycle. The frequency of monitoring varies for each component – see Sections 3.3, 4.3 & 5.3 of Volume 3, Appendix 2.15.A of the ES Addendum [AS-237] – and has been determined considering the impact magnitude and effect, as well as the expected evolution with time of the feature and the impact (rate of change and whether an equilibrium impact is reached). (1) <u>Equilibrium impacts</u>. Some impacts will reach a dynamic equilibrium within a few months and not require ongoing targeted monitoring, such as scour around structures. The approach follows a standard pre- and post-construction survey schedule, with additional post-construction surveys according to the potential for natural changes in geomorphology (e.g. nearshore outfalls just seaward of the outer bar). Background monitoring is also used throughout the operation and decommissioning phases. Allowance will also be made for the possibility of modifications to sampling design or survey frequency in response to unanticipated manmade or natural influences as part of an adapted monitoring programme. (2) <u>Monitoring frequency for SCDF mitigation</u>. This monitoring will be based on continuous sampling remote sensing data and scheduled field surveys (see Section 6.2 of Volume 3, Appendix 2.15.A of the ES Addendum) [AS-237]), which can typically provide reliable results on a weekly timescale. This is required as storms may arrive at high frequency and so a rapid mitigation response will be needed to maintain the standard of protection. A conservative early warning trigger will be set for remote sensing data that, if triggered, would result in an ad hoc confirmatory field survey for verification. If the volumetric trigger for mitigation has been met, mitigation (most likely beach recharge) would be applied.

ExQ1	Question to:	Question:
		All nearshore components will also be covered by continuous sampling remote sensing methods.
	Response by the MMO at Deadline 2	The MMO notes that this question is for the Applicant. However, the MMO provides the following comments: (i) it has been agreed that bed sediment size monitoring is not needed in relation to coastal processes. The question related to the risk of change to bed substrate type for ecological receptors which should be considered elsewhere. (ii) The proposed monitoring strategy is, in general, appropriate as a basis for developing detailed plans in due course. We do however recommend additional Multibeam echosounder (MBES) surveys in the area around the permanent BLF dredged area following the completion of the dredge (It is recommended that additional multi beam surveying is undertaken in the 6 month period following the first establishment of the BLF dredged area to a) confirm the low sedimentation rate in the dredged area and b) confirm the early response of the outer longshore bar to the dredged area. The findings of these surveys will address the uncertainties and allow a better definition of future maintenance dredging requirement). This is recommended to cover the risk of underprediction of infill rates in the dredged area and the potential for effect on the outer longshore bar. Please see the SOCG for our updated comments on the Coastal Processes Monitoring and Mitigation Plan. We would like to further highlight the Environment Agency, Natural England and East Suffolk Council as interested parties on the Coastal Processes Monitoring and Mitigation Plan.
	Response by SZC Co. at Deadline 3	SZC Co notes the MMO's position relating to monitoring of the nearshore bars and will discuss this further with the MMO (and MTF) in consultation of the Coastal Processes MMP.
	Response by RSPB at Deadline 3	The crucial issue (that the Applicant does acknowledges) for us is that the CPMMP may have to be extended but there is only reference to monitoring requirements and not mitigation. As mentioned above as far as we can see there does not appear to be a viable mitigation strategy for the SAC interest north of the Application site despite acknowledging in response to CG1.24 'On the south Minsmere frontage (up to a few hundred metres north of Sizewell C), natural transport and deposition of SCDF sediments

ExQ1	Question to:	Question:
		would increase beach volume and thereby slow the rate of retreat of the shingle barrier, preventing or reducing overtopping, and seawater ingress to the Minsmere south levels.' The Applicant appears not to have demonstrated that by increasing beach volumes with coarser grain material in the SCDF this will benefit the SAC feature and what they will do to address this if monitoring shows it not to be the case
	Response by SZC Co. at Deadline 5	Please refer to the answer at CG.1.1 regarding mitigation of impacts on the Minsmere SAC.
Chapter 11 - CA.1. Compulsory acquisition		
CA.1.3	The Applicant	The scope and purpose of the Compulsory Acquisition Powers sought The SoR [APP-062], paragraph 5.5.8, states that Article 25 would authorise SZC Co. to enter onto any land within the Order Limits or which may be affected by the authorised development (whether or not that land is within the Order Limits) to undertake various survey and investigative works, including trial holes. Article 25(2) provides for a 14 day notice period to be given to the owner/occupier of the land. Please provide justification for a 14 day notice period and consider whether this is unreasonably short and should be extended to 28 days?
	Response by SZC Co. at Deadline 2	Article 25 authorises the Undertaker to enter onto any land within the Order limits or which may be affected by the authorised development to undertake various survey and investigative works. Except in cases of emergency, the Undertaker must give no less than 14 days' notice of its intention to exercise its powers under this article. The 14-day period is intended to strike an appropriate balance between giving the owner/occupier a reasonable degree of advance notice of entry on the one hand, and the need to ensure that necessary surveys and investigations are carried out as soon as reasonably practicable on the other. That latter consideration is not simply a matter of avoiding unnecessary delay to the works overall, importantly it also affects the speed with which steps are taken to address the impacts that arise from the authorised development, insofar as these are ascertained using the Article 25 powers. The avoidance of undue delay in both respects is a significant public interest consideration, helping to ensure prompt action is taken where possible to address adverse environmental effects as and when they occur.

ExQ1	Question to:	Question:
		There is a parallel with the equivalent notice period under Article 24 (Protective works to buildings). Article 24(3) provides the Undertaker with a right to enter and survey a building for the purpose of determining how the functions under Article 24 are to be exercised. Before exercising that right, Article 24(5) requires the Undertaker to give not less than 14 days' notice (save in an emergency). The 14-day notice periods in each case are the same as those provided for in the Southampton to London Pipeline DCO⁵ (Articles 19 and 20), the Riverside Energy Park DCO⁶ (Articles 19 and 20), the Silvertown Tunnel DCO⁷ (Articles 15 and 16), the Thames Tideway Tunnel DCO⁸ and the Wylfa dDCO⁹ as amended by the ExA (Articles 23 and 24). SZC Co. is not aware of any relevant circumstances that would justify a longer notice period in this case, or would mean that the notice period considered appropriate in those other cases ought to be regarded as unreasonably short here. Nor is SZC Co. aware of any particular circumstances in this case that would justify doubling the notice period to 28 days.
	Response by East Suffolk Council at Deadline 3	ESC maintains its previous position that 28 days is a more appropriate timeframe.
	Response by SZC Co. at Deadline 5	No further comment.
CA.1.25	The Applicant	Whether adequate funding is likely to be available In the light of the CA Guidance, paragraph 18, what evidence is there to demonstrate that adequate funding is likely to be available to enable the compulsory acquisition within the statutory period following any DCO being made?

⁵ Southampton to London Pipeline Development Consent Order (SI 2020 No. 1099)

⁶ Riverside Energy Park Order (SI 2020 No. 419)

⁷ The Silvertown Tunnel Order 2018 (SI 2018 No. 574)

⁸ Thames Water Utilities Limited (Thames Tideway Tunnel) Order (SI 2014 No. 2384)

⁹ Examining Authority's Report of Findings and Conclusions for the Wylfa Newydd Nuclear Power Station dated 23 July 2019. Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010007/EN010007-003948-Recommendation%20Report%20-%20English.pdf>

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	As explained in further detail in the response to Question CA.1.26 below, sufficient information has been provided through the Funding Statement [APP-066], Funding Statement Addendum [AS-011], Second Funding Statement Addendum [AS-150] and the further information provided through these responses to the Examining Authority's questions to demonstrate that adequate funding is likely to be available within the statutory period following any DCO being made. For details of the evidence relied upon by SZC Co., please see the responses to Questions CA.1.24, CA.1.27 and CA.1.32 in this chapter in particular regarding: • The Government's confirmation of the importance of new nuclear plant for the UK's future energy strategy (for example in the Ten Point Plan and Energy White Paper) • The status of Sizewell C relative to potential alternative UK new nuclear projects: Sizewell C is further progressed than other 'large' new nuclear projects; benefits from being a follow on project (to Hinkley Point C); future new technologies (such as Small Modular Reactors and Advanced Modular Reactors) will not be ready to start construction until a number of years after Sizewell C has started construction. Sizewell C is therefore well placed to help meet the Government's objective to bring forward new nuclear projects • The good progress that has been made in the ongoing discussions with the Government on the development of a RAB funding model and the positive engagement that continues to be had with third party investors to secure the financing required for the project The proven ability of RAB funding models to attract financing for large infrastructure projects in other sectors (energy networks, water networks, airports, telecoms etc – please see the response to CA. 1.37 for more details)
	Response by Stop Sizewell C at Deadline 3	CA.1.25 talks of "good progress that has been made" but there is no evidence to support this definition of progress as "good". On 23 June EDF CEO Simone Rossi said to Reuters' Global Energy Transition conference, that the legislation underpinning the new financing scheme was needed this autumn. "I would say this is an essential prerequisite for the project to be enabled because the project needs to be timely delivered and this legislation is now really, really essential." Asked if his company had a Plan B in the event the government did not advance with the legislation, he said: "We do not really. I have to say that would be for the UK government to consider."

ExQ1	Question to:	Question:
		https://www.reuters.com/business/energy/reuters-events-edf-calls-uk-produce-sizewell-funding-legislation-2021-06-23/
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid.
CA.1.26	The Applicant	Whether adequate funding is likely to be available The Planning Statement [APP-590], paragraphs 7.3.3-7.3.10, considers financial and technical viability and makes reference to ENS-1 paragraph 4.1, and concludes that based on the Funding Statement the decision maker can be satisfied of the projects viability and that there is a reasonable prospect of the requisite funds for the acquisition becoming available. Please confirm that it is agreed that: (i) This presupposes that the decision-maker is satisfied based on the information provided in the application, that the financial viability and technical feasibility of the proposal has been properly assessed by the applicant? (ii) If the decision-maker is not satisfied from the information provided that the applicant has properly assessed the financial viability of the project, then remains a matter of relevance for the decision-maker?
	Response by SZC Co. at Deadline 2	(i) The Planning Statement [APP-590] addresses the Government's planning policy as set out in the NPS on the extent to which the decision-maker needs to consider issues of financial viability in examining applications for energy NSIPs. Paragraph 4.1.9 of NPS EN-1 contains a very clear statement of the Government's approach, which is that this is a matter for the individual applicant to judge within the market framework and taking account of Government interventions. The task of the decision-maker, therefore, is not to reach its own view on financial viability having regard to those factors, but rather to form a judgment, based on the information provided in the application, as to whether "<i>the financial viability and technical feasibility of the proposal has been properly assessed by the applicant</i>". That is not the same – and is plainly not intended to be the same – as forming a judgment on whether the development is in fact financially viable. The Government has put in place processes and interventions which will ultimately determine the financial viability of individual energy NSIPs (of all types) and it is not the role of the

ExQ1	Question to:	Question:
		examination process to seek to anticipate how those will operate in respect of each proposed development. Provided that the decision-maker is satisfied that financial viability has been properly assessed by the applicant "<i>it is unlikely to be of relevance to ... decision making</i>". As the Planning Statement [APP-590] explains, SZC Co. has undertaken careful analysis to satisfy itself of the viability of the Sizewell C Project, and sufficient information has been provided through the Funding Statement [APP-066], Funding Statement Addendum [AS-011], Second Funding Statement Addendum [AS-150] and the further information provided through these responses to the Examining Authority's questions to demonstrate that this issue has been properly assessed. In addition, these documents also demonstrate that adequate funding is likely to be available to enable the compulsory acquisition within the statutory period following the order being made, in accordance with paragraph 18 of the 'Planning Act 2008 Guidance related to procedures for the compulsory acquisition of land' dated September 2013. The information further demonstrates that if the Secretary of State were to grant the compulsory acquisition request, the Sizewell C Project is likely to be undertaken and not prevented due to difficulties in sourcing and securing the necessary funding, in accordance with paragraph 26 of the 'Planning Act 2008: Application form guidance' dated June 2013. Paragraph 7.3.10 of the Planning Statement [APP-590] concludes that the information provided means that the decision-maker can be satisfied in relation to the issue of viability. As that formulation acknowledges, it is of course ultimately for the decision-maker to reach a judgment as to whether they are satisfied that the financial viability of the proposal has been properly assessed by the applicant. (ii) The inability of an applicant to demonstrate that it has properly assessed the financial viability of a project would be a matter that was important and relevant to the Secretary of State's decision. However, as explained above, it is considered that SZC Co. has sufficiently demonstrated this.
	Response by Stop Sizewell C at Deadline 3	CA.1.26 attempts to deflect questions on the financial viability of the project. Given the expected role of consumers and/or taxpayer funds in supporting the project if the RAB model is to be used, and that the government would only approve it if it "passed" value for money assessments, it would seem reasonable for PINS to take an interest in the financial viability.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	SZC Co.'s explanation at Deadline 2 remains valid.
CA.1.27	The Applicant	Whether adequate funding is likely to be available Please summarise the evidence relied upon to support the conclusion that there is a reasonable prospect that the scheme, if granted consent, would actually be taken forward and in what time period?
	Response by SZC Co. at Deadline 2	Volume 1, Chapter 2 of the ES [APP-173] explains the likely timescales and phasing for the project and Plate 2.1 provides an indicative phasing schedule. The evidence relied upon by SZC Co. in reaching the conclusion that there is a reasonable prospect that the scheme, if granted consent, would actually be taken forward within the anticipated timescales is as follows: 1) Investor engagement: As explained in the response to Question CA.1.32 in this chapter, there is a long list of investor contacts with whom there has been positive engagement and the majority of the investors spoken to have expressed an interest in the project; acknowledged the benefits of new nuclear for UK energy policy and other social and environmental benefits; and indicated a willingness to engage in further and regular correspondence, with a view to potentially participating in the financing of the project. It is anticipated that once development of the funding model with the Government has further progressed, the level of engagement with investors, lenders, credit rating agencies and other financing institutions will increase. 2) Progress on funding model: Discussions are ongoing between SZC Co. and the Government regarding the design of a funding model which would enable SZC Co. to secure the financing that is required for the project, including the use of the RAB funding model for new nuclear projects. Please see the response to Question CA.1.24 in this chapter with regard to the progress that has been made in these discussions. 3) Urgent national need for new nuclear: The need to bring forward new nuclear projects in the UK has been emphasised in recent Government announcements in November and December 2020 (including the 'Ten Point Plan' and Energy White Paper). Sizewell C is the most advanced new nuclear project in the UK (aside from Hinkley Point C), and in the unique position of being a follow-on UK new nuclear project (providing construction cost efficiencies and risk reductions). It is well placed to help meet the Government's ambitions

ExQ1	Question to:	Question:
		for new nuclear development in the UK. The clear importance of new nuclear to achieve the Government's energy and carbon targets, together with the stated Government aim in the Energy White Paper (at pages 16 and 48) to bring at least one large-scale nuclear project to the point of Final Investment Decision by the end of the Parliament, should generate significant confidence that an appropriate funding model can be agreed to secure the financing requirements that would enable Sizewell C to proceed. 4) Hinkley Point C: EDF Energy has a proven track record in taking forward a similar project, the Hinkley Point C new nuclear power station which is under construction, once development consent and compulsory acquisition powers were granted. Although EDF Energy will become a minority shareholder in Sizewell C once construction starts, it will provide important support to Sizewell C through supply chain contracts; access to nuclear skills and expertise from EDF Energy; information and resource from Hinkley Point C. 5) Existing substantial financial commitment: EDF Energy Holdings Limited and General Nuclear International Limited have made (and continue to make) a substantial financial commitment to develop the Sizewell C Project. They would not commit to an undertaking of this scale if they were not confident that the project would proceed if granted consent and if they were not committed to preparing the project to be able to secure finance and enter construction in a timely manner. Reflecting these factors, EDF Energy Holdings Limited and General Nuclear International Limited are strongly incentivised and focused on ensuring that the project will proceed.
	Response by Stop Sizewell C at Deadline 3	CA.1.27 Timescales. EDF's Annual Report and the updated Implementation Plan submitted by the Applicant at Deadline 2 REP2-044 presumes a Final Investment Decision in mid 2022, but Sizewell C's Safety, Licencing and Assurance Director, Mike Lavelle told a meeting of the Whitehall Group on 27 May that this could be early 2023 (see link via https://www.culandsoc.com/news/whitehall-group-on-line-discussion-hydrogen-production-possibilities-and-pilots-being-considered-for-sizewell-c/ - the comments are made at around 4 minutes), and the Government's commitment is for an FID by the end of the the parliament (potentially December 2024).
	Response by SZC Co. at Deadline 5	SZC Co.'s explanation at Deadline 2 remains valid.

ExQ1	Question to:	Question:
CA.1.28	The Applicant	Whether adequate funding is likely to be available The Funding Statement [APP-066], paragraph 3.2.1, indicates that the current cost estimate for the project is circa £20 billion. That figure includes design, land acquisition, and physical construction. The Second Funding Statement Addendum [AS-150], paragraph 3.3.6, indicates that the overall estimated cost of the project remains the same as presented in the Funding Statement [APP-066]. Please explain, in the event that the changes to the application are accepted, how that has been calculated to have no impact upon the overall cost estimate?
	Response by SZC Co. at Deadline 2	The response below has been separated into two sections. The first part is intended to provide an overarching description of the interaction between the estimate of the project's cost and the ability of the project to secure adequate funding and the second part provides a direct response to the question asked. <i>Interaction of the cost estimate and the ability of the project to secure adequate funding</i> For a number of reasons, the Sizewell C cost estimate will undergo a series of updates between now and FID. The factors giving rise to these changes could result in relatively limited increases or decreases to the cost estimate and include (but are not limited to): ongoing negotiations with the supply chain (including on pricing of contracts); development of engineering scope and site studies to provide a more detailed understanding of the work required at Sizewell C; and confirmation of schedule. These changes to the cost estimate will not have a substantial impact on the outturn cost of electricity produced by Sizewell C. The scope for such changes in the cost estimate is acknowledged, understood and inevitable for an infrastructure project at this stage in its lifecycle. In other words, some or all of the factors described above would be likely to apply to any infrastructure project with more than a year to the start of construction. In a number of respects, Sizewell C has important features which serve to provide a greater level of confidence in its costs today and at FID relative to other large infrastructure projects. These benefits are due to Sizewell C being a follow on project to Hinkley Point C and include: • Significant parts of the engineering design at Sizewell C will be replicated from Hinkley Point C providing a greater level of engineering detail/maturity than is

ExQ1	Question to:	Question:
		typically possible at 'one-off' projects (projects that are not direct follow-ons to a preceding project); • Key parts of the supply chain will be re-used at Sizewell C providing greater visibility on costs (other infrastructure projects might have greater uncertainty on their supply chain providers at an equivalent stage); and • Costs and schedule estimates can be informed/checked with a direct comparison with Hinkley Point C (rather than relying on benchmarks of similar projects). Those factors provide confidence that the changes that will be made as the detail of the Sizewell C cost estimate are finalised are likely to be relatively limited in the context of the project's overall cost estimate. Moreover, the remaining process for finalising the Sizewell C cost estimate is not determinative of the project's ability to secure adequate funding and financing. Under the RAB model, updates in the cost estimate will be reflected in the funding model arrangements. In simple terms, this means the project's anticipated revenue stream (the funding from consumers) will adjust to reflect changes in the cost estimate before FID. In turn, this adjustment to the funding stream means that changes to the cost estimate between now and FID would not be expected to impact the ability of the project to secure the financing that will be required to meet the updated cost estimate and enable the project to proceed. In summary: • For a number of reasons, the Sizewell C cost estimate will change between now and FID • The process to finalise the detail of the Sizewell C cost estimate is acknowledged and inevitable for a large infrastructure project at this stage in its lifecycle • Under the funding and financing arrangements being developed for Sizewell C, future changes to the cost estimate are not expected to impair the ability of the project to 'secure adequate funding' <i>Direct response to Question CA. 1.28</i> The statement from the Second Funding Statement Addendum [AS-150] (paragraph 3.3.6) was not intended to imply that the changes to the application had no impact on the anticipated cost of building the project.

ExQ1	Question to:	Question:
		Rather the 'cost estimate' as referred to is the assessed cost of building the project at a point in time, based on a defined set of data. The cost estimate for the project is updated on a periodic basis through a formal process. In between updates to the cost estimate, all factors and changes which could impact the cost estimate are recorded and logged to be incorporated in the cost estimate during the update process, for example changes in scope, the ongoing negotiations with the supply chain and the progress in the definition of the project delivery model. This is considered the most efficient and effective way to manage the various data which underpins the cost estimate. Consistent with SZC Co.'s internal process described above, the cost estimate will be updated to incorporate the expected costs of the accepted changes to the Application, as well as all other factors and changes that may impact the cost estimate since the previous update was carried out. Expected costs associated with those changes to the Application which are of greatest significance in terms of cost have been quantified and total c£80m. Whilst the cost implications of the remaining changes are currently being assessed, these are expected to be relatively minor in the context of the project's overall cost. The process described above ensures that the cost estimate is as robust and comprehensive as possible at each stage. At the point of FID in particular, a robust and comprehensive cost estimate will be necessary in order to secure the financing from third parties that the project requires to proceed.
	Response by Stop Sizewell C at Deadline 3	CA.1.28 and CA.1.29. These answers suggest the Applicant is very aware that the cost will increase. We question whether the predicted cost and/or contingencies include the potential for multiple adaptive approaches to the sea defence. We are also aware of significant price rises in construction materials, for example steel has increased 20%.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid.
CA.1.30	The Applicant	Whether adequate funding is likely to be available The Energy White Paper in relation to nuclear (page 48) expects a 30% reduction in the cost of nuclear new build projects by 2030. Whilst noting that timeline, how does that correspond with the Applicant's own anticipation of costs for the Sizewell C project compared to Hinkley Point C?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	The 30% nuclear new build cost reduction in the Energy White Paper is sourced from the Nuclear Sector Deal, which was published by the Government in June 2018¹⁰. This refers to the targeted reduction in the cost to consumers for nuclear power relative to the Hinkley Point C Strike Price of £92.50/MWh (£2012) (see page 3 of the Nuclear Sector Deal: Nuclear New Build Cost Reduction report published in September 2020¹¹). This would imply a price of electricity at Sizewell C of around £60/MWh. The cost of electricity produced by a nuclear plant comprises operating costs, construction costs and financing costs. As described in the Nuclear Sector Deal: Nuclear New Build Cost Reduction report (above), financing costs were around two-thirds of the Hinkley Point C Strike Price. Reducing financing costs therefore provides a significant opportunity to reduce the ultimate cost of nuclear to consumers from Sizewell C and achieve the 30% cost reduction target referred to. As described in the response to CA.1.24 above, discussions on the funding model with the Government are currently focused on agreeing a RAB model to finance Sizewell C. If a RAB model is applied, and the cost of financing for Sizewell C is in the range of other infrastructure assets financed under a RAB model, then the cost of financing will be substantially lower for Sizewell C than for Hinkley Point C. The combination of anticipated construction cost reductions and financing cost reductions are expected to result in Sizewell C meeting or exceeding the cost reduction target.
	Response by Stop Sizewell C at Deadline 3	CA.1.30, CA.1.33 and CA.1.37 Our Deadline 2 submission REP2-449 examines whether Sizewell C can achieve reductions in cost, leading to a reduction in the price of electricity, and concludes that this is not possible.
	Response by SZC Co. at Deadline 5	SZC Co. response at Deadline 2 remains valid.

¹⁰ HM Government's Nuclear Sector Deal published in June 2018. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/720405/Final_Version_BEIS_Nuclear_SD.PDF

¹¹ Nuclear Sector Deal: Nuclear New Build Cost Reduction report published in September 2020. Available at: <https://www.niauk.org/wp-content/uploads/2020/09/New-Build-Cost-Reduction-Sector-Deal-Working-Group.pdf#:~:text=The%20Nuclear%20Sector%20Deal%2C%20published%20in%20June%202018%2C,Sector%20Deal%2C%20the%20New%20Build%20Cost%20Reduction%20Working>

ExQ1	Question to:	Question:
CA.1.32	The Applicant	Whether adequate funding is likely to be available The Second Funding Statement Addendum [AS-150], paragraph 3.3.6, indicates that the Applicant continues to have positive engagement with potential third party investors: (i) Please explain further what is meant by 'positive engagement'; (ii) whether any formal agreement or commitment to invest from third parties, subject to the necessary approvals being obtained, has been achieved; (iii) Why the development of the RAB funding model would be supportive of the project securing its financing requirements?
	Response by SZC Co. at Deadline 2	(i) Engagement with potential investors has taken various forms and has been ongoing since 2018/19. The engagement has included meetings to introduce and discuss the project; meetings to discuss the environmental and social impacts of nuclear generically and Sizewell C specifically; site visits to Hinkley Point C and Sizewell B; appearing at investor conferences; and a number of events/talks organised by SZC Co. SZC Co. appointed a financial advisor (Rothschild and Co) in late 2019 and they have also been undertaking investor engagement on behalf of SZC Co. Through this engagement, SZC Co. has built up a long list of investor contacts who would like to be kept informed about progress of the project and the funding model discussions with the Government, with a view to potentially participating in the financing process when it begins. A number of additional potential investors have been identified and will be brought into the engagement. It is anticipated that once development of the funding model with the Government has further progressed, the level of engagement with investors, lenders, credit rating agencies and other financing institutions will increase. The engagement has been positive in the sense that the majority of the investors spoken to have expressed an interest in the project; acknowledged the benefits of new nuclear for UK energy policy and other social and environmental benefits; and indicated a willingness to engage in further and regular correspondence, with a view to potentially participating in the financing of the project. (ii) Formal agreement to invest would not be expected to occur until FID and has not yet been reached with any third parties.

ExQ1	Question to:	Question:
		(iii) The RAB model has a proven track record for attracting infrastructure investors. In the UK electricity, gas, water, telecoms and airports are all to some extent funded under a RAB model (for example it can be shown that the value of assets funded under a RAB model in the UK today is around £180bn). Key features of the RAB model that attract investors are that it is a funding model that provides a predictable revenue stream with low volatility returns and that it is capable of achieving a strong investment grade credit rating. The design of RAB funding models provides a number of features which give rise to this investment profile, including (but not limited to): risk protections for investors; revenue allowances specifically calculated to allow investors to recover appropriate costs; an allowed return on investment that is commensurate with the cost of finance facing the investors; and a general duty on the regulator to allow companies to finance their activities. There is also a track record for RAB models enabling the financing of greenfield construction projects. The most relevant comparator is the Thames Tideway Tunnel, which secured its financing requirement at a low cost of capital. In December 2020, the Government published its response to the comments it received in the 2019 public consultation on a RAB model for new nuclear. The Government stated that: <i>"Having assessed the consultation responses, including the broad agreement from industry and those members of the public who were not in-principle opposed to nuclear to our proposals, we believe that a RAB in line with the high-level design principles set out in the consultation remains a credible basis for financing large-scale nuclear projects."</i>
	Response by Stop Sizewell C at Deadline 3	Our Deadline 2 submission REP2-449 reports that three of the UK's largest infrastructure investors, Aviva, Legal & General, Prudential have indicated they have no plans to invest in Sizewell C. We believe more will follow as the ESG challenges become clear.
	Response by SZC Co. at Deadline 5	Sizewell C considers that the project itself and nuclear as a technology has a number of important ESG strengths. These are likely to be beneficial for attracting investors to the project.
CA.1.34	The Applicant	Whether adequate funding is likely to be available The Second Funding Statement Addendum [AS-150], paragraph 3.3.5, refers to the publication of a summary of the responses to the Government's RAB consultation which indicate that a RAB model remains credible for funding large-scale nuclear projects. The

ExQ1	Question to:	Question:
		Energy White Paper reiterates that position and indicates that it will continue to explore this, alongside a range of financing options with developers. Whilst examining the potential role of Government finance during construction, that is subject to there being clear value for money for consumers and taxpayers. Given that hurdle, explain why the Applicant remains confident that the required funding will be achieved?
	Response by SZC Co. at Deadline 2	While the criteria of the Government's value for money assessments have not been publicly announced, SZC Co. is confident that there is a strong value for money case for the project. The value for money assessment is likely to be completed shortly before FID for Sizewell C, so that the assessment can reflect up to date information at the point the project is sanctioned by Government (including for example, the details of the funding model and the expected power price of SZC). As FID is not anticipated to occur until after the DCO grant, the value for money assessment is likely to conclude sometime after the end of the DCO examination. This reflects the fact that the judgment as to whether the project provides value for money is separate from the decision on whether the project is acceptable under the Planning Act 2008. It would therefore be both impractical and inappropriate for the Secretary of State to seek to pre-judge that issue when determining the DCO application. The importance of new nuclear for the UK's energy future is clearly established in national policy, as explained in detail in the Planning Statement [APP-590]. It is also demonstrated by a number of evidence points, including: • Modelling analysis of the future energy system consistently shows the importance of 'firm' (non-weather dependent) forms of low carbon electricity. New nuclear is the most proven/established technology that provides firm low-carbon power. • Recent Government publications (discussed in the response to CA.1.27 above) and the accompanying Modelling 2050: Electricity Systems Analysis published in December 2020¹² have clearly demonstrated the Government's view that new nuclear is an important component of the UK's energy policy.

¹² Department for Business, Energy & Industrial Strategy, Modelling 2050: Electricity System Analysis dated December 2020. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/943714/Modelling-2050-Electricity-System-Analysis.pdf

ExQ1	Question to:	Question:
		• Sizewell C is the most advanced new nuclear project in the UK today (aside from Hinkley Point C) and the only new nuclear project which is a follow-on to a preceding UK project using the same technology (Hinkley Point C). With the benefits of the replication of Hinkley Point C, Sizewell C will achieve substantial reductions in construction cost and risk, which in turn provides a number of value for money benefits: • First, there is a direct benefit of construction cost savings – which provides a reduction in costs to consumers. • Second, the lower risk profile improves the value for money impacts of implementing a funding model (such as the RAB model) which shares risks between investors and consumers / taxpayers. As a result, SZC Co. considers it will be possible to design a funding model which attracts finance at a low cost of capital, while providing value for money for consumers and taxpayers. • In combination, this is anticipated to allow Sizewell C to proceed at a cost which reduces electricity system costs (and therefore consumer bills). The project also offers a number of other important social and environmental benefits which enhance the value for money case. These include: • high levels of economic activity across the UK; • valuable skills and training for the workforce including a large number of apprenticeships; • strategic value to the UK of an enhanced UK nuclear supply chain which will be of benefit to subsequent new nuclear projects (including new technologies); • the potential to use low-carbon heat from Sizewell C for applications including hydrogen production, capturing carbon emissions (direct air capture); • low land use relative to other low carbon technologies; and • creation of a positive environmental impact in the local area giving rise to an overall bio-diversity net gain. The ability of Sizewell C to provide value for money will benefit from anticipated reductions in construction and financing costs which in turn are expected to enable Sizewell C to produce electricity at a price which reduces consumer bills. In addition, the

ExQ1	Question to:	Question:
		important wider social and environmental benefits described above further enhance the proposition offered by Sizewell C. These strengths and the fact that Sizewell C is the most advanced new nuclear project in the UK (aside from Hinkley Point C) mean it is well placed to meet the Government's aim to bring forward one new large nuclear plant this parliament and help fulfil the UK's need for new nuclear more generally. In combination, the fundamental strengths of Sizewell C and the UK's need for new nuclear projects to come forward in the short to medium term provide confidence that the value for money test will be met and a funding model will be developed that enables Sizewell C to raise the finance it requires to proceed.
	Response by Stop Sizewell C at Deadline 3	It is of concern that the Value for Money criteria have not been published and we are calling for greater transparency from BEIS on this. We respectfully suggest that the Examining Authority do likewise. In relation to the Applicant's reference to "need" see also Energy Systems Catapult's new report referenced below [<i>refer to REP3-133</i>].
	Response by SZC Co. at Deadline 5	Details of the Value for Money criteria and their potential publication are matters for the UK Government.
CA.1.65	The Applicant	Adequacy of any Protective Provisions set out in the dDCO and the need for any other Protective Provisions to safeguard relevant interests The relevant representation of East Suffolk Internal Drainage Board [RR-0345] welcomes the consideration of the benefits of including a protective provision for drainage and flood risk authorities (including Internal Drainage Boards) within the draft DCO. Please provide an update on progress and indicate whether such protective provisions have been agreed. If not, please set out any areas of disagreement?
	Response by SZC Co. at Deadline 2	These matters are considered in the Statement of Common Ground between SZC Co. and East Suffolk Internal Drainage Board (Doc Ref. 9.10.3).
	Response by East Suffolk Internal Drainage Board at Deadline 3	It has not yet been agreed but discussions are expected to continue shortly.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	No further comments.
CA.1.67	The Applicant	Adequacy of any Protective Provisions set out in the dDCO and the need for any other Protective Provisions to safeguard relevant interests The relevant representation of Suffolk County Council [RR-1174], seeks Protective Provisions for its role as the Local Highway Authority in order for it to continue to discharge its duties under the Highways Act (1980) within those parts of the public highway included within the Order Land. The Council also proposes that Protective Provisions should be considered for other topic areas, such as its Lead Local Flood Authority and statutory archaeological roles. Please respond and indicate whether any such protective provisions are being negotiated and/or have been agreed?
	Response by SZC Co. at Deadline 2	SZC Co. considers that the Article 21 process provides sufficient protection to SCC in their role as Highway Authority. SZC Co. will continue to work with SCC to ensure they are comfortable. Please see the response to Question DCO.1.30 in Chapter 14 (Part 4) of this report which explains the Article 21 process.
	Response by Suffolk County Council at Deadline 3	SCC notes the view of the Applicant on the matter of Protective Provisions but considers that there is not the necessary certainty yet provided for the protection of the Council as Local Highway Authority (LHA) through this process. Unless these matters can be resolved through the Article 21 process and / or other agreements before the completion of the Examination, then SCC would prefer the clarity of a set of Protective Provisions to be inserted as a Schedule to the DCO. SCC notes that protective provisions have been provided for the LHA in other DCOs. In order to aid the process of taking this forward, SCC is drafting text for such Provisions and will share this with the Applicant shortly with the aim of reaching agreement on the matter. Further progress on this will be reported at Deadline 4.
	Response by SZC Co. at Deadline 5	SZC Co. continues to work closely with SCC to ensure that the DCO provisions as a whole adequately secure the highway works.
Chapter 12 - CI.1 Community Issues		
CI.1.0	The Applicant ESC	Accommodation Strategy

ExQ1	Question to:	Question:
		Within the Accommodation Strategy [APP 613] para 5.4.10 – reference is made to the layout being shared with ESC. (i) Please provide a copy of the layout and indicate the facilities that are to be included. (ii) Please provide an update of the latest position on the delivery, operation and management of the site and how these components would be secured through the DCO
	Response by SZC Co. at Deadline 2	<u>Response to (i)</u> A copy of the LEEIE caravan park layout is provided in Figure 2.9 of the written responses. Each pitch will be provided with electricity and the site will provide separate toilet and shower facilities. Spacing of pitches and the ratio of toilets / showers required are in line with ESC advised standards. A foul treatment plant is proposed to address concerns about local capacity raised during consultation. The amenity building is expected to include laundry facilities and a vending machine for snacks. No bar or restaurant is proposed as lessons learnt from external caravan site owners at Hinkley Point C indicate that workers bringing caravans do not tend to use on-site bars and restaurants. In addition, the facilities of Leiston are close by and workers' use of these will deliver local economic benefits. The site will include 24/7 security and a vehicle inspection cabin would be provided to support this. (ii) In terms of securing mechanisms, for the LEEIE caravan park, Work No. 1A(ee) has been added to the latest draft Development Consent Order (DCO) (Doc Ref. 3.1(C)) which reads: <i>'serviced pitches for up to 400 caravans and 400 temporary car parking spaces'</i>. The delivery of the caravan park and timings are set out in the Draft Deed of Obligation (Doc Ref. 8.17(C)), with reference to the implementation plan. This reads: <i>'3.2.1 Unless otherwise agreed with the Accommodation Working Group, SZC Co shall use reasonable endeavours to deliver the LEEIE Caravan Park in accordance with the Implementation Plan'</i>. The Implementation Plan (Doc Ref. 8.4I(A)) indicates that the LEEIE caravan park is planned to open at the end of year 1 of construction.

ExQ1	Question to:	Question:
		It is proposed that the caravan park be operated and managed by an experienced accommodation operator and since submission of the Application for development consent, SZC Co. has been meeting with a number of local site operators to gauge interest in this opportunity. In terms of operation, the LEEIE caravan park will be open to Sizewell C workers only with no families or pets (including dogs) permitted. A 24/7 security presence will be maintained to manage entry to the site, keep residents safe and ensure that high standards of worker behaviour are maintained, in line with the Worker Code of Conduct that all Sizewell C workers will be required to sign (see section 4.5 Part A and section 1.2 Part B Code of Construction Practice (Doc Ref. 8.11(B)) and appendix to the Community Safety Management Plan for HPC example [APP-636]). Workers will be able to access the site 24/7 to accommodate all shift patterns and direct bussing will be provided to the main development site from the park and ride site at LEEIE. This will be secured through the Construction Worker Travel Plan (Doc Ref. 8.8(A)) (see response to CI.1.1 below).
	Response by East Suffolk Council at Deadline 2	The Applicant will provide a response to (i) and (ii).
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	ESC is keen to promote opening of the LEEIE caravan park as early in the construction programme as practicable.
	Response by SZC Co. at Deadline 5	SZC Co. welcomes the response from ESC that it is now " <i>keen to promote opening of the LEEIE caravan park as early in the construction programme as practicable</i> ", rather than prior to any commencement of construction, and is continuing to discuss the practicalities with ESC to reach agreement. In practice, utilities diversions and site access works are necessary before the caravan park can be laid out.
CI.1.6	The Applicant	Accommodation Strategy (i) What confidence can the ExA have that the accommodation campus and proposed caravan site would be optimally occupied during construction? (ii) How would this be achieved?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	<u>Response to (i)</u> Evidence from Sizewell B and Hinkley Point C provides confidence that the project accommodation will be well occupied: • As set out in Volume 2, Chapter 9, paragraph 9.7.117 (Socio-economics), of the ES [APP-195]), Sizewell B provided a successful 900-room on-site campus during construction and was regularly at capacity with an average waiting list of over 100 workers. • Paragraph 9.7.118 [APP-195] notes that at Hinkley Point, the on-site campus is particularly sought after by contractors and that caravan accommodation is popular with the civils workers who have formed the majority of the workforce to date. HPC campus occupancy data from January to April 2021 demonstrates that on the busiest days of the week, the Hinkley Point Campus is very close to full capacity (94% average on Mondays, 99% average on Tuesdays, 98% average on Wednesdays, 89% average on Thursdays). Appendix 12A of this Chapter shows a letter in support of the Hinkley campuses from Bylor, the Tier 1 main civils work contractor. • The most recent workforce survey for Hinkley Point C¹³ indicated that 11% of the NHB workforce were staying in caravan accommodation, while 29% were staying on one of the campuses. <u>Response to (ii)</u> SZC Co. will not be able to mandate where workers live. However, it will encourage workers to choose the campus and LEEIE caravan park by providing facilities that workers will want to use, in an optimal location and at a price they are willing to pay. The response to question Cl.1.2 sets out ways in which SZC Co. will endeavour to make the campus an attractive and welcoming accommodation choice to workers, with additional detail in Appendix A of the Design and Access Statement [APP-587]. The response to question Cl.1.0 provides details of LEEIE caravan park and notes that this will provide fewer on-site facilities, building on lessons learned from external caravan site owners at Hinkley Point C that workers bringing caravans do not tend to use on-site bars and restaurants, and that low pricing is key.

¹³ Socio-Economic Advisory Group (sedgemoor.gov.uk)

ExQ1	Question to:	Question:
		Lessons have also been learnt from Hinkley Point C and have been/will be applied to Sizewell C to encourage optimal occupancy. Sections 5.1 and 5.2 of the Accommodation Strategy [APP-613] set out some of these. In addition, since the DCO submission, discussions have taken place with HPC Tier 1 contractors to understand further lessons learnt. These include: • Location of accommodation campus and LEEIE caravan park – the reduction in travel time through using these on-site facilities should be seen as a key benefit and make them attractive for workers to use. • Less flexible bus services – at Sizewell C, buses will not collect from as many offsite locations as they did at Hinkley Point C. This should encourage workers to utilise the well-connected facilities of the campus and caravan park (which will have bus services straight to working areas on site). • Early delivery of project accommodation – SZC Co. is proposing to have the LEEIE caravan park site ready within 12 months of construction commencing and will open the campus in a phased manner to make rooms available earlier than would be the case if it was built through to completion prior to first occupation (see the Draft Deed of Obligation (Doc Ref. 8.17(C))). • Promotion of the caravan park and campus through contractors prior to induction and through the use of the Accommodation Management System which is secured through the Draft Deed of Obligation (Doc Ref. 8.17(C)). • Providing more flexible booking options, such as: allowing block-bookings, long-term bookings, and flexibility of weekend use (leaving belongings when returning home). • Provision of laundry facilities and areas where workers can prepare their own snacks e.g. with microwaves and toasters. • Pricing - the terms of the contract [to be entered into] with the operators of the campus and caravan park will not preclude the Sizewell C Project from being able to change pricing/terms to drive occupancy up should this be needed. Ongoing monitoring by the Sizewell C site operations team to ensure uptake and demand for both campus and caravan park is visible so that actions may be taken to drive greater utilisation should this be necessary. The Draft Deed of Obligation (Doc Ref. 8.17(C)) provides that the Accommodation Coordinator appointed by SZC Co. throughout

ExQ1	Question to:	Question:
		construction shall be responsible for monitoring the utilisation of the campus and caravan park.
	Response by Stop Sizewell C at Deadline 3	CI.1.6. states that EDF cannot mandate where workers live but expresses confidence the campus would be well used. The Guardian reported in August 2019 of the Hinkley C campus that a worker said: "You can find cheaper accommodation elsewhere," And you have more freedom to come and go without being monitored." https://www.theguardian.com/uk-news/2019/aug/14/hinkley-negative-life-site-shadow-bridgwater
	Response by SZC Co. at Deadline 5	Campus accommodation is proving popular at Hinkley Point C, and was also popular during the construction of Sizewell B, as set out in the response by SZC Co. at Deadline 2, response to (i) above. SZC Co. is incentivised to ensure best use of its investment in the campus and recognises the benefits for the Project of having construction workers so close to the site. However, not all workers will want to live on the campus, some will prefer to stay in the caravan park or in local tourist or private rented accommodation; others may want to buy property, particularly if they are bringing families and staying long term. That is why the Accommodation Strategy [APP-613] seeks a balanced approach. Paragraphs 1.1.5 - 1.1.6 explain: <i>"1.1.5 In response to the requirement for a large NHB workforce, SZC Co. has developed a balanced Accommodation Strategy. This strategy makes use of existing local accommodation where possible, in order to deliver local economic benefits, but also seeks to avoid impacts on the local accommodation market by providing temporary project accommodation in the form of a single, 2,400 bed accommodation campus on the main development site and a caravan park with up to 400 pitches (with an estimated occupancy of 1.5 workers per caravan) on the land east of Eastlands Industrial Estate in Leiston (LEEIE). 1.1.6 SZC Co. is also proposing to establish a Housing Fund to support the local housing market during the construction phase by boosting and improving the efficiency of existing supply, providing resilience, and supporting the delivery and management of tourist accommodation."</i>
CI.1.11	The Applicant, ESC, SCC	Leiston The Town Council express concern that the mitigation for impacts from a large influx of predominantly male workers has not been fully addressed, with the only specific mitigation proposed the sports facilities at the Academy.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	The concerns in respect of the potential community impacts are much broader than just the effects on sports provision. Please respond to these concerns and explain how the ES has considered the broader community effects of a large influx of largely male workers and what mitigation would be secured to address these community effects. Leiston-cum-Sizewell Town Council's representation [RR-0679] states: <i>"Personnel movement into and out of the town to access services, leisure and businesses will put a lot of pressure on the amenity of local residents – particularly with housing, access to footpaths and social cohesion - it will also make huge changes to the current socio-economic activity. The effect on residents needs to be acknowledged and mitigated for", and</i> <i>"The provision of sports facilities is welcome. Sport is not the only cultural or recreational activity in the town however and further mitigation in this area is requested. Especially as, during construction, the provided sports facilities, which are there for SZC workforce, would not be as readily accessible as maybe wished by residents. LTC has a positive and wide ranging mitigation proposal to offset this for both residents and workers families which would need SZC Co. support. It will be important to ensure robust community cohesion during the inevitable upheaval this project brings and it is intended to provide an oasis for families where this can be achieved at the Waterloo Centre".</i> SZC Co. recognises Leiston will experience temporary and permanent change as a result of the Sizewell C Project and has designed a package of mitigation measures which will proportionately focus on Leiston's residents, workers and businesses, including generating a range of legacy benefits for Leiston's future advantage. Volume 2, Chapter 9 (Socio-Economics) of the ES [APP-195] provides an assessment of the likely significant effects on public services and community facilities (paragraphs 9.7.159 to 9.7.210); crime, anti-social behaviour and policing (paragraphs 9.7.211 to 9.7.230); and community cohesion and integration (paragraphs 9.7.241 to 9.7.246) during the construction of the Sizewell C Project. Volume 2, Chapter 9 (Socio-Economics) of the ES [APP-195] provides an assessment of the likely significant effects on public services (paragraphs 9.7.280 to 9.7.281); and community cohesion and integration (paragraphs 9.7.282 to 9.7.284) during the operation of the Sizewell C Project.

ExQ1	Question to:	Question:
		Volume 2, Chapter 9 (Socio-Economics) of the ES [APP-195] provides the mitigation proposed for the significant impacts of the Sizewell C Project. A wide range of embedded and additional mitigation is proposed to support the community during the construction and operation of the Sizewell C Project, including in relation to an increase in non-home based workers. The programme of mitigation includes: • A temporary accommodation campus for construction workers, including facilities such as a gym, restaurant, bar and informal recreation activities, and welfare, contributing to reducing potential effects on public safety and emergency services (paragraphs 9.6.6 to 9.6.7); • A temporary caravan park for construction workers, designed to contribute to reducing potential effects on public safety and emergency services (paragraphs 9.6.8 and 9.6.9); • Permanent off-site sports facilities, in the form of a 3G pitch and two multi-use games areas at Alde Valley School in Leiston, providing facilities to respond to the likely rise in demand from the workforce as well as investment in facilities to make a positive contribution to integration and the experience of the workforce and local community. Measures would be built into the design to reduce safeguarding risks, such as physical and temporal segregation of use by workers and the community, and the school (paragraphs 9.6.12 to 9.6.15); • The Code of Construction Practice (CoCP) (Doc Ref 8.11(B)) will include a strategy for communication, community and stakeholder engagement, and community liaison activities, to address issues relating to community cohesion and integration that may arise from members of the public (paragraph 9.6.36); • A Worker Code of Conduct, Appendix 1.A.1 of the Community Safety Management Plan [APP-636], will be put in place to set required standards on behaviour both on and off-site, and includes the use of security vetting for potential workers (paragraphs 9.6.37 to 9.6.40); • Transport measures related to road safety include a Traffic Incident Management Plan (Doc Ref. 8.6(A)), Construction Traffic Management Plan (Doc Ref. 8.7(A)), and the Construction Worker Travel Plan (Doc Ref. 8.8(A)). These will be secured through an obligation in the Deed of Obligation (Doc Ref. 8.17(C)). These implementation strategies would contribute to a reduction in significance of potential

ExQ1	Question to:	Question:
		effects on emergency services, which rely on local roads to respond to incidents (paragraphs 9.6.41 to 9.6.42); • Localised effects on the accommodation market, as a result of the influx of non-home based workers, will be managed by the Accommodation Strategy [APP-613] which contains measures to specifically target hard to reach and vulnerable groups that may experience difficulties accessing or retaining housing as a result of the Sizewell C Project's effects on the lower end of the private rented sector. The Housing Fund, secured through the Draft Deed of Obligation (Doc Ref. 8.17(C)), would be capable of delivering additional capacity and providing resilience in the build up to peak demand and during the peak, and may have the potential to leave a lasting legacy in terms of improvements to the existing housing stock (paragraphs 9.8.15 to 9.8.22); • To help manage the distribution of workers and avoid or reduce potential adverse effects on accommodation capacity in local areas in a responsive way, SZC Co. would work with partners to deliver and implement an Accommodation Management System, secured through the Deed of Obligation (Doc Ref. 8.17(C)) (paragraph 9.8.23 to 9.8.24); • An information management and database/portal would hold and manage information about the local accommodation market which can be used to provide contractors and workers with a means of finding the most suitable accommodation and location. • In addition, information would be provided to prospective or existing landlords that could help ensure they are providing accommodation that meets safety and quality standards. This would help to avoid the risk of landlords being unaware of rules and regulations that apply to letting property, or new providers entering the market with accommodation of an unacceptably low standard (paragraphs 9.8.25 to 9.8.31); • The Public Services Resilience Fund will be drawn on to expand education provision in locations with limited capacity where the net additional effect of the workforce exceeds education capacity. The Fund would be secured through Deed of Obligation (Doc Ref. 8.17(C)) (paragraphs 9.8.32 to 9.8.36); • The Public Services Resilience Fund would additionally be made available to respond to any residual effects of the Sizewell C Project on the provision of social services, alongside measures set out in the Accommodation Strategy (including the Housing

ExQ1	Question to:	Question:
		Fund), the Community Safety Management Plan, and the Accommodation Management System (paragraphs 9.8.37 to 9.8.41); • The Community Safety Management Plan [APP-635] has been developed in collaboration with the Councils, emergency services and health stakeholders and includes appropriate means of monitoring and mitigating potential impacts relating to community safety, community cohesion, and the provision of policing, fire and rescue services (paragraphs 9.8.46 to 9.8.57); and • The Sizewell C Community Fund will be made available to fund schemes, measures and projects to help mitigate intangible, residual in-combination effects on local communities as a result of combined environmental effects, both perceived and real. The Community Fund will be secured through the Deed of Obligation (Doc Ref. 8.17(C)) (paragraphs 9.8.65 to 9.8.69). The Deed of Obligation (Doc Ref. 8.17(C)) will secure a number of these mitigation measures. Many of the measures, including the Public Services Contingency Fund and Housing Fund will be managed by a combination of East Suffolk Council, Suffolk County Council and/or other public service providers who will retain the statutory powers to direct resources in the most appropriate way. SZC Co. has undertaken extensive engagement with stakeholders across a wide range of issues and matters. The Draft Deed of Obligation (Doc Ref. 8.17(C)) provides the latest position generated through joint working, notably for reference: • Schedule 14 (paragraph 2.5) states that a ringfenced sum from the Sizewell C Community Fund will be applied solely for projects within the ward of Leiston, and “<i>in particular Leiston-cum-Sizewell</i>”. The Sizewell C Community Fund will be used to mitigate intangible and residual impacts of the Sizewell C Project on communities via grants for schemes, measures and projects which promote economic, social and environmental well-being and improvements to quality of life. This may include cultural or recreational activities tied to these principles. • Schedule 7 sets out the employment, skills, education and supply chain measures that will be delivered, including the Sizewell C Employment Outreach Initiatives which will focus on hard-to-reach groups and communities within Suffolk experiencing relative deprivation, and the Sizewell C Bursary Scheme which is aimed at supporting the removal of barriers to employment for local people, particularly in areas of relative deprivation. Together these mitigation measures aim to address

ExQ1	Question to:	Question:
		social mobility in areas immediately close to the Sizewell C Project, notably in Leiston. • Schedule 8 sets out the localised heritage interventions that include payments towards the enhancement of heritage sites at Leiston Abbey. • Schedule 16 explains the Leiston Improvement Scheme for transport improvements which include walking, cycling and public realm interventions to enhance the built environment and sustainable accessibility in the area, including along Main Street, High Street, Cross Street, Sizewell Road, Valley Road, and near Leiston Library. The Leiston Transport Contribution will help pay for this work and the Leiston Working Group will oversee the Scheme. • Schedule 15 sets out details of the Tourism Fund, which is intended to mitigate potential impacts on tourism from the Sizewell C Project, and will be implemented to support areas where the benefits will be most greatly felt.
	Response by East Suffolk Council at Deadline 2	A number of these concerns will be addressed through the Community Safety theme of the Section 106 agreement which covers: (a) community safety initiatives with the aim of reducing crime and disorder and anti-social behaviour; (b) safeguarding initiatives; (c) initiatives that promote community cohesion and wellbeing; (d) community health/wellbeing (including mental and sexual health) services and initiatives; (e) initiatives with the aim of protecting vulnerable people against violence (e.g. gang violence), domestic abuse, and exploitation (e.g. trafficking, prostitution and modern slavery); (f) initiatives with the aim of raising awareness of and promoting the safe use of drugs and alcohol; and (g) initiatives with the aim of promoting road safety. There will also be the opportunity for specific projects led by the voluntary sector and community organisations to be funded through the Community Fund. Through the S.106 mitigation measures, ESC also recognises the impact and issues that will be created through an influx of 5,900 NHB workers into East Suffolk and surrounding

ExQ1	Question to:	Question:
		areas, with a particular impact on the Leiston community, where the local population will increase by 48% during the peak construction period, which will radically change the demographic of this town particularly and other towns and surrounding areas across East Suffolk. The East Suffolk CSP is proposing a number of mitigating measures to address the risk effects of the projected influx of NHB workers and provide support to the workers and local community to diffuse the potential tension in the area including – bolstering local Voluntary Community Social Enterprise groups to provide activities and support. Re-introducing successful schemes including pubwatch, Nightsafe and Town pastor schemes and bolstering existing schemes to promote responsible drinking, reduce risks and fears experienced by communities and to support vulnerable people in terms of the night-time economy. Training will be provided to local communities including publicans in conflict management. Raising awareness provides necessary information in relation to the likely risks and effects and mitigating actions and measures to enable communities to stay safe. Provision of information packs and support to arriving workers to enable them to settle within the local community. Provision community events and activities to facilitate community cohesion and alleviate any potential tension between the Sizewell C workers and the local community. It is essential that the CSP mitigation measures and support to be provided through the CSP is secured through the s.106 support to recruit the Community Liaisons officers to work on behalf of the CSP to work closely with local communities to encourage reporting of impacts and issues, provide support and make referrals to local agencies to take the necessary action to promote community cohesion across local communities through a range of planned and proposed measures and actions. Regular monitoring of issues and impacts and working with local communities will ensure the appropriate reporting of issues and the appropriate action and address through the CSP and relevant partner or agency. Further detail in Chapter 28 of the LIR [REP1-045].
	Response by Suffolk County Council at Deadline 2	From a Community Safety perspective, SCC is concerned that there is a risk that a large influx of predominantly male workers could impact a number of crime types, including criminal exploitation, gangs, county lines, domestic abuse, sexual violence, and hate crime. SCC expects to participate in mitigation through use of Public Sector Resilience Fund and/or Community Fund. We would use this to enhance our existing work

ExQ1	Question to:	Question:
		programmes to ensure that more support services/awareness raising, and training are available from years 1 to 12 of the Sizewell C project.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co.'s response for Deadline 2 – please refer also to SZC Co's responses within the Comments on the Councils' Local Impact Report (Chapters 27 and 28) (Doc Ref. 9.29).
	Response by Suffolk Constabulary at Deadline 3	i. Suffolk Constabulary acknowledges that whilst sports and such recreational facilities will address some of the needs of the SZC workforce, other forms of recreation and social activity will be sought within the Night-time Economy (NTE). Taking account of the predicted higher risk demographic profile of the NHB workforce and as effective management of the NTE does require substantial policing engagement, this will increase the net additional policing demands resulting from the Sizewell C (SZC) project. Through recent discussions with the Applicant and Avon & Somerset Police (regarding the management of community safety at Hinkley Point C (HPC)) it is now clear that the proposed 'security vetting' relates only to ensuring compliance with nuclear site licensing and the suitability of personnel to undertake specific roles on the SZC site, rather than considering the potential for adverse community safety impacts from the workforce population, including crime risks, on off-site communities. Whilst the proposed security vetting is a welcome step, it needs to be understood that the level of vetting proposed may not itself preclude prospective workers with previous criminal convictions or otherwise posing potential community safety risks from becoming employed at SZC. It is also not possible for the Applicant to enforce a higher standard of security vetting, e.g. one which could ensure those with previous criminal convictions are not employed, as vetting requirements must be proportionate for the security and safety needs of individual roles. This limits the effectiveness of the Applicant's proposed vetting to materially act as a community safety mitigation measure. For the reasons detailed within Part 2 of Suffolk Constabulary's Written Representation (REP2-168), whilst the Applicant's Worker Code of Conduct is

ExQ1	Question to:	Question:
		welcomed, this does not provide a robust means to either prevent or monitor criminality, disorderly behaviour or antisocial behaviour. Suffolk Constabulary will be unable to use the Code of Conduct to ascertain whether suspects or arrested persons are either directly or indirectly associated with SZC. Whilst reference to the Public Services Resilience Fund is welcomed, associated governance structures need to be robust and transparent whilst the ability to access funding in a timely manner in order to deploy effective mitigation 'on the ground' in response to community safety incidents will be essential. The Deed of Obligation document (S106) must include robust provisions to ensure adequate and effective mitigation and monitoring, including in relation to changes in workforce levels and community safety impacts as well as in relation to the adequacy and effectiveness of deployed mitigation. ii. Suffolk Constabulary works closely with East Suffolk Council (ESC) and other key partners to address community safety, crime prevention and policing issues in an integrated, efficient and effective manner. The Constabulary notes that the Local Impact Report submitted by ESC (REP1-045) identifies a wide range of likely community safety impacts and succinctly defines the organisations and associated roles required to effectively manage and mitigate impacts from substantial demographic change during the SZC construction period. Suffolk Constabulary's main role in addressing community safety impacts will be focused on crime deterrence, emergency response (including multi-agency coordination role), enforcement (including investigations) and community reassurance. This is distinct from prevention, awareness raising and wider incident response roles of nonemergency services. Suffolk Constabulary and ESC there have distinct but complimentary mitigation requirements to address the net additional community safety impacts arising from the SZC project. Suffolk Constabulary supports the view that a dedicated team of Community Liaison Officers will be required (alongside other proposed mitigation) to help minimise potential community tensions and to ensure that mitigation provided through public and emergency services functions efficiently and effectively.

ExQ1	Question to:	Question:
	Response by RSPB and SWT at Deadline 3	We are grateful to the Examining Authority for asking CI.1.11 - <i>Leiston The Town Council express concern that the mitigation for impacts from a large influx of predominantly male workers has not been fully addressed, with the only specific mitigation proposed the sports facilities at the Academy. The concerns in respect of the potential community impacts are much broader than just the effects on sports provision. Please respond to these concerns and explain how the ES has considered the broader community effects of a large influx of largely male workers and what mitigation would be secured to address these community effects.</i> And are not sure the Applicant's response in relation to the Scheduled Monument at the First Leiston Abbey Site, "<i>Schedule 8 sets out the localised heritage interventions that include payments towards the enhancement of heritage sites at Leiston Abbey.</i>" Is sufficient to address our concerns about the increase in visitors to this site and we request further details of the Applicant's proposed enhancement and mitigation in and around this site.
	Response by SZC Co. at Deadline 5	Response to Suffolk Constabulary SZC Co. notes Suffolk Constabulary's comments and will address these through ongoing discussions on the strategic relationship protocol and the measures to be secured in the Deed of Obligation. In terms of the risk profile - as set out in SZC Co's Deadline 3 Submission 9.28 - Comments on Written Representations to Written Representations [REP3-042], Chapter 16, SZC Co recognises that the assessment in Volume 2, Chapter 9 of the ES [APP-195] (paragraph 9.7.218) applies Suffolk-wide rates of crime per head of population to the workforce. It notes that these are higher than the rates of crime identified per 1,000 workers at Hinkley Point C, as reported by ASC to the Socio-economic Advisory Group, which is based on the demographic and economic characteristics of the workforce, and the mitigation applied to them (such as the Worker Code of Conduct) – all factors which will be the same at Sizewell C.

ExQ1	Question to:	Question:
		The assessment is therefore based on higher crime rates than those which take account of the demographics of the NHB workforce. As set out at Section (b) of SZC Co's Deadline 3 Submission 9.28 - Comments on Written Representations to Written Representations [REP3-042], Chapter 16, SZC Co has significant concerns about the very limited demographic adjustment that Suffolk Constabulary applies (age and gender only) in its model In terms of security vetting – • SZC Co. will adopt the same enhanced Personnel Security Regime as Hinkley Point C, in which proportionate and effective personnel security arrangements adequately balance security arrangements, with the requirements for an efficient construction site and associated sites and offices. • It will comprise a suite of proportionate pre-employment and post-employment (Aftercare) controls, which seek to mitigate the insider threat, assure workforce trustworthiness and provide assurance to the project on pre-employment checks. • All workers who require regular unescorted access to Sizewell C will be subject to industry pre-employment checks. This meets Nuclear Site Licence (NSL) requirements set out by the Office for Nuclear Regulation (ONR) and also helps mitigate potential community safety risks. • Pre-employment checks are used to select the best person for the job and negative factors that could influence this decision include, for example theft, assault, drug misuse and fraud. • If during the application and pre/post-employment process, there are issues in respect of the individual's honesty, integrity and values, the Sizewell C Project may choose not to process an application and/or decline site access. • In addition, caveats may be imposed on access. These may be by ONR(CNS) and the Central Vetting Service (CVS) under current signing guidelines, as well as developed by SZC Co. for use on the Sizewell C Project. Examples of the latter might include no commencement of work without prior assessment by OH; additional line management supervision/reports; no lone working; enhanced drug and alcohol testing regime; additional criminal record checks; financial checks/interview. In terms of the Worker Code of Conduct –

ExQ1	Question to:	Question:
		• SZC Co will secure the Worker Code of Conduct through the Deed of Obligation and will provide an update regarding this in its submission of the Draft Deed of Obligation (Doc Ref. 8.17(E)) at Deadline 5. • All workers will be required to comply with and sign the Sizewell C Project Worker Code of Conduct; which will set out the standards of behaviour expected of workers and their employers at work and in the community. • The Worker Code of Conduct will confer responsibility on everybody conducting business on behalf of the Sizewell C Project to embody project values and demonstrate high ethical standards. • The Code would be reinforced through Project leadership behaviours and communication mechanisms. A confidential reporting line "Safecall" would be made available for all workers for the confidential reporting of concerns. • Breach of the code of conduct may lead to disciplinary action including removal from the Sizewell C Project. In terms of the Public Services Resilience Fund and Governance - SZC Co welcomes the statements from the Constabulary that the Public Services Resilience Fund is an important, multi-disciplinary mitigation measure focused on prevention rather than response – SZC Co consider it important, as set out within the Draft Deed of Obligation (Doc Ref. 8.17(E)) – that Suffolk Constabulary play a core role in the Community Safety Working Group in order to enable effective multi-agency insight and work planning as each member of the group will offer distinct but complementary services relating to community safety. <u>Response to RSPB and SWT</u> SZC Co. understands that concerns relating to an increase in visitors is an ecological issue rather than one pertaining to the heritage asset (this has certainly not been raised with SZC Co. to date). In terms of proposed measures relating to Leiston Abbey, discussions are underway with the RSPB Reserves Archaeologist on the specific measures to be funded and these are likely to include improved interpretation and information, including to help visitors understand the link between the first and second Leiston Abbey sites.

ExQ1	Question to:	Question:
CI.1.12	The Applicant	Effect of the proposed development on the local population In light of the concerns expressed by the CCG [RR-0500] and the Suffolk Constabulary [RR 1140] amongst others please comment on whether you still regard the assumptions of impacts on the local community as conservative and fully assess the likely impacts. In responding please address the following: (i) Whether the increased workforce could be supported by existing GPs (ii) Whether the effect on housing availability has been underestimated; (iii) The potential for adverse effects on health workers capacity to do their work due to impacts on journey times; (iv) Whether the equalities assessment adequately assesses effects on vulnerable groups; (v) Whether the mitigation for noise, dust, and impact on travel times has fully addressed health impacts; and (vi) Whether there has been a full assessment of the impacts on care homes and their residents.
	Response by SZC Co. at Deadline 2	<u>Response to (i)</u> The health needs of the NHB workforce have been internalised through occupational health care provision and therefore the increased workforce will not need to be supported by existing GPs. The scope of the occupational health provision is set out in Volume 2, Appendix 28A of the ES [APP-347] - this will replicate the provision that has proven so effective at Hinkley Point C, with minimal impact to local capacity due to the availability of GP, nursing and pharmacy services onsite. This provision is open to the entire workforce, thereby also offering health screening and care to HB staff, constituting complementary local health care. In addition, a residual referral rate has been assessed for the non-home-based workforce, and a residual healthcare contribution is proposed. This will include an amount for NHB workers' families. This is a conservative approach as those workers bringing families are likely to move into housing which other families vacate (i.e. offsetting existing residents and presenting little net health care demand or cost). Both the occupational health service (Sizewell Health) and the residual healthcare contribution will be secured in the Deed of Obligation, Schedule 6 (latest draft Doc Ref. 8.17(C)). On the above basis, the potential impact upon local health care capacity has been addressed.

ExQ1	Question to:	Question:
		<u>Response to (ii)</u> (ii) The Relevant Representations referenced here raise the following concerns in terms of the effect related to housing: - Concerns related to increased local housing turnover and the potential impact that this has on healthcare provision (i.e. unstable population creating GP registrations, but also healthcare infrastructure demands beyond this). - Concerns about the net additionality of NHB worker households and the effect of that assumption in determining healthcare requirements. The assessment of effects on housing availability has not been underestimated. The assessment has four main components each with conservatism built in in order to assess likely significant effects and plan for mitigation that would be comprehensive and robust: - Project assumptions about the scale, distribution and accommodation sectors used by the NHB workforce as described in appendices to Volume 2, Chapter 9 (Socio-economics) of the ES [APP-196] reflect an assessment case workforce that is weighted towards NHB workers. Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195] uses a conservative assessment case for assumptions about HB and NHB workers - this is to ensure mitigation for the NHB component is sufficiently robust. Some of the additional workforce (resulting from changing assumptions about the scale of workforce required as presented through Stage 2 and Stage 3 consultation) may be HB but the ES [APP-195] has taken a 'worst case' position with regards to knock-on effects on socio-economic factors. - The baseline set out within Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195] sets out a conservative assumption about the overall quantum of stock in the PRS and the tourist accommodation sectors – using data that most likely has since been updated to show an increase the supply of accommodation. - The assessment of effects set out within Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195] includes a number of conservative assumptions, including a focus on effects in the lower 30th percentiles of the PRS, and assumptions that discount availability and affordability of some tourist accommodation. It also assumes 100% additionality for the PRS – when in fact some homes would be already occupied by existing households.

ExQ1	Question to:	Question:
		The approach to mitigation – set out within Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195] and the Accommodation Strategy [APP-613] includes planning for uncertainty, flexible and responsive governance, and a Housing Fund that is able to fully mitigate the anticipated additional demand for PRS accommodation. <u>Response to (iii)</u> Potential changes in transport nature, flow and journey time, and the impacts these may have on local communities have been a key consideration in the design of the Sizewell C Project and associated development. The core assessment is contained within Volume 2, Chapter 10 (Transport) of the ES [APP-198] which addresses potential community severance, access and accessibility (including driver delay), and pedestrian fear and intimidation. Risk of accident and injury is set out within Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346]. In relation to the potential delay to community health workers traveling to and attending patients at home, the potential delay during construction is minimal, measured in seconds per trip, and would not impact upon capacity, resourcing or programming of community care. Once operational, the new and enhanced transport infrastructure will remain, affording longstanding benefits to community care delivery, including improved road safety. <u>Response to (iv)</u> The Equality Statement [APP-158] is not formally the assessment of equality effects required under Section 149 of the Equality Act 2010, as the Public Sector Equality Duty cannot be delegated to the Applicant. Therefore, it provides information to assist the Examining Authority in carrying out their duty. The full range of potential equality effects relating to protected characteristics, including vulnerable groups, is properly identified in the statement, and summarised in Table 1.1 [APP-158]. <u>Response to (v)</u> SZC Co. considers that the mitigation for noise, dust, and impact on travel times has fully addressed health impacts. Air quality has been assessed in terms of compliance with threshold objectives protective of health within the air quality assessment, and further investigated within Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346]. Emission concentration and

ExQ1	Question to:	Question:
		exposure remain orders of magnitude lower than is required to quantify any measurable adverse community health outcome. On this basis, further health mitigation is not required, and monitoring remains focussed on environmental precursors to health outcome (facilitating intervention). The same is the case with noise, where the primary focus of the assessment was to minimise the magnitude and exposure to noise at a level that would again preclude any manifest health outcome. Mitigation follows the same premise, the Noise Mitigation Scheme (Doc Ref. 6.3 11H(A)), is geared to prevent any material risk to public health. No further mitigation is proposed for travel times, where the residual impact is measured in seconds and will not constitute a material impact on community care capacity, resources or programming. <u>Response to (vi)</u> The assessment of care homes and their residents is integrated into the relevant ES topic areas, including transport, noise and health and wellbeing, with signposting provided in the Equality Statement [APP-158], as part of the consideration of age as a protected characteristic (see Table A1.7 for a list of care homes). Care homes are treated as receptors of greatest sensitivity to traffic flow in the transport assessment, along with schools, colleges, playgrounds, accident clusters, urban/residential roads without footways that are used by pedestrians, and so - where applicable - will have been taken into account in the proposed approach to mitigation e.g. proposed highway improvements. The noise assessment identifies residual significant effects during the construction phase on Leiston Old Abbey Residential Home which is located close to the main development site. This is receptor 15 in Volume 2, Chapter 11 (Noise and Vibration) of the ES [APP-202]. This is likely to be addressed through an acoustic barrier around its northern boundary. Norwood House is assessed as receptor 4 for the Sizewell link road - see Volume 6, Chapter 4 (Noise and Vibration) of the ES [APP-451]. No significant adverse noise effects are predicted, although there will be a significant increase in traffic noise on the B1122 close to property in the early years before the construction of the Sizewell link road. Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346] has applied a consistently precautionary approach where every resident is considered highly sensitive to

ExQ1	Question to:	Question:
		every health pathway. In this context, the assessment is working on the basis that every resident is sensitive to changes in noise, and means any impact other than minor would be considered significant. This thereby addresses the relative sensitivity to noise for a wide age demographic (children in schools through to senior residents at home and in care homes).
	Response by Ian Galloway at Deadline 3	In its response the Applicant avows "The health needs of the NHB workforce have been internalised through occupational health care provision and therefore the increased workforce will not need to be supported by existing GPs." However, with all NHS dentistry now having closed in Leiston and residents having to travel up to 30 miles for dental treatment, is the Applicant still confident that a SZC Health care provision will be capable of coping?
	Response by Suffolk Constabulary at Deadline 3	Suffolk Constabulary notes that whilst the Applicant's Community Impact Report (APP-156) identifies existing deprivation in Leiston this is not factored into the assessment of population dynamic or associated community safety impacts within Chapter 9 - Socioeconomics of the Applicant's ES, Equality Statement (APP-158) or Community Safety Management Plan (APP-635). Leiston, together with other pockets within the Eastern Command Area and Halesworth Local Policing Command (LPC), has long been recognised as an area faced with multiple deprivation and has specific policing needs above that of other more affluent areas of the county. Halesworth LPC therefore includes a dedicated Leiston Safer Neighbourhood Team (SNT), although effective local policing also relies on area based and county-wide policing resources.
	Response by Stop Sizewell C at Deadline 3	CI.1.12 the Applicant's response relates to the provision of medical support onsite. Given the Accommodation campus would only open in Year 3, how would this be provided in the Early Years? We find it implausible that there is expected to be no significant adverse noise effects on Norwood House given three years of substantially increased traffic during the early years. We further find it implausible that delays to health workers' journey times would be "measured in seconds per trip".
	Response by SZC Co. at Deadline 5	Response to Ian Galloway: Dentistry provision is not incorporated into the occupational health service at Sizewell C (nor was it at Hinkley Point C). This is because non-home-based workers would retain and return to their own dentist for all non-essential work. For emergency work, they could either return home or book an emergency appointment with local providers but this would have to be paid for as a private appointment so availability would be market and capacity

ExQ1	Question to:	Question:
		driven. Should there not be any availability locally, the workers would have to travel home for treatment. If anyone moves to the area permanently, they would have to find an NHS dentist with space or join a waiting list and pay privately in the meantime so this should not create any capacity issues. Response to Suffolk Constabulary: The assessment at Volume 2, Chapter 9 of the ES [APP-195] uses baseline crime rates for the Leiston Neighbourhood Area to assess the significance of effects, and therefore does consider the sensitivity of Leiston and the rural community in its conclusions. It should be noted that it will be within the control of Suffolk Constabulary how to direct the resources that will be agreed through the Deed of Obligation to most effectively address their concerns related to differential experiences of crime and non-crime incidents in different areas. SZC Co. has also included such flexibility and responsiveness in the direction of complementary mitigation such as the Public Services Resilience Fund and the Community Fund. Response to Stop Sizewell C: Sizewell Health will not be located on the accommodation campus but within one of the buildings in the temporary construction area. This will allow all workers to access the service during their working hours and for the service to be open from the start of construction. This will be secured in the Draft Deed of Obligation, Schedule 6 (Doc Ref. 8.17(E)) which states: <i>"2.1 SZC Co shall establish Sizewell Health on or before Commencement."</i> Norwood House: no further response - positions is as set out in the Response by SZC Co. at Deadline 2 above. Journey times: the issue of journey time modelling was addressed in the Issue Specific Hearings on 7/8 July 2021. Please see Written Submissions arising from Issue Specific Hearing 2/3 (Doc Ref. 9.42 and 9.43).

ExQ1	Question to:	Question:
CI.1.14	The Applicant, Suffolk Constabulary	Community Safety The Suffolk Constabulary [RR-1140] express concern that important community safety and policing impacts raised during the pre-application consultation stage have yet to be addressed. Please advise what progress has been made between the parties in this regard.
	Response by SZC Co. at Deadline 2	SZC Co. has worked with Suffolk Constabulary during the pre-application phase, and since submission of the DCO to fully assess the likely significant effects of the Sizewell C Project based on information available. A key concern of Suffolk Constabulary was the potential for non-crime incidents (as well as recorded crime) to result in additional demand for police resourcing. At paragraph 9.7.229 of Volume 2, Chapter 9 (Socio-Economics) of the ES [APP-195] it is noted that <i>'SZC Co. recognises through engagement with Suffolk Constabulary, that recorded crimes (the metric used in this assessment) are only one contributor towards police resourcing, and that information on response to non-reported incidents and dealing with crimes not categorised by the Home Office definitions can lead to greater demand for police resourcing'</i>. Following submission of the DCO, Suffolk Constabulary provided SZC Co. with information not previously in the public domain relating to non-crime incidents, and SZC Co. sourced non-crime (and reported crime) rates from HPC – this information was submitted in Volume 1, Chapter 2, section 2.4 of the ES Addendum [AS-181]. SZC Co. has provided funding to Suffolk Constabulary to model potential crime and non-crime impacts in order to agree mitigation to be secured through the Deed of Obligation (latest draft Doc Ref. 8.17(C)). There are currently significant differences between SZC Co. and Suffolk Constabulary in the interpretation of the model, including the use of selected demographic characteristics, their weight and the evidential basis of additional demand as a result, especially when evidence from actual recorded crimes and incidents from Hinkley Point C is considered, but work is ongoing to address them.
	Response by Suffolk Constabulary at Deadline 2	The Constabulary's concerns regarding the approach adopted by the Applicant are detailed in full within the Constabulary's Written Representation, which comprises: • Part 1 – Summary • Part 2 – Policing Impact Assessment (PIA)

ExQ1	Question to:	Question:
		• Part 3 – Collated comments regarding the assessment and acceptability of community safety impacts as predicted by the Applicant in the published SZC DCO application. In November 2020, prior to the ES Addendum being submitted, the Constabulary advised the Applicant that whilst the inclusion of additional baseline data would be welcome in terms of helping to contextualise the assessment, in isolation this alone would not rectify identified deficiencies within the published impact assessment. To help address the Constabulary's concerns, which have been previously shared with the Applicant, the Applicant included additional baseline data regarding the constabulary's workload within Section 2.4 – Socio-economics of the submitted ES Addendum (AS-181). However, the Applicant's actual assessment of likely effects on crime and policing, including EIA conclusions and proposed approach to mitigation, remains unchanged from the limited and narrow assessment provided in Chapter 9 – Socio-economics (paragraphs 9.7.216 – 9.7.320) of the submitted ES (APP-195). The Constabulary's major concerns therefore remain unresolved, as indicated in the Statement of Common Ground (SOCG) between the Constabulary and the Applicant submitted at Deadline 2. The Constabulary considers that there are significant gaps in the Applicant's assessment of likely significant effects on community safety and policing, discussed further within the Constabulary's Written Representation Part 3 - collated comments on submitted SZC DCO application.
	Response by SZC Co. at Deadline 3	SZC Co notes that the response from Suffolk Constabulary refers to issues raised in their Written Representation [REP2-168] – please refer to SZC Co.'s responses within Comments on Written Representations (Doc Ref. 9.28).
	Response by Suffolk Constabulary at Deadline 3	Following dialogue with Suffolk Constabulary, the Applicant included additional baseline data regarding the Constabulary's workload within Section 2.4 – Socio-economics of the SZC ES Addendum (AS-181). However, the actual impact assessment of likely effects on crime and policing and the approach to mitigation remains unchanged. The Constabulary advised the Applicant in November 2020 that whilst the inclusion of additional baseline data would be welcome in terms of helping to contextualise the assessment, in isolation this alone would not rectify identified deficiencies within their published impact assessment. The use of policing data collated by the HPC SEAG to predict community safety and policing impacts from SZC is not accepted by the Constabulary owing to known weaknesses with the HPC SEAG data (including under-reporting) and as the introduction

ExQ1	Question to:	Question:
		of a workforce population in one demographic, socio-economic and geographical situation cannot be predicted to generate the same community safety impacts in an entirely different situation, even if the same workers were involved. The Constabulary is therefore concerned regarding the over reliance by the Applicant upon the perceived experience of the construction of HPC project (within the Avon and Somerset Police area) to seek to predict community safety and policing impacts from the SZC project in Suffolk. Please refer to Part 2 of the Constabulary's Written Representation (REP2- 168) for further details regarding why it is inappropriate and unreliable to utilise HPC SEAG data to predict policing impacts from SZC in Suffolk.
	Response by Stop Sizewell C at Deadline 3	The "significant differences" between the Applicant and Suffolk constabulary on the impacts of crime and non-crime incidents is concerning.
	Response by SZC Co. at Deadline 5	SZC Co notes that the response from Suffolk Constabulary refers to issues raised in their Written Representation [REP2-168] – please refer to SZC Co.'s response within Comments on Written Representations [REP3-042].
CI.1.15	The Applicant, Suffolk Constabulary	Community Safety In light of the concerns raised by the Suffolk Constabulary in respect of what they describe as the narrowness of the assessment please advise what you have done to address this criticism, and what could be put in place to respond to these concerns. Please advise how you consider any appropriate mitigation could be delivered through the DCO in order to achieve a satisfactory level of community safety.
	Response by SZC Co. at Deadline 2	Please see response to question CI.1.14. Community safety mitigation measures are set out in the Community Safety Management [APP-635]. Table 5.1 [APP-635] sets out project mitigation measures contributing to community safety. These will be secured through a combination of measures as follows: • Security - Nuclear Site Licence and CoCP (Doc Ref 8.11(B)) (in turn secured by requirement (Project Wide 2: Code of Construction Practice. • On site fire and rescue capability - CoCP. • Emergency co-ordinator - CoCP. • Occupational Health Service – Deed of Obligation (Schedule 6) (Doc Ref. 8.17(C)).

ExQ1	Question to:	Question:
		• Security vetting - Nuclear Site Licence. • Drug and alcohol testing - Nuclear Site Licence and through Occupational Health Service. • Provision of accommodation campus and caravan site - Implementation Plan (Doc Ref. 8.4I(A)), secured through the Deed of Obligation. • Sports and recreation facilities - on-site will be as for campus, off-site Deed of Obligation, Schedule 10. • Accommodation Strategy – Deed of Obligation, Schedule 3. • Transport mitigation measures - Implementation Plan and Deed of Obligation, Schedule 16. • Employment, Skills and Training Strategy – Deed of Obligation, Schedule 7. Financial contributions to support community stakeholders will be secured in the Deed of Obligation (Doc Ref. 8.17(C)). This includes contributions to the emergency services (Schedule 4) and the Councils under the Public Services Resilience Fund (Schedule 5), which also provides for multi-agency use to allow cross working with health stakeholders and the emergency services. The Deed of Obligation also establishes the Community Safety Working Group which will work together over the construction phase of the project (Schedule 4).
	Response by Suffolk Constabulary at Deadline 2	To help address identified assessment gaps it was agreed between the Applicant and the Constabulary that the Constabulary, as the subject matter experts for policing, should undertake an independent assessment of likely community safety and associated policing resourcing impacts. The resulting PIA utilised projected SZC workforce and traffic data provided by the Applicant. Drafts of this PIA were shared with the Applicant in August 2020 and November 2020 for review and to facilitate discussions around the preparation of an initial SOCG (as submitted at Examination Deadline 2). All feedback received from the Applicant was carefully considered and informed several refinements to the PIA, as described in Appendix A of Part 2 of the Constabulary's Written Representation. The Constabulary requires adequate, appropriate and effective mitigation, including resource funding, and associated monitoring to be secured within the terms of the DCO and associated Section 106 Agreement between the Applicant and relevant local planning

ExQ1	Question to:	Question:
		authorities prior to the determination of the application for the SZC project. In particular, mitigation needs to include adequate financial contribution to ensure that additional police resource is available during the entire construction phase and that such resources are responsive to a fluctuating workforce to help ensure the avoidance of likely significant adverse community safety impacts and any other unacceptable community safety risks, including in relation to local policing and roads policing. The cost of providing adequate additional police resourcing to help mitigate community safety impacts from the SZC project should not be borne by existing taxpayers in Suffolk. Existing police funding mechanisms (Council tax and Home Office grant calculated on a per capita resident basis using ONS data) will not capture much of the required Non-Home Based (NHB) SZC workforce, meaning that without adequate additional funding being provided by the Applicant., policing services for this component of the workforce would not be funded.
	Response by SZC Co. at Deadline 3	SZC Co notes that the response from Suffolk Constabulary refers to issues raised in their Written Representation [REP2-168] – please refer to SZC Co.’s responses within Comments on Written Representations (Doc Ref. 9.28).
	Response by Suffolk Constabulary at Deadline 3	It is noted and welcomed that the Applicant's response confirms that funding to support the emergency services will be made available through the Deed of Obligation. However, beyond the principle of funding being provided through a legal mechanism, to date the Applicant has not agreed the quantum or structure of additional resources (thus associated funding level) required within Suffolk Constabulary to mitigate the adverse impacts of SZC. Further, whilst reference to the Public Services Resilience Fund is welcomed, associated governance structures need to be robust and transparent whilst the ability to access funding in a timely manner in order to deploy effective mitigation 'on the ground' in response to community safety incidents will be essential. The Deed of Obligation document (S106) must include robust provisions to ensure adequate and effective mitigation and monitoring, including in relation to changes in workforce levels and community safety impacts as well as in relation to the adequacy and effectiveness of deployed mitigation. Through recent discussions with the Applicant and Avon & Somerset Police (regarding the management of community safety at HPC) it is now clear that the proposed 'security vetting' relates only to ensuring compliance with nuclear site licencing and the suitability of personnel to undertake specific roles on the SZC site, rather than considering the

ExQ1	Question to:	Question:
		potential for adverse community safety impacts from the workforce population, including crime risks, on offsite communities. Whilst the proposed security vetting is a welcome step, it needs to be understood that the level of vetting proposed may not itself preclude prospective workers with previous criminal convictions or otherwise posing potential community safety risks from becoming employed at SZC. It is also not possible for the Applicant to enforce a higher standard of security vetting, e.g. one which could ensure those with previous criminal convictions are not employed, as vetting requirements must be proportionate for the security and safety needs of individual roles. This limits the effectiveness of the Applicant's proposed vetting to materially act as a community safety mitigation measure.
	Response by SZC Co. at Deadline 5	Please refer to SZC Co's Deadline 5 Response to CI.1.11 above.
CI.1.16	The Applicant Suffolk Constabulary	Community Safety (i) Please advise on the progress in developing the assessment of likely community safety impacts and policing impacts following the more detailed assessment of transport, staffing and demographic data. (ii) Is it intended to provide a copy of this assessment into the Examination? (iii) Is this assessment now agreed?
	Response by SZC Co. at Deadline 2	(i) The additional data has not changed SZC Co.'s assessment of likely community safety impacts. As set out in response to question CI.1.14 , data from Hinkley Point C on non-crime incidents has informed this position. Also as set out in response to question CI.1.14 , Sizewell C has funded Suffolk Constabulary to model potential crime and non-crime incidents relating to Sizewell C that would require mitigation. Suffolk Constabulary has shared the results with Sizewell C and SZC Co. is working to reach agreement on the interpretation of the results and the resultant resources that Suffolk Constabulary would require. At present SZC Co. believes the model is substantially over-estimating potential impacts when compared to observed impacts at Hinkley Point C. (ii) Volume 1, Chapter 2, section 2.4 of the ES Addendum [AS-181] provided an updated assessment by SZC Co.

ExQ1	Question to:	Question:
		It is not currently proposed to provide a copy of the Suffolk Constabulary assessment into the examination as this is a collaborative process which has involved a number of exchanges of written information and discussions, rather than one single document. However, the outcome of this will be detailed in the Deed of Obligation (Doc Ref. 8.17(C)). (iii) The assessment is not yet agreed for the reasons set out in question CI.1.4 and (i) above. Discussions are ongoing.
	Response by Suffolk Constabulary at Deadline 2	To help address identified assessment gaps it was agreed between the Applicant and the Constabulary that the Constabulary, as the subject matter experts for policing, should undertake an independent assessment of likely community safety and associated policing resourcing impacts. However, at this stage the parties have not been able to agree on the approach to modelling likely community safety impacts (crime and non-crime incidents) and associated policing demands attributable to the SZC project and associated workforce. In consequence the level of additional police resourcing required to help mitigate likely community safety impacts has also not been agreed. The PIA prepared by the Constabulary has therefore necessarily been submitted in full (rather than only summary conclusions being drawn from it) to the ExA as Part 2 of the Constabulary's Written Representation in order to evidence the Constabulary's strong views regarding: • Community safety and policing impacts likely to arise from the SZC project • Why the Applicant's reliance upon data collated for the Hinkley Point C project to attempt to predict policing impacts from SZC in Suffolk is flawed; • The need for a bespoke mitigation for the SZC project in Suffolk and why it is inappropriate to replicate mitigation proposals from the Hinkley Point C project as the Applicant has proposed; and, • The need for effective mitigation and monitoring to be secured through the terms of any DCO granted and associated Section 106 Agreement for the SZC project. This mitigation solution must be adequate and appropriate for the SZC project in Suffolk

ExQ1		
Question to:		Question:
	Response by SZC Co. at Deadline 3	SZC Co notes that the response from Suffolk Constabulary refers to issues raised in their Written Representation [REP2-168] – please refer to SZC Co.’s responses within Comments on Written Representations (Doc Ref. 9.28).
	Response by Suffolk Constabulary at Deadline 3	Suffolk Constabulary's Relevant Representation (RR-1140) confirmed that it had been agreed between the Applicant and the Constabulary that the Constabulary, as the subject matter experts for policing, should undertake an independent assessment of likely community safety and associated policing resourcing impacts. The Relevant Representation (RR-1140) also advised of the Constabulary's intention to submit this assessment of likely community safety and associated policing resourcing impacts as one part of Suffolk Constabulary's Written Representation (REP2- 168); which has duly been undertaken. Suffolk Constabulary advised the Applicant in November 2020 that whilst the inclusion of additional baseline data within Section 2.4 – Socio-economics of the SZC ES Addendum (AS-181) would be welcome in terms of helping to contextualise the assessment of likely community safety impacts, in isolation this alone would not rectify identified deficiencies within their published impact assessment.
	Response by SZC Co. at Deadline 5	SZC Co. is grateful for the work undertaken by Suffolk Constabulary in developing its assessment of community safety effects that influence police resourcing. However, as set out in SZC Co.’s response within Comments on Written Representations [REP3-042], there are differences between the parties in determining the scale of some elements – though noting that the parties are continuing to discuss these differences and are agreed on some aspects (such as the scale of non-crime incidents anticipated).
Chapter 13 - Cu.1 Cumulative impact		
Cu.1.0	The Applicant	Cumulative assessment in EIA and HRA ‘in-combination’ assessment Natural England (NE) [RR-0878] does not consider that a suitably robust assessment has been undertaken within the HRA of impacts from different aspects of the project, or of ‘in combination’ impacts between other projects which may impact on the same internationally designated sites and features. In particular, the cabling for East Anglia ONE North (EA1N) and East Anglia TWO (EA2) would come ashore and be routed through this part of the AONB close to the Sizewell C construction site. (i) Please provide an update on the latest position in relation to discussions with NE on this topic and indicate any

ExQ1	Question to:	Question:
		outstanding points of disagreement for this element of the HRA process; (ii) Please provide an update on the part of the Sizewell project's nine to twelve years construction phase that would be likely to coincide with the EA1 North and EA2 cable route's construction?
	Response by SZC Co. at Deadline 2	(i) SZC Co. disagrees with Natural England's position. In relation to the combined impacts from different aspects of the project, to supplement the assessment reported in the Shadow HRA Report [APP-145 to APP-149], further assessment of potential effects from the Sizewell C Project was reported in Appendix 1A to the Shadow HRA Report Addendum [AS-174]. That assessment provides supplementary analysis of the effects on qualifying features of each European site that could arise due to interaction between the various effect pathways (screening categories) listed in Table 5.1 of the Shadow HRA Report [APP-145]. These effects are referred to as '<i>inter-pathway effects</i>' in Appendix 1A to the Shadow HRA Report Addendum [AS-174]. A draft version of this supplementary assessment was shared with Natural England (and East Suffolk Council, the Royal Society for the Protection of Birds, Marine Management Organisation, the Environment Agency, Suffolk Wildlife Trust and Suffolk County Council) in advance of a meeting held on 24 November 2020. With respect to in-combination effects with other plans and projects, Appendix C to the Shadow HRA Report [APP-145 to APP-149] lists those plans and projects considered in the Shadow HRA process, which includes the East Anglia ONE North (EA1N) and East Anglia TWO (EA2) projects. In addition to the above matter, with regard to in-combination effects with other plans and projects, Natural England [RR-0878] specifically advised the preparation of a Site Integrity Plan (SIP) for the Southern North Sea Special Area of Conservation (SAC). A SIP was provided as Appendix 9A to the Shadow HRA Report Addendum [AS-178]. Since the Shadow HRA Report [APP-145 to APP-149] was prepared, East Anglia ONE North, East Anglia TWO and East Anglia THREE have been combined to form the East Anglia HUB. The SIP (Appendix 9A to the Shadow HRA Report Addendum [AS-178]) includes assessment of in-combination effects with the East Anglia HUB, reflecting the new construction programmes (see below).

ExQ1	Question to:	Question:
		(ii) As set out within Appendix 13A of this chapter, the new construction programmes, as detailed on the new 'East Anglia Hub'¹⁴ website¹⁵, state that offshore construction of all three schemes will commence in 2023, on shore works will commence in 2024 and all three schemes will be operational by 2026. Information provided by Scottish Power Renewables states that construction is likely to be sequential, with parallel construction being the worst-case scenario. An updated construction programme for the Sizewell C Project is provided within the Implementation Plan (Doc Ref. 8.4I(A)) submitted at Deadline 2. The anticipated peak early year of construction remains 2023 and peak year of construction at the main development site is in 2028, with Sizewell C due to become fully operational by 2034, as set out in the ES.
	Response by Scottish Power Renewables at Deadline 3	(i) To clarify the statement "Since the Shadow HRA Report [APP-145 to APP-149] was prepared, East Anglia ONE North, East Anglia TWO and East Anglia THREE have been combined to form the East Anglia HUB", the combining of the projects relates to the procurement process in order to achieve the most efficient procurement and delivery of the East Anglia ONE North, East Anglia TWO and East Anglia THREE projects. The East Anglia ONE North, East Anglia TWO and East Anglia THREE projects however remain separate projects proposed by separate legal entities. See (ii) for further commentary on SZC's response. (ii) East Anglia ONE North Limited and East Anglia TWO Limited note that there is no preference for sequential or parallel delivery of the East Anglia ONE North and East Anglia TWO projects. The East Anglia ONE North and East Anglia TWO DCO Applications have assessed both construction scenarios and DCO consent is sought to allow for both construction scenarios. It is noted that East Anglia ONE North Limited and East Anglia TWO Limited have made a commitment that should both projects be consented and proceed on a sequential basis, that the ducting for the second (later) project will be laid in parallel with the first project. East Anglia ONE North Limited and East Anglia TWO Limited also highlight the Outline SPA Crossing Method Statement that was submitted to the East

¹⁴ East Anglia Hub is the name for the collective East Anglia THREE, East Anglia TWO and East Anglia ONE North offshore windfarm schemes.

¹⁵ The Energy Technology Institutes' Nuclear Cost Drivers report published on 3 September 2020. Available at: <https://www.eti.co.uk/library/the-eti-nuclear-cost-drivers-project-summary-report>

ExQ1	Question to:	Question:
		Anglia ONE North and East Anglia TWO examinations as this presents further detail (including seasonal restrictions) on the onshore cable route works within the SPA. Also see the response to ExQ1 PART 3 OF 6 Cu.1.9 (i) below.
	Response by SZC Co. at Deadline 5	No further comments.
Cu.1.3	The Applicant, ESC, SCC	Cumulative effects with other plans, projects and programmes ES Volume 10 Project-wide, Cumulative and Transboundary Effects, Chapter 4, Table 4.16 [APP-578], identifies those effects that have been found to be greater in-combination with the non-Sizewell C schemes than for the proposed development alone. For transport, this includes the A12 at Little Glemham and Marlesford. (i) Please explain further how the proposed mitigation would operate in practice and how this would satisfactorily overcome the anticipated cumulative moderate adverse effect on fear and intimidation; (ii) Please indicate whether there are any other steps which could be taken in mitigation of this adverse effect?
	Response by SZC Co. at Deadline 2	(i) The Draft Deed of Obligation (Doc Ref. 8.17(C)) identifies that SZC Co. will provide a Marlesford and Little Glemham Improvement Contribution to be used by Suffolk County Council for the design and implementation of local improvements to mitigate Sizewell C impacts. Potential improvements in Marlesford and Little Glemham have been discussed with Suffolk County Council and the Parish Council. They include measures to reduce vehicle speeds (e.g. a new 30mph speed limit through Marlesford and extension of the existing 40mph speed limit, traffic calming, gateway features, new and wider footways and pedestrian crossings). Combined these measures would mitigate the forecast environmental impacts. (ii) See response to question TT.1.22 within Part 6 for description of further monitoring and control measures, and a separate contingency fund, proposed to mitigate potential impacts on the A12.
	Response by East Suffolk Council at Deadline 2	This question is highway related so ESC defers to SCC as local highway authority to respond. ESC would like it noted that any mitigation measures proposed such as

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 2	additional crossing facilities would need to be assessed from a noise and air quality perspective to ensure one adverse effect is not replaced by another. (i) SCC considers that mitigation is required at this location in a Sizewell C project only scenario and therefore for all cumulative scenarios as well. For this cumulative scenario, it is understood that the Applicant proposes through communication with EA1N and EA2 projects and the TRG, that if the worst-case Environmental Impacts were predicted to occur then the need for mitigation would be triggered, which would then be delivered. There are a number of potential issues with this approach, the first being that through the EA1N and EA2 examination mitigation at these locations has been agreed between the Applicant and Councils (although no decision has been made on the DCO) to sufficiently mitigate the proportional impact at this location of the EA1N and EA2 proposals. The mitigation proposed is considered proportionate to the scale of EA1N and EA2's impact both in terms of peak impact and the length of impact and is not considered proportionate to Sizewell C's impact. SPR have committed to providing this mitigation which can be viewed at Annex 5 of the Construction Traffic Management Plan, found here: https://infrastructure.planninginspectorate.gov.uk/wpcontent/ipc/uploads/projects/EN010077/EN010077-004832-8.9%20EA1N%20Outline%20Construction%20Traffic%20Management%20Plan.pdf). Another issue is that there is no assessment of the exact point mitigation is required; it is only suggested that it is required for a peak scenario, but there would be a threshold prior to the absolute peak that the assessment method used by the Applicant would determine a need for mitigation, and this also requires a level of professional judgement. Given the length of time it can take to book road space and undertake roadworks (including the availability of contractors) it may take several months following identification of the need for mitigation for that mitigation to be delivered. The mitigation itself will have an impact on traffic using the A12 as it is likely that some form of traffic management will be required, which if traffic volumes are high require working outside normal working hours in turn with consequential impacts such as noise on local residents. On that basis, the TRG would then need to determine whether SZC HGV movements needed to be controlled or the extent to which a short-term impact would be considered tolerable on the basis that mitigation was planned to be delivered in the near future, or even if the impact of delivering the mitigation outweighs its own impact; this would also need to be considered in the context of the delivery of EA1N and EA2 mitigation. That being said, the Applicant is

ExQ1	Question to:	Question:
		currently working on a strategy for mitigating their impacts at this location, which would address the issue as they would be mitigating their proportional impact, which SCC considers necessary. (ii) Mitigation could be provided in the form of controls on HGV numbers or alternatively footway widening, footway extensions and a crossing facility. SCC considers that mitigation is required at this location in all scenarios and believe that mitigation should be delivered very early in the programme to avoid disruption on a haul route for both this Project and the EA1N and EA2 projects, and to minimise disruption on a strategic corridor.
	Response by SZC Co. at Deadline 3	The draft Deed of Obligation (Doc. Ref. 8.17(D)) identifies a Marlesford and Little Glemham Improvement Contribution to be used by Suffolk County Council (SCC) for the design and implementation of local improvements to mitigate Sizewell C impacts. Discussions are ongoing with Suffolk County Council, East Suffolk Council and the parish councils, with a view to agreeing the proposed scheme. Triggers are not proposed for the mitigation. In addition to the proposed Marlesford and Little Glemham Improvement Contribution, demand management measures are included in the Construction Traffic Management Plan (CTMP) [REP2-054], Construction Worker Travel Plan (CWTP) [REP2-055], which are to be secured through the Draft Deed of Obligation (Doc Ref. 8.17(D)).
	Response by Marlesford Parish Council at Deadline 3	The Applicant restates its comments from AR.1.25 above and MPC's position is as stated in its comments on that question. SCC, in their answer to this question considers that mitigation is required at this location in a "Sizewell C project only" scenario and therefore for all cumulative scenarios as well. SCC goes on to note that there is no commitment as to when (prior to peak) the mitigation works in Marlesford and Little Glemham would be carried out. MPC agrees with SCC when it says, "SCC considers that mitigation is required at this location in all scenarios and believe that mitigation should be delivered very early in the programme to avoid disruption on a haul route for both this Project and the EA1N and EA2 projects, and to minimise disruption on a strategic corridor." MPC also agrees with ESC on their comment against this question, "that any mitigation measures proposed such as additional crossing facilities, would need to be assessed from a noise and air quality perspective to ensure one adverse effect is not replaced by another." This is an important consideration for both Marlesford and Little Glemham and begs the question that if adverse effects are likely to be created by mitigation measures, would the best answer not be to bypass both villages as envisaged by SCC's SEGWay proposals?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	No further response from SZC Co. proposed.
Cu.1.6	The Applicant	Cumulative effects with other plans, projects and programmes ES Volume 10 Project-wide, Cumulative and Transboundary Effects [APP-578], Chapter 4, paragraphs 4.21.35 to 4.21.38, in relation to cumulative quality of life and wellbeing effects associated with general stress and anxiety, recognises that due to their scale, larger projects may generate stress and anxiety. However, it concludes that on the basis that each individual development would inherently manage stress and anxiety associated with the planning application process, the cumulative health and wellbeing effects would remain minor adverse and not significant. (i) Please explain further how such stress and anxiety would be inherently managed rather than exacerbated by the planning process? (ii) Please provide further evidence and reasoning to support the conclusion reached that the cumulative effect would not be significant?
	Response by SZC Co. at Deadline 2	(i) Potential community stress and anxiety is a feature of both tangible changes in environmental, social and economic circumstance; and perceived risk. The planning process is inherently designed to protect the environment and health, and as such explores, addresses and assesses all credible activities with the potential to impact upon such, including the underlying features for general stress and anxiety. Measures proposed by SZC Co. to mitigate impacts on health and wellbeing, including stress and anxiety, are summarised within Volume 2, Chapter 28 of the ES, Section 28.5 [APP-346]. Furthermore, the engagement process is geared towards exploring community priorities, needs and concerns, and forms the basis to tailoring and refining an application to local circumstance, but is also the process to respond to unfounded concerns that may lead to undue stress and anxiety. SZC Co. will maintain a robust system for communication and community engagement throughout the construction period as set out within the Code of Construction Practice (Doc Ref. 8.11(B)). As explained in paragraph 4.21.37 of Volume 10, Chapter 4 of the ES [APP-578], the planning process is therefore inherently geared to investigate, assess and address both tangible and perceived hazards with the potential to result in community stress and anxiety.

ExQ1	Question to:	Question:
		The regulatory planning process also means that each of the cumulative projects listed in Volume 10, Chapter 4 of the ES [APP-578] will undertake the same process and will investigate, assess and address all tangible environmental, social and economic parameters, and also include its own cumulative assessment, considering any overlapping risk. On this basis, the regulatory planning process does not seek to exacerbate stress and anxiety, quite the contrary. Providing instead a regimented and comprehensive approach that ensures all projects consider and address all environmental, social and economic changes that underlie general community stress and anxiety. (ii) Paragraphs 4.21.35 to 4.21.38 in Volume 10, Chapter 4 of the ES [APP-578] are in reference to general stress and anxiety from the planning process, and conclude no significant cumulative environmental, social or economic impact with regards to stress and anxiety. The reasoning for this is further explained under response for (i) above. In the absence of any significant cumulative impact, only risk perception and general disruption remain, which can only be addressed through ongoing meaningful engagement, which is the case for Sizewell C, and all the major infrastructure projects considered within the cumulative impact assessment. On this basis, each of the projects identified within the cumulative impact assessment will follow the regulatory planning process, will investigate, assess and address all tangible environmental, social and economic parameters, will include engagement, and subject to consent, will have appropriate monitoring and ongoing engagement to manage residual community concerns and risk perceptions that underlie stress and anxiety.
	Response by Stop Sizewell C at Deadline 3	We find the Applicant's response here dismissive and patronising, describing how "unfounded" concerns may add to stress and anxiety. We consider that the local communities are well informed and their concerns well founded. In relation to the Applicant's statement about "a robust system for communication", as described in our oral submissions, EDF paused the Community Forum prior to submitting its DCO application, despite online options being available.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid.

ExQ1	Question to:	Question:
Cu.1.7	The Applicant, EA1N	Cumulative effects with other plans, projects and programmes EA1N [RR-0340] indicates that its representatives have engaged proactively with Sizewell C representatives to better understand the scope and impact of the proposed Sizewell C Project and its potential cumulative and in-combination effects, in particular on transport related matters. Please confirm that such discussions are ongoing and indicate whether any further information is available at this stage in relation to potential cumulative and in-combination effects of the projects with particular regard to transport- related matters.
	Response by SZC Co. at Deadline 2	SZC Co. continue to engage with Scottish Power Renewables (SPR) to ensure coordination between East Anglia One North (EA1N) and East Anglia Two (EA2) and Sizewell C Project. See response to TT.1.62 within Part 6 which describes recent discussions between SZC Co. and SPR in relation to consistency between traffic models. A technical note (refer to Appendix 24B) has been produced summarising the differences in the SPR Preliminary Environmental Information Report (PEIR) and ES traffic inputs. A Statement of Common Ground (SoCG) has also been developed between SZC Co. and SPR (Doc Ref. 9.10.28), setting out a commitment to engage in relation to coordination of highway mitigation proposals and programmes (see response to TT.1.63 in Part 6 for further information).
	Response by Scottish Power Renewables at Deadline 2	The Statement of Common Ground with NNB Generation Company (SZC) Limited V2, SZC-501 (East Anglia TWO examination reference REP8-112¹⁶) confirms: "The Applicants and SZC will engage regularly with each other during design and construction of their respective projects so that any interface between the projects can be considered at an early stage, recognising it is in the interests of the Applicants and SZC as well as the wider community that all projects be coordinated as far as reasonably practicable"

¹⁶ [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004551-ExA.SoCG-18.D8.V2%20EA1N&EA2%20Statement%20of%20Common%20Ground%20with%20NNB%20Generation%20Company%20\(SZC\)%20Limited.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004551-ExA.SoCG-18.D8.V2%20EA1N&EA2%20Statement%20of%20Common%20Ground%20with%20NNB%20Generation%20Company%20(SZC)%20Limited.pdf)

ExQ1	Question to:	Question:
		EA1N&EA2 Sizewell C Cumulative Impact Assessment Note (Traffic and Transport) - Version 02 (East Anglia TWO examination reference REP6-043 ¹⁷) sets out the cumulative interactions between the East Anglia ONE North, East Anglia TWO and Sizewell C projects. East Anglia ONE North Limited and East Anglia TWO Limited are currently engaging with SZC to support the interpretation of the data contained in this submission (see response to TT.1.62).
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Scottish Power Renewables at Deadline 3	East Anglia ONE North Limited and East Anglia TWO Limited's transport consultants (Royal Haskoning DHV) have engaged with SZC Co. transport consultants (WSP) to clarify the traffic data that informed the former's DCO application. Royal HaskoningDHV have reviewed Appendix 24B Technical Note 1 Comparison of Scottish Power Renewables Development Traffic Assumptions (REP2-050) and can confirm the traffic data presented is a correct disaggregation of the traffic demand presented in the East Anglia ONE North and East Anglia TWO DCO applications. Discussions on traffic distribution remain ongoing with SZC Co. Contrary to that stated within Technical Note 1, Royal HaskoningDHV have not commented on or agreed the significance of the changes in East Anglia ONE North and East Anglia TWO traffic from PEIR to DCO application (and the influence on the SZC Transport Model) as it is considered this is a matter for SZC Co. and the relevant authorities to determine.
	Response by SZC Co. at Deadline 5	SZC Co. welcomes SPR's confirmation that the traffic data presented in Appendix 24B Technical Note 1 Comparison of Scottish Power Renewables Development Traffic Assumptions [REP2-112] is a correct disaggregation of the traffic demand presented in the East Anglia ONE North and East Anglia TWO DCO applications. SZC Co. continues to engage with SPR to ensure the cumulative scenarios in the assessment of both projects are as consistent as is practically possible. SZC Co. will report to the ExA on any material change to the assessment that results in these discussions.

¹⁷ [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004009-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20\(Traffic%20and%20Transport\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004009-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20(Traffic%20and%20Transport).pdf)

ExQ1	Question to:	Question:
		SPR is correct that is a matter for SCC as local highway authority and not SPR to determine whether the changes in East Anglia ONE North and East Anglia TWO traffic from PEIR to DCO application would have a material effect on the traffic modelling or not. SCC's response to TT.1.62 confirmed that the differences in flows are <i>"very minor and highly unlikely to have a material impact on any conclusions."</i>
Cu.1.8	The Applicant, EA1N, EA2	Cumulative effects with other plans, projects and programmes EA1N [RR-0340] and EA2 [RR-0341] explain that the Order limits for the EA1N Project and the Sizewell C Project overlap in three areas of the public highway, namely: Sizewell Gap (close to the Junction of Sizewell Gap/King George's Avenue); the junction of A12/A1094 (Friday Street); and the junction of A1094/A1069 (Snape Road). (i) Please indicate whether any progress has been made in relation to opportunities for co-ordinating works in these areas and how this would be secured by the DCO(s). (ii) If not, what are the perceived obstacles to any such co-ordination? (iii) Explain the way in which the various works for these schemes in these locations could conflict? (iv) Explain how it is proposed that the necessary access for the EA1 North and EA TWO Projects would be maintained?
	Response by SZC Co. at Deadline 2	i, ii, iii) See response to TT.1.63 in Part 6 which discusses the coordination of highway mitigation proposed by SZC Co. and SPR for EA1N and EA2. A commitment to regular engagement during design and construction phases is set out in the SoCG between SZC Co. and SPR (Doc Ref. 9.10.28). SZC Co. propose to establish clear communications protocols between all three parties, which will be defined in the terms of reference of the Transport Review Group (TRG). iv) The SPR EA1N and EA2 Works interact with Sizewell Gap at Work Nos. 10, 11 and 15. The EA1N and EA2 draft DCO (Schedule 9) sets out the purpose for which temporary possession may be taken at these Works (e.g. construction and carrying out of authorised project, vegetation clearance, access for carrying out the project). The SoCG between SZC Co. and SPR (Doc Ref. 9.10.28) notes that these works do not materially conflict with the construction of the Sizewell C Project. The draft DCO (Doc Ref. 3.1(C)) includes protective provisions which adequately protect SZC Co.'s interests with regard to interactions on Sizewell Gap.

ExQ1	Question to:	Question:
	Response by Scottish Power Renewables at Deadline 2	(i) The overlap in Order limits referred to relate to onshore matters. A further overlap occurs offshore. The EA2 and EA1N draft DCOs include protective provision in favour of SZC which requires East Anglia ONE North Limited and East Anglia TWO Limited to consult with SZC Co. in the formulation of the proposed method of working and timing of execution of works, to the extent that it relates to such overlapping Order Limits. The Applicants seek reciprocal Protective Provisions within the SZC dDCO. A separate side agreement may also be required with SZC (depending on the final wording of the Protective Provisions) to address commercially confidential matters such as indemnity levels. Discussions on this matter are at an early stage between SZC and East Anglia ONE North Limited and East Anglia TWO Limited and are continuing. (ii) see response to (i) (iii) Works at Sizewell Gap and the junction of A1094/A1069 (Snape Road) may conflict in terms of SZC and East Anglia ONE North Limited and East Anglia TWO Limited seeking to undertake works at these junctions at the same time, and potentially seeking to undertake similar works. The protective Provisions referred to in (i) above are intended to ensure early engagement between the parties prevents such conflicts. Interaction at the junction of A12/A1094 (Friday Street) are more significant, with SZC proposing the construction of a roundabout and East Anglia ONE North Limited and East Anglia TWO Limited proposing construction of traffic signals at the same junction to mitigate different magnitudes of impacts resultant from the respective projects. However, the protective Provisions referred in (i) above are intended to ensure early engagement between the parties to prevent any conflict and allow for the effective planning of highway works at this junction (iv) Accesses will be maintained by the Applicants until their removal in order to ensure their safe use throughout the construction period. This will involve management of vegetation along the visibility splays, maintenance of signage; and maintenance of the access surface (including any tarmac joint with the highway) as required. As facilitated by the Protective Provisions with the East Anglia ONE North/East Anglia TWO /SZC DCOs, East Anglia TWO Limited, East Anglia ONE North Limited and SZC Co. must liaise during construction to ensure respective rights of access are not compromised. In practice, where potential conflict arises, it is in the interest of all parties to work together to resolve the potential conflict.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Scottish Power Renewables at Deadline 3	East Anglia ONE North Limited and East Anglia TWO Limited are not a member of SZC Co's Transport Review Group and cannot comment on its scope or function. Notwithstanding this, East Anglia ONE North Limited and East Anglia TWO Limited have ongoing engagement with SZC Co. in relation to the respective parties' DCO applications. Deadline 2 Submission - 9.10.28 Initial Statement of Common Ground - East Anglia One North and Two - Revision 1.0 (REP2-092) contains the following 'in principle' agreement: The Applicant and EA1/EA1N recognise that all projects involve works at Friday Street, Sizewell Gap and Snape Road and will engage regularly with each other during design and construction of their respective projects so that any interface between the projects can be considered at an early stage, recognising it is in the interests of the Applicant and EA1/EA1N as well as the wider community that works at Work No. 35 [A1094/A1069] be coordinated as far as reasonably practicable. East Anglia ONE North Limited and East Anglia TWO Limited are seeking protective provisions and side agreement with SZC Co. to ensure the protection of East Anglia ONE North Limited and East Anglia TWO Limited's interests as a result of the Sizewell C Project.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co. response for Deadline 2.
Cu.1.9	The Applicant, EA1N, EA2	Cumulative effects with other plans, projects and programmes ES Volume 10 Project-wide, Cumulative and Transboundary Effects [APP-578], Chapter 4, paragraph 4.4.13, indicates that the construction of EA1N and EA2 could overlap with the construction of the Sizewell C Project. Paragraph 4.14, states that the 'concurrent build' traffic flows have been used, derived from the preliminary environmental information for the EA2 development. (i) Please indicate whether any further information is available at this stage as to the likely timing and duration of the overlap should all these projects be approved. (ii) Please comment on the reliability of the ES assessment given that it has utilised preliminary environmental information and indicate whether this has now been superseded?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	(i) As set out within Appendix 13A of this chapter, the new construction programmes for EA1N, EA2 and EA3, as detailed on the new 'East Anglia Hub'¹⁸ website¹⁹, state that offshore construction of all three schemes will commence in 2023, on shore works will commence in 2024 and all three schemes will be operational by 2026. Information provided by SPR states that construction is likely to be sequential, with parallel construction being the worst-case scenario. An updated construction programme for the Sizewell C Project is provided within the Implementation Plan (Doc Ref. 8.4I(A)) submitted at Deadline 2. The anticipated peak early year of construction remains 2023 and peak year of construction at the main development site is in 2028, with Sizewell C due to become fully operational by 2034, as set out in the ES. As explained within Volume 10, Chapter 4 of the ES [APP-578], the peak SPR construction traffic flows were considered as part of the peak early year (2023) assessment of Sizewell C construction within the ES. Furthermore, although the proposed timeline for concurrent construction shows the SPR schemes to be completed before the Sizewell C peak construction phase, if the construction programme were to be delayed the concurrent build could still be underway by Sizewell C peak construction phase, therefore the SPR 'concurrent build' traffic flows were also assessed in the Sizewell C 2028 peak construction 'cumulative' scenario. The SPR schemes would be completed by the Sizewell C operational stage. This remains robust and valid. (ii) See response to question TT.1.62 within Part 6 which describes recent engagement between SZC Co. and SPR to check on the validity of the SZC Co. assessment using the latest traffic flows from the EA1N and EA2 Environmental Statements. A note has been produced to summarise the differences in the SPR PEIR and ES traffic inputs (refer to Appendix 24B). The flow differences are small. The conclusion of that review is that there would be no material impact on the SZC Co. environmental assessment, if the updated SPR flows were used. It is also noted that due to the proposed timings and location of the onshore elements of EA3, it is not considered that this would have cumulative transport

¹⁸ East Anglia Hub is the name for the collective East Anglia THREE, East Anglia TWO and East Anglia ONE North offshore windfarm schemes.

¹⁹ Scottish Power Renewables. The East Anglia Hub. [Online] Available from: https://www.scottishpowerrenewables.com/pages/east_anglia_hub.aspx

ExQ1	Question to:	Question:
		impacts in combination with the Sizewell C Project and, therefore, the assessment presented within the ES remains robust and valid.
	Response by Scottish Power Renewables at Deadline 2	i) The EA1N&EA2 Sizewell C Cumulative Impact Assessment Note (Traffic and Transport) - Version 02 (East Anglia TWO examination reference REP6-043²⁰) sets out the cumulative interactions between the East Anglia ONE North, East Anglia TWO and Sizewell C projects. The note considers a worst case that peak construction phase for the East Anglia ONE North and East Anglia TWO Projects could overlap with the 'early years' construction for SZC in 2023 and also the peak construction for SZC in 2028. ii) East Anglia ONE North Limited and East Anglia TWO Limited have been provided with the modelling data used by the Sizewell C project to assess the potential for cumulative impacts with the EA1N and EA2 projects. East Anglia ONE North Limited and East Anglia TWO Limited will review this information and revert.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Scottish Power Renewables at Deadline 3	(i) The temporal overlap of traffic demand between East Anglia ONE North and East Anglia TWO and Sizewell C is clarified in Deadline 6 Submission - ExA.AS-6.D6.V2 EA1N&EA2 Sizewell C Cumulative Impact Assessment Note (Traffic and Transport) - Version 02 (EA2/EA1N REP6-043) of the East Anglia ONE North and East Anglia TWO examination). The note examines SZC Transport Assessment Addendum (AS-266) and identifies the following worst case cumulative impact assessment (CIA) scenarios: • CIA Scenario A –SZC early years construction traffic + East Anglia ONE North and East Anglia TWO peak construction traffic, assuming a 2023 reference year; and • CIA Scenario B – SZC peak construction traffic (main development sites) + East Anglia ONE North and East Anglia TWO peak construction traffic, assuming a 2028 reference year. (ii) Please refer to comments on responses to ExQ1 PART 3 OF 6 Cu.1.7.

²⁰ [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004009-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20\(Traffic%20and%20Transport\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004009-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20(Traffic%20and%20Transport).pdf)

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co. response for Deadline 2.
Cu.1.11	The Applicant, EA1N, EA2, SCC	Cumulative effects with other plans, projects and programmes ES Volume 10 Project-wide, Cumulative and Transboundary Effects, Chapter 4 Assessment of Cumulative Effects with Other Plans, Projects and Programmes [APP-578], paragraph 4.4.53, explains that the cumulative assessment for Sizewell C with EA1N and EA2 is based on certain worst case assumptions. Please indicate whether those assumptions are agreed between all parties and that they comprise a complete list of potential 'worst case' factors?
	Response by SZC Co. at Deadline 2	See response to question TT.1.62 within Part 6 which describes recent engagement between SZC Co. and SPR to check on the validity of the SZC Co. assessment using the latest traffic flows from the EA1N and EA2 Environmental Statements. A note has been produced to summarise the differences in the SPR PEIR and ES traffic inputs (refer to Appendix 24B). The flow differences are small. The conclusion of that review is that there would be no material impact on the SZC Co. environmental assessment, if the updated SPR flows were used. Furthermore, SPR flows were previously accounted for within the 2023 early years peak assessment year. With the revised programme for East Anglia Hub, the 2023 assessment year remains correct.
	Response by Scottish Power Renewables at Deadline 2	The EA1N&EA2 Sizewell C Cumulative Impact Assessment Note (Traffic and Transport) - Version 02 (East Anglia TWO examination reference REP6-043 ²¹) sets out the worst case cumulative transport metrics that have been utilised to inform the East Anglia ONE North and East Anglia TWO DCO applications.

²¹ [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004009-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20\(Traffic%20and%20Transport\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004009-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20(Traffic%20and%20Transport).pdf)

ExQ1	Question to:	Question:
		Deadline 8 Submission - East Anglia ONE North and East Anglia TWO Statement of Common Ground with East Suffolk Council and Suffolk County Council - Version 04, LA10.10 (REP8-114 ²²) confirms: "The approach to assessing cumulative impacts with SZC is acceptable."
	Response by Suffolk County Council for Deadline 2	With regards to the assessment of EA1N and EA2, the assumptions are agreed and considered to be acceptable by the Council. For clarity, the Applicant has recently submitted an updated technical note to the Council (see TT.1.62) highlighting that there are some minor differences between the EA1N and EA2 flows assessed in their DCOs and in the Sizewell C DCO; however, these are considered to be minor and highly unlikely to materially impact any conclusions. The assessment here relates to the cumulative impact for the implementation of EA1N, EA2 and SZC. It does not take into account the possible construction of other energy projects in the vicinity.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Scottish Power Renewables at Deadline 3	Please refer to comments on responses to ExQ1 PART 3 OF 6 Cu.1.7 and ExQ1 PART 3 OF 6 Cu.1.9.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co's. response for Deadline 2.
Cu.1.13	The Applicant, EA1N	Cumulative effects with other plans, projects and programmes EA1N [RR-0340] in relation to offshore matters notes that whilst the Sizewell C Project's Work Nos. 2B, 2D and 2F fall outside the EA1N Order limits, there remains an overlap in the Order limits. The company expresses concern that it must not be hindered from undertaking the necessary works for the EA1N Project as a result of the Sizewell C Project

²² <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-004595-ExA.SoCG-2.D8.V4%20EA1N&EA2%20Statement%20of%20Common%20Ground%20with%20East%20Suffolk%20Council%20and%20Suffolk%20County%20Council.pdf>

ExQ1	Question to:	Question:
		works at these locations. Please indicate the form of assurance sought in this respect and whether this has been provided to the satisfaction of EA1N?
	Response by SZC Co. at Deadline 2	The EA2/EA1N Order limits are located 152m from Work No. 2F and an indicative 500m working width area is required between the EA2/EA1N Projects Order limits and the location of offshore export cables. There is a minimum indicative separation distance of 652m between the Sizewell C cooling water intakes at Work Nos.2B, 2D and 2F. and the nearest potential location of the EA2/EA1N offshore export cables. The construction, operation and decommissioning of the EA2/EA1N projects and the Sizewell C project can be undertaken without unreasonable hinderance. EA2, EA1N and SZC Co. will keep each other informed as to the precise siting of their respective infrastructure during detailed design and will work to ensure that the EA2 and EA1N and the Sizewell C infrastructure can be constructed, operated and decommissioned without unreasonable hinderance. A Statement of Common Ground (SoCG) for the EA2/EA1N Projects (Doc Ref. 9.10.28) has been developed on that basis.
	Response by Scottish Power Renewables at Deadline 2	East Anglia ONE North Limited and East Anglia TWO Limited are seeking Protective Provisions within the SZC dDCO in a reciprocal arrangement to those agreed within the East Anglia ONE North and East Anglia TWO draft DCOs. A separate side agreement may also be required with SZC (depending on the final wording of the Protective Provisions) to address commercially confidential matters such as indemnity levels. Discussions on this matter are at an early stage with SZC and East Anglia ONE North Limited and East Anglia TWO Limited and are continuing.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Scottish Power Renewables at Deadline 3	The draft DCOs for East Anglia ONE North and East Anglia TWO include protective provisions in favour of SZC and the parties are currently negotiating a side agreement on this matter also. East Anglia ONE North Limited and East Anglia TWO Limited are seeking protective provisions for their benefit to be included within the SZC DCO and also require a side agreement to be entered into during the SZC examination in order to protect their interests.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
Cu.1.18	The Applicant, ESC	Cumulative effects with other plans, projects and programmes ESC [RR-0342] accepts that the primary issues arising in the cumulative assessment are predominantly managed with the proposed transport strategy. However, one element that continues to raise concern is the A12 west of Woodbridge and the A12/A1094 junction to Aldeburgh pre: Two Village Bypass construction. (i) The Council is requested to explain further its stated intention to work with the Highway Authority to understand how capacity here can be increased and indicate the prospects of that objective being achieved? (ii) Please provide further explanation as to the anticipated timetable for the provision of the Two Village bypass and the scope for the Friday Street roundabout element of the Two Village Bypass to be brought online as soon as possible during the Sizewell C construction.
	Response by SZC Co. at Deadline 2	i) No response from SZC Co. required. ii) There has been further work on the anticipated construction sequence for the two village bypass, which has been validated against the indicative Implementation Plan (Doc Ref. 8.4I(A)). The two village bypass will be delivered in the early years of the Sizewell C Project, with the delivery of the A12/A1094 (Friday Street) roundabout prioritised, as shown on the Implementation Plan (Doc Ref. 8.4I(A)). The delivery of the Sizewell C Project in line with the Implementation Plan is secured through Schedule 9 of the Draft Deed of Obligation (Doc Ref. 8.17(C)). The anticipated construction sequence would include: 1) Preparatory Works Preparatory works include the provision of mitigation measures for the following items: • archaeology; • ecology; • environment; • utility investigation.

ExQ1	Question to:	Question:
		All preparatory works will be undertaken in compliance with the required permits and consents. Once completed, the preparatory works will facilitate the commencement of construction of the two village bypass. 2) Construction works 2.1) Friday Street Roundabout Construction of the Friday Street roundabout will be prioritised early in the construction of the two village bypass. The construction of the Friday Street roundabout will involve substantial works off-line with no disruption to the existing A12 and A1094 road networks. This work will then be followed by a Phased Traffic Management Plan to facilitate the connection of the proposed two village bypass with the existing A12 and A1094. The Friday Street roundabout will be completed and operational early in the construction phase. 2.2) Two Village Bypass Construction on the remaining areas of the two village bypass will involve the following activities: • temporary contractor compounds; • utility diversions/protections; • earthworks; • drainage; • fencing & safety barriers; • road construction & surfacing; • River Alde overbridge; • Foxburrow non-motorised users overbridge; • pavements, kerbs & footways; • road lighting; • connections to existing road networks; • landscaping. The construction of the two village bypass will be in accordance with the indicative Implementation Plan (Doc Ref. 8.4I(A)).

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	(i) ESC works closely with SCC as local highway authority and in particular with regards to SCC's Major Road Network consultation that it recently undertook consulting on improvements to the A12 between the A14 junction at 'Seven Hills' and the A1152 at Woods Lane. The outcome of that consultation and the next stages will be revealed by SCC in due course. ESC would welcome the enhancements to the A12 proposed in the MRN bid as these would address some known highway constraints that need to be addressed in order to enable the delivery of planned growth in the Local Plans. ESC's clear focus is to prioritise the Two Village Bypass in order to address impacts the proposal is likely to have on the Stratford St Andrew AQMA. (ii) ESC would prefer to see the provision of the Friday Street element of the Two Village Bypass prioritised in the Applicant's Implementation Plan and we will continue to work with SCC as local highway authority and the Applicant to achieve this in an appropriate timetable.
	Response by SZC Co. at Deadline 3	(i) Refer to SZC Co. response to Chapter 15 of the Local Impact Report [REP1-045] with regards to SZC Co. position on the impact of Sizewell C on the A12 corridor between Seven Hills and A1152. (ii) As set out in the Implementation Plan [REP2-044], the proposed Friday Street roundabout element of the two village bypass has been prioritised by SZC Co.
	Response by FERN at Deadline 3	The effect on homes/businesses along the TVB will be very difficult to live through with the noise of diggers/long hours/dust/cutting off footpaths, and intolerable living circumstances in dwellings and gardens. If the ExA is prepared to consider approving this alignment there must be more mitigation and proper consideration given to the people that live along EDF's route i.e. noise attenuation fencing at the start of construction and beyond, bunds, considerate working hours. This has been covered in FERN's WR Deadline 2 Mitigation.
	Response by Woodbridge Town Council at Deadline 3	ESC's response to this question is not very specific. It does mention that the improvements to the A12 are at an early consultation stage - and in concurring with that, WTC re-iterates that it will be several years before these improvements are in place. If construction starts before the improvements are finished, with HGVs trying to get through the roadworks, the congestion and adverse impact to the local economy will be enormous. The congestion on the A12 would displace unmanageable amounts of traffic onto the

ExQ1	Question to:	Question:
		B1438 through Woodbridge and Melton. We point out that to make matters worse, the section to be dualled is on a considerable incline (uphill in the laden, North-bound direction) meaning that HGVs will be slow to pull away and will give off even more emissions, particulates and noise than on the flat; and will cause frustration to other drivers stuck behind them as they toil up the hill, leading to increased risk of accident.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 and Deadline 3 remains valid. SZC Co.'s has responded to FERN's comment on mitigation in SZC Co.'s Comments on Written Representations [REP3-042] (page 77).
Cu.1.22	The Applicant	Cumulative effects with other plans, projects and programmes SCC [RR-1174] considers that the full cumulative impacts of the existing and potential future projects in the East Suffolk area have not been adequately assessed. (i) Please indicate whether any further information has come to light on the schemes considered by the ES and other schemes coming forward since the time of the assessment including offshore wind projects, inter-connector cables across the North Sea and the interconnector project to Kent; (ii) Please summarise the proposals for the delivery of traffic mitigation schemes and explain how that could be achieved in practice without disrupting traffic from other projects including use of the A12/B1122 and A12/A1094/B1069 transport corridors by East Anglia ONE North and East Anglia TWO traffic; (iii) Please explain how cumulative impacts which are not currently proposed to be mitigated due to the length of time they are expected to occur and their deemed likelihood of occurring would be monitored, identified and then mitigated should they in fact occur?
	Response by SZC Co. at Deadline 2	(i) The Applicant has reviewed the list of cumulative schemes considered within the ES against the cumulative schemes listed within the Joint Local Impact Report [REP1-044], and has concluded that no additional schemes would need further assessment. Table 1.1 of Appendix 13A provides a summary of the changes to the status of energy Nationally Significant Infrastructure Project (NSIPs) in close proximity to the Sizewell C Project and identifies any new information that has been made available. This has been

ExQ1	Question to:	Question:
		prepared using the information made publicly available at the time of writing. Appendix 13A provides an updated assessment based on the identified new information and concludes that the changes to the nearby energy NSIPs would result in no new or different significant effects than those reported in Volume 10, Chapter 4 of the ES [APP-578] or in Volume 1, Chapter 10 of the ES Addendum [AS-189]. It is noted that the SCD1 and SCD2 Interconnectors are at an early stage with very little information available in relation to the proposals (no public consultation or EIA Scoping reports have been completed to date). Therefore, due to lack of information, it has not been possible to provide a cumulative assessment with SCD1 and SCD2 at this stage. It is noted that these projects would be required to complete their own cumulative assessments with other infrastructure projects as part of the planning process. (ii) For the construction of the Sizewell C Project the delivery of highway mitigation schemes will be undertaken in two distinct phases: • Design Phase • Construction Phase Both phases will be developed to reduce disruption during construction and to provide the required access to other developments surrounding Sizewell C. The preliminary design stage has taken cognisance of the potential disruption to road users during the construction phase. Design considerations taken during the preliminary design stage include: • Optimising the alignment of proposed roundabouts and junctions so that most of the new construction can be undertaken outside the footprint of the existing highway network. • Considering pavement design so that pavement overlays can be undertaken on sections of the proposed tie-in works with the existing highway in lieu of full depth road construction. • Identification of reduced speed limits in the vicinity of construction works. These design considerations provide the following benefits to the existing road users: • Reduced construction duration on live road networks where much of the works are undertaken off-line.

ExQ1	Question to:	Question:
		• Reduced interface duration with existing road users during tie-in works between proposed and existing road networks. The construction phase will require detailed consultation with Suffolk County Council in the development and approval of Traffic Management Plans for all interventions on the existing highway network. SZC Co. has held initial discussions with Suffolk County Council on proposed traffic management arrangement to be implemented during construction. The following traffic management principles have been broadly agreed with Suffolk County Council: • Proposed roundabouts and junctions will be prioritised and constructed early in the construction programme subject to construction access dates. • All highway interventions will be developed, approved and programmed in consultation with Suffolk County Council prior to commencement of working on the existing road network. • A12 and B1122 interventions such as tie-in works will be undertaken during off-peak travel times (night time or weekends). • All Interventions on the existing highway network will always aim to maintain one way traffic flow under traffic light signal traffic management arrangement. Where necessary, road closures will be planned and coordinated with Suffolk County Council with alternative diversion routes communicated with road users and other impacted stakeholders. • Use the new roundabouts for site access following their construction. • Access to and from the A1094 to the A12 to be maintained during construction of Friday street roundabout. As with the design phase, the aim of the construction phase traffic management principles is to reduce the impact on existing road users and continue to provide access for other projects. (iii) SZC Co. proposes to manage Sizewell C construction traffic through the implementation of a Construction Traffic Management Plan (Doc Ref. 8.7(A)) and Construction Worker Travel Plan (Doc Ref. 8.8(A)), which would be monitored on a quarterly basis throughout the construction phase and reviewed through a Transport Review Group (TRG). The TRG would include representatives from SZC Co., the local

ExQ1	Question to:	Question:
		authorities and Highways England. A Transport Contingency Fund is to be established by SZC Co. through the Deed of Obligation (Doc Ref. 8.17(C)) and made available to the TRG in the event that further mitigation or corrective actions are required. SZC Co. proposes to monitor the cumulative effects of Sizewell C with Scottish Power Renewables of East Anglia 1 North (EA1N) and East Anglia 2 (EA2) during the construction phase and, if any significant effects arise, could utilise the Transport Contingency Fund to implement additional measures to manage/reduce Sizewell C effects. SZC Co. would support a proportionate approach to funding of any mitigation measures in the event that significant cumulative transport effects arise through the monitoring process.
	Response by Scottish Power Renewables at Deadline 3	Please refer to comments on responses to ExQ1 PART 3 OF 6 Cu.1.8. It should be noted that through discussions with SCC, East Anglia ONE North Limited and East Anglia TWO Limited have agreed to deliver specific mitigation measures proportionate to their contribution to significant cumulative transport effects and this has been secured under the East Anglia ONE North and East Anglia TWO DCOs.
	Response by Suffolk County Council at Deadline 3	(i) There is the likelihood that there will be consultation on the Nautilus and maybe Eurolink projects during the duration of the Sizewell C Examination and that these will need to be taken into account when they are published. (ii) Discussion regarding the traffic management necessary to deliver the associated works is at an early stage but general principles have been agreed with the Applicant. Specifically: •Proposed roundabouts and junctions will be prioritised and constructed early in the construction programme subject to construction access dates. •All highway interventions will be developed, approved and programmed in consultation with Suffolk County Council prior to commencement of working on the existing road network. •A12 and B1122 interventions such as tie-in works will be undertaken during offpeak travel times (night time or weekends). •All Interventions on the existing highway network will always aim to maintain one way traffic flow under traffic light signal traffic management arrangement. Where necessary, road closures will be planned and coordinated with Suffolk County Council with alternative diversion routes communicated with road users and other

ExQ1	Question to:	Question:
		impacted stakeholders. Temporary traffic signal will create some delays and the LHA may place limitations on their use during peak hours. •Use the new roundabouts for site access following their construction. •Access to and from the A1094 to the A12 to be maintained during construction of Friday street roundabout. This may require temporary carriageway due to the constraints of the site. SCC has accepted that concurrent construction of separate sites is acceptable to deliver the associated developments as early as practical provided that an overall minimisation of disruption to road users can be demonstrated. SCC notes that in the Implementation Plan V2.0 (REP2-044) the A12/B11222 Yoxford Roundabout is not planned to start until 6 months after FID. Earlier delivery of this element is critical to the project as it's construction will effect all HGV traffic to Sizewell C. While the applicant has stated that this can be built offline the constrained nature of the site, drainage design and significant areas of tie in to existing highway will make this challenging. (iii) The Applicant's response only deals with cumulative impact of traffic, despite the question being broader. The Examining Authority may wish to consider whether it wishes to have any clarification on other matters.
	Response by SZC Co. at Deadline 5	The Implementation Plan [REP2-044] shows the delivery of the Yoxford roundabout by Q2 Year 2. This is based on detailed work on the proposed phasing and programme of the associated development sites that has been undertaken since the DCO submission. SZC Co. will continue to liaise with SCC and ESC with regards to the timing of delivery of the Yoxford roundabout as part of the ongoing engagement.
Cu.1.23	The Applicant	Cumulative effects with other plans, projects and programmes SCC [RR-1174] in respect of the cumulative ecological impact, submits that it is not clear why the construction of the EA1 North and EA2 have been scoped out of the assessment of cumulative impacts, particularly in respect of Natura 2000 sites, when the cable corridor passes relatively close to the Sizewell C project. Please provide further details and reasoning to justify the scoping out of that matter from the cumulative impact assessment.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	Volume 10, Chapter 4 of the ES [APP-578] considered the potential for cumulative ecological effects to arise with the offshore components of EA1N and EA2 along with EA3, however, concluded that there would not be a potential for the onshore components of these schemes to result in cumulative ecological effects when considered in combination with the Sizewell C Project. The Applicant presented additional information on the cumulative ecological effects with the onshore components in Volume 3, Appendix 10.4.C of the ES Addendum [AS-201]. It considered the potential for cumulative effects with EA1N, EA2 and EA3 on the following receptor groups during construction: • Designated sites; • Farmland birds; and • Bats. The updated assessment concluded that construction and operation of the onshore elements of the three offshore windfarms, would not change the conclusions of the operational cumulative ecological effects and would remain as described within Volume 10, Chapter 4 of the ES [APP-578]. In addition to this, Appendix 13A considers any recent changes that have been made to the nearby energy Nationally Significant Infrastructure Projects (NSIPs), scoped in to the cumulative effects assessment in Volume 10 of the ES [APP-572 to APP-582]. In relation to the three offshore wind farms, the new information related to the construction programme only which would not change the conclusions of cumulative ecological effects assessment described within Volume 10, Chapter 4 of the ES [APP-578].
	Response by Scottish Power Renewables at Deadline 3	For clarity, East Anglia THREE makes landfall at Bawdsey, approximately 26km from Sizewell Beach and is not relevant to any onshore ecological cumulative effects with SZC. The EIAs for East Anglia ONE North and East Anglia TWO consider SZC within the onshore ecology assessment Chapter 22 - Onshore Ecology (EA2/EA1N APP-070) based upon SZC pre-application information. There were no significant impacts, largely a reflection of the lack of spatial overlap or proximity of the respective development footprints. Following the submission of the SZC DCO application, the assessments were reviewed by East Anglia ONE North Ltd and East Anglia TWO Ltd. Given that there were no changes to the order limits of SZC no updates to the submitted assessments were deemed necessary

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 3	If there is an overlap in the construction periods of EA1N and EA2 (and in particular the cable corridor) with that of SZC, then there is likely to be some cumulative impact on, in particular, farmland birds. This will be difficult to mitigate other than by the provision of skylark plots elsewhere.
	Response by SZC Co. at Deadline 5	As identified within the cumulative effects assessment presented within the ES Addendum [AS-189], during early years construction the effect on farmland birds is considered to be moderate adverse (significant) reducing to minor adverse (not significant) during peak construction and operation. The former arable areas on the main development site which we have transformed to rough grassland already support high densities of skylarks and at the project-wide level, despite the loss of some arable areas associated with the associated development sites, it is considered the Sizewell C Project will secure a net gain in the population of skylarks. More widely and in relation to the farmland bird assemblage as a whole, we will consider the potential to introduce a mitigation approach to address the early years impacts to farmland birds, at the project-wide level. We will provide an update on an approach at Deadline 7.
Cu.1.25	The Applicant, SCC	Cumulative effects with other plans, projects and programmes SCC [RR-1174] considers that the cumulative pressure on the local housing stock may increase impacts in East Suffolk and may push workers to look further afield creating pressures on adjacent authorities such as Ipswich and Mid Suffolk. (i) Please respond to the criticism that appropriate monitoring and mitigation measures need to be put in place for all affected areas, to ensure housing impacts are managed and mitigated. (ii) Should anything else be included in the accommodation strategy and other measures related to housing in addition to those measures already set out in the Mitigation Route Map?
	Response by SZC Co. at Deadline 2	<u>Response to (i)</u> The cumulative effect on demand for accommodation is considered in Volume 10, Chapter 4, paragraphs 4.3.64-4.3.66 (Project-wide, Cumulative and Transboundary Effects) of the ES [APP-578].

ExQ1	Question to:	Question:
		It is not clear from information provided by other projects in the public domain that there would be a substantial demand for accommodation from their NHB workforce, particularly in the areas around Sizewell C's main development site where accommodation effects from the Sizewell C Project are likely to be greatest. From review of offshore wind projects, it appears that there are significant differences in the demand for accommodation both in terms of the sector of accommodation being sought (most demand would be for tourist sector accommodation rather than PRS or owner occupied accommodation); and peak demand would occur well before the peak of Sizewell C's demand. SZC Co. notes that this conclusion has also been reached by SPR in its further consideration of cumulative accommodation effects related to East Anglia ONE North and East Anglia TWO with Sizewell C. As such, the cumulative effects on local housing stock are considered to be greatest as a result of the effect of the Sizewell C Project's peak NHB construction workforce. As set out in Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195], those effects are likely to be negligible at the wider scale with localised significant adverse effects likely to be concentrated in areas of east Suffolk very close to the main development site, prior to mitigation. SZC Co. has developed a detailed set of measures including a Housing Fund capable of delivering in the region of 1,200 bedspaces by the peak of the Sizewell C Project's workforce profile (i.e. as many private rented bedspaces as are predicted to be sought by NHB workers at peak), alongside an Accommodation Management System and measures to support the tourist accommodation sector and the resilience of statutory housing services for ESC. Proposed measures are detailed in the Accommodation Strategy [APP-613] and the Draft Deed of Obligation, Schedule 3 (Doc Ref. 8.17(C)). Effects and the effectiveness of mitigation will be monitored through an Accommodation Working Group including monitoring of workforce size, location and accommodation sector, and measures of stress on the housing market, and governed so that the Housing Fund is largely within the ability of ESC to direct to mitigate for potential effects. Proposed measures are detailed in the Accommodation Strategy [APP-613] and the Draft Deed of Obligation (Doc Ref. 8.17(C)). As such, it is not considered that the residual effect of the Sizewell C Project would push workers to look further afield creating pressures on adjacent authorities. Effects are not

ExQ1	Question to:	Question:
		likely to be significant at a wider scale, and are anticipated to be fully mitigated, and supported by a responsive governance system to monitor effects. SZC Co. notes that Suffolk County Council recognise that (paragraph 161 [RR-1174]): "Pressure on existing housing stock in east Suffolk [is] proposed to be mitigated by a Housing Fund"; and "Non-Sizewell C projects may have similar or alternative means to address impacts on housing stock". <u>Response to (ii)</u> For the reasons set out above, it is therefore not considered that anything else should be included in the accommodation strategy and other measures related to housing, in addition to those measures already set out in the Mitigation Route Map (Doc Ref. 8.12(B)).
	Response by Suffolk County Council at Deadline 2	SCC has concerns that the large influx of SZC workers could push some local housing needs onto adjacent housing authorities. SCC has a particular service responsibility for specialist and supporting housing customers. By way of background, the Ipswich Strategic Planning Area (ISPA) which includes SCC as a partner organisation – Ipswich Borough Council (IBC), the former Suffolk Coastal District Council (SCDC, now ESC), Babergh District Council (BDC) & Mid Suffolk District Council (MSDC) jointly commissioned the production of a Strategic Housing Market Assessment (SHMA) in 2016. The SHMA concluded that the areas covered by IBC, the former SCDC, and BDC and MSDC represents one Housing Market Area (the Ipswich Housing Market Area) (IHMA) based upon the functional relationships between the areas such as being relatively self-contained in terms of travel to work areas. Lowestoft is separately covered in the Waveney HMA. The IMHA confirms that for strategic planning purposes the housing market area is wider than ESC.
	Response by SZC Co. at Deadline 3	SZC Co recognises the scale and remit of the IHMA as the functional geography for planning for housing demand. SZC Co's assessment of effects is considered at the level of housing service provision, and taking into account the propensity for NHB workers seeking accommodation to look within 60 minutes of the Main Development Site, and predominantly in the local area (Leiston and surrounding wards), resulting in a negligible effect at wider scales. See SZC Co's response to CU.1.25 [REP2-100] which sets out the proposed approach to mitigation, and approach to cumulative NHB worker assumptions for other projects.

ExQ1	Question to:	Question:
		Please also refer to Chapter 29 of SZC Co's response within Comments on Councils' Local Impact Report (Doc Ref. 9.29).
	Response by Suffolk County Council at Deadline 3	The southern part of the East Suffolk District is closely linked to the geography of Ipswich and they are defined as being within the same Housing Market Area. Therefore, any pressures on the East Suffolk area from the SZC project alone or in combination with other projects may be reflected in Ipswich, albeit at a more reduced level given the distance decay impacts. Furthermore, it is anticipated that a proportion of the workforce will be resident in Ipswich. The same issues apply though to a lesser extent in Mid Suffolk District. In due course, it may be determined that there is no significant impact occurring in these areas but there should be provision for the Accommodation Working Group to include these areas in the monitoring suggested by the Applicant and for remedial action, if necessary.
	Response by SZC Co. at Deadline 5	SZC Co. has undertaken an assessment of likely significant effects on accommodation markets and has concluded that likely significant effects on accommodation are not anticipated in Ipswich or Mid Suffolk. There is no limit on the ability to monitor the location of the NHB workforce – all workers participating in the Workforce Survey will be asked where they are living, and from where they moved, in order to ascertain the location of potential effects.
Cu.1.42	The Applicant, ESC	Cumulative effects with other plans etc [APP-578] Para 4.8.33 – bats – this conclusion of no significant effect relies on an explicit assumption. How likely is that assumption to hold good?
	Response by SZC Co. at Deadline 2	Paragraph 4.8.33 of Volume 10, Chapter 4 of the ES [APP-578] states that ' <i>Assuming the appropriate mitigation measures are implemented across all developments, and landscape design begins to sufficiently establish, minor adverse cumulative effects are anticipated which are considered not significant</i> '. Within this statement, reference to all developments is to those identified within paragraph 4.8.21. The implementation of mitigation measures referenced within the planning applications of the cumulative schemes would be enforced by East Suffolk Council through planning conditions and the Section 106 agreements of these schemes.

ExQ1	Question to:	Question:
		In addition, all bats in the UK are protected under Council Directive 92/43/EEC 1992 on the conservation of natural habitats and of wild fauna and flora (the European Council (EC) 'Habitats Directive') through their inclusion in Annex IV (animal and plant species of community interest in need of strict protection), as transposed into the UK legislation by the Conservation of Habitats and Species Regulations 2017. Therefore, where relevant protected species licensing requirements will apply and will be enforced by Natural England. For compliance with legislation, it is envisaged that all of the cumulative schemes would also apply at least the following tertiary mitigation in addition to any specific mitigation identified within their application documents: - tool-box talks to be provided to contractors; - minimising vegetation clearance, particularly around site margins; and - undertaking pre works checks and surveys. Given the enforcement of the mitigation requirements by East Suffolk Council and any relevant licensing and legislative requirements, it is considered to be a reasonable assumption that the appropriate mitigation measures will be implemented across all developments, and landscape designs will sufficiently establish.
	Response by East Suffolk Council at Deadline 2	The assumption of a Minor Adverse, Not Significant cumulative impact made in paragraph 4.8.33 [APP-578] relies on the success of a number of bat mitigation measures which ESC are concerned are either inadequate or do not currently have sufficient certainty of success (please see the LIR [REP1-045] 'bats' section for our further comments on these). The ES for the Main Development Site is also predicting a Moderate Adverse, Significant construction phase impact on the barbastelle bat population from the project alone as a result of fragmentation effects, despite the proposed mitigation measures. Given these uncertainties we are concerned that cumulative impacts on some bat Important Ecological Features (IEF), particularly in association with the Main Development Site (bat species are divided into a number of separate IEFs for the Main Development Site), during this construction phase may be greater than presented in paragraph 4.8.33.
	Response by SZC Co. at Deadline 3	SZC Co. response to the concerns raised by ESC is provided within Chapter 8 of Comments on Councils' Local Impact Report (Doc Ref. 9.29).

ExQ1	Question to:	Question:
	Response by RSPB at Deadline 3	We stressed the need to consider cumulative and in-combination effects in our Written Representations submitted at Deadline 2. Table 10.1 of the Updated Bat Impact Assessment outlines primary and secondary mitigation, does not propose any secondary mitigation, and concludes significant residual effect of habitat fragmentation on barbastelle in the construction phase of the main development site. We dispute the effectiveness of the proposed mitigation in our Written Representations submitted at Deadline 2. The 'cumulative' [in-combination] assessment in paragraph 4.8.33 of APP-578 considers 'bats' whereas it should consider effects on individual bat species. Assessment of cumulative effects in combination with other projects would surely also conclude significant residual effect of habitat fragmentation on barbastelle in the construction phase.
	Response by SZC Co. at Deadline 5	SZC Co. has prepared a response to this point within SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) (Doc Ref. 9.54).



Application by NNB Generation Company (SZC) Limited for an Order Granting Development Consent for The Sizewell C Project

The Examining Authority's written questions and requests for information (ExQ1)

PART 4 OF 6

Chapter 14 DCO.1	<u>Draft Development Consent Order (DCO)</u>
Chapter 15 FR.1	<u>Flood risk, ground water, surface water</u>
Chapter 16 HW.1	<u>Health and wellbeing</u>
Chapter 17 HE.1	<u>Historic environment (terrestrial and marine)</u>
Chapter 18 LI.1	<u>Landscape impact, visual effects and design</u>

ExQ1 Question to: Question:		
Chapter 14 - DCO.1 Draft Development Consent Order (DCO)		
DCO.1.0	The Applicant	Art 2. Definition of “commence” and the exclusions from it. The EM para 3.6. states that “the Environmental Statement does not indicate that these works would be likely to have significant environmental effects”. Could this be expressed positively as “The ES indicates that these works are not likely to have significant effects”? Is there a statement in the ES that the excluded works are not likely to have significant effects.
	Response by SZC Co. at Deadline 2	The activities excluded from the definition of the commencement of construction as defined within the Explanatory Memorandum (EM) (Doc Ref. 3.2(B)) para. 3.6. are referenced within the Description of Development Chapters of the ES Volume 2, Chapter 3 (Doc Ref. 6.14(A)) and Chapter 2 of each of Volumes 3-9 [AS-240] (NPR), [AS-242] (SPR) [AS-248] (SLR), [AS-256] (Rail), [PDB-003] (TVBP) and [APP-480] (OHI) and assessed as part of the construction phase as a whole within the relevant technical environmental assessment chapters. Where significant effects have been identified within the ES, these are in relation to specific activities or the peak construction period. No significant effects have been identified within the ES that relate to the activities excluded from the definition of the commencement of construction as defined within the EM para. 3.6. This is with the following exceptions: 1) The removal of vegetation and site clearance works at the main development site would result in significant residual effects on ecological receptors due to habitat loss. The habitats would be reinstated through the landscape scale restoration of the EDF Energy estate at the end of the construction period, which would overall deliver biodiversity net gain and as such would provide a long-term significant beneficial effect during the operational phase. However, the effects during construction are significant adverse. 2) A residual significant adverse effect on the historic landscape character at the main development site has also been identified due to the removal of potentially important historic hedgerows. It is proposed that the historic landscape features would be recorded in accordance with an agreed written scheme of investigation prior to the start of construction. The conclusion of ‘<i>no likely significant residual effects</i>’ has also been reached on the basis that measures set out within the Code of Construction Practice (Doc Ref. 8.11(B)) and other pre-commencement conditions will be implemented, as appropriate.

ExQ1	Question to:	Question:
		The text in para. 3.6 of the Explanatory Memorandum has been updated accordingly. The exclusion of the specified activities from the definition of 'commence' remains appropriate for the reasons identified in para. 3.6 of the Explanatory Memorandum (Doc Ref. 3.2(B)). Note that the drafting in Revision 4 of the draft DCO (Doc Ref. 3.1(C)) now removes from the exclusions to the definition of 'commence' the removal of hedgerows, and dewatering, following the ExA's comments. These elements of the project therefore would fall within the definition of 'commence'.
	Response by East Suffolk Council at Deadline 2	ESC is concerned that the definition of "commence" and precommencement activities is quite wide and that such activities excluded from the definition of commence may in fact have significant environmental effects and yet can be carried out without mitigation in place. It therefore proposes the following amendments to the draft DCO [AS-143]: <u>Amendment to the requirements:</u> Definition of "pre-commencement activities" to be inserted: "Pre-commencement activities" means any and all of those activities excluded from the definition of "commence". New requirement to be inserted: <i>"Pre-commencement activities</i> <i>(1) No part of the pre-commencement activities may take place until environmental surveying for those activities has been completed to the satisfaction of the local planning authority.</i> <i>(2) Should the local planning authority deem it necessary for subsequent monitoring to be carried out in relation to any precommencement activity, no such activities are to be carried out until details of such monitoring has been agreed.</i> <i>(3) Pre-commencement activities must be carried out in accordance with any monitoring requirements of the local planning authority."</i>
	Response by SZC Co. at Deadline 3	For the reasons given by SZC Co. at Deadline 2, and taking into account the updates that were made to the definition of "commence" in revision 4 of the draft DCO [REP2-015] (namely the inclusion of further carve-outs to the exceptions, SZC Co.'s position is that the pre-commencement activities (as defined in the DCO) will not give rise to significant environmental effects. It is also noted that all construction works will be undertaken in accordance with the mitigation and monitoring measures set out in the CoCP, secured by Requirement 2. This ensures all the measures secured by the CoCP, and relied on by the ES, will be implemented from the outset of construction activities, including those works excluded from the definition of commencement. As such, SZC Co. does not consider it necessary to include the drafting that ESC has suggested in its response at Deadline 2. SZC Co. does, however, acknowledge that ESC would not have

ExQ1	Question to:	Question:
		had the benefit of SZC Co.'s full response to this question and the updates it made to the draft DCO at the time ESC submitted its response to this question. SZC Co. hopes that the position is now clearer. SZC Co. also refers the ExA to its response to DCO 1.2 for Deadline 2.
	Response by East Suffolk Council at Deadline 3	Whilst ESC welcome the amendments that the Applicant has made to the definition of 'commence' in revision 4 of the draft DCO, it still has some outstanding concerns. In particular, ESC remains concerned that items (a), (b), (d), (e), (f), (g), (h) and (j) which are excluded from the definition of 'commence' may have significant environmental, specifically ecological, effects. In addition, the Applicant appears to indicate in their response to this question that the removal of vegetation will have a significant effect. ESC therefore queries whether mitigation for this ought to be in place for this before this work is carried out.
	Response by SZC Co. at Deadline 5	For the reasons given in the Applicant's written responses to this question at Deadline 2 and Deadline 3, and in the Written Summaries of Oral Submissions at ISH 1 (Doc Ref. 9.41), the Applicant's position is that the activities listed at (a)-(j) in the definition of "commence" will not generate significant environmental effects provided the measures set out within the Code of Construction Practice (Doc Ref. 8.11(C)) and other pre-commencement requirements are implemented, as appropriate. In terms of ESC's particular concern regarding ecological effects, the Applicant would like to reiterate that the measures in the Code of Construction Practice (Doc Ref. 8.11(C)) and the Terrestrial Ecology Monitoring and Mitigation Plan (Doc Ref. 9.4(A)) are secured for the duration of construction activities and are not limited by the definition of "commence".
DCO.1.1	The Applicant	Art 2. Definition of "commence" and the exclusions from it. Given that e.g. the Sizewell B Relocation Works will involve decontamination, is this exception from the definition of "commence" appropriate?
	Response by SZC Co. at Deadline 2	To the extent remediation works are required in the land comprised in Work No. 1D or 1E, any such works of themselves would not be likely to have significant environmental effects provided the measures set out within the Code of Construction Practice (Doc. Ref. 8.11(B)) are implemented. For this reason, and the other reasons identified in para. 3.6 of the Explanatory Memorandum (Doc Ref. 3.2(B)), these works are appropriately included in the list of exceptions.
	Response by East Suffolk Council at Deadline 2	ESC does not consider it appropriate for this to be excluded from the definition of "commence".

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	ESC would like the Applicant to confirm where in the ES the conclusion that such activities would not be likely to have significant environmental effects, can be found.
	Response by SZC Co. at Deadline 5	An assessment of likely significant effects associated with the Sizewell B relocated facilities works is provided within Volume 1, Appendix 2A of the ES [APP-163]. This appendix includes the ES for the Sizewell B relocated facilities works. Chapter 12 of the Sizewell B relocated facilities works ES includes the land quality assessment, which concludes that no significant effects are likely. This conclusion is also reflected within Volume 2, Chapter 18 (Geology and Land Quality) of the ES [APP-280]. Volume 1, Chapter 2 of the ES Addendum, section 2.13 [AS-181] states that these conclusions remain valid with the Accepted Changes to the Sizewell B relocated facilities works.
DCO.1.2	The Applicant, the Host Authorities	Art 2. Definition of “commence” and the exclusions from it. (i) Are the exclusions justified for all of the Proposed Development? (ii) Might it be appropriate to exclude later phases and to limit the exclusions to the earliest phases of the Proposed Development? In both (i) and (ii) please explain concisely why.
	Response by SZC Co. at Deadline 2	(i) It is considered appropriate and justified that the exclusions (as updated in Revision 4 of the draft DCO (Doc Ref. 3.1(C)) to make an exception of important hedgerow and dewatering works on the main development site) apply to all of the authorised development. The site clearance and hedgerow removal works described in DCO.1.0 must be carried out in general accordance with the Code of Construction Practice (Doc. Ref. 8.11(B)), in accordance with the Terrestrial Ecological Monitoring and Mitigation Plan (TEMMP) [REP1-016] and the Main Development Site Clearance Plans [AS-120], as required by Requirements 2, 4 and 6 respectively. Requirements 2, 4 and 6 are not pre-commencement requirements and therefore the definition of ‘commence’ (and, in particular, the ‘ <i>site preparation and clearance works</i> ’ exception) have no bearing on the applicability of these requirements. It should be noted that the Applicant has updated the drafting of Requirements 14A and 14B in revision 4 of the draft DCO (Doc. Ref 3.1(C)) to ensure that the ‘<i>site preparation and clearance works</i>’ exception could not be

ExQ1	Question to:	Question:
		interpreted as having the effect of overriding the requirement to submit and obtain approval of a fen meadow plan and wet woodland plan before vegetation clearance is carried out within the Sizewell Marshes SSSI; and the Applicant has added to the '<i>site preparation and clearance works</i>' exception in revision 4 of the draft DCO (Doc. Ref 3.1(C)) a carve out for the removal of any important hedgerows within Work No. 1A to ensure that Requirement 3 must still be complied with in respect of such activities to ensure that site specific WSIs are submitted to and approved by SCC in relation to their removal. (ii) For the reasons given in response to questions DCO 1.0, DCO 1.1 and part (i) above, it is considered that the exceptions to the definition of '<i>commence</i>' (as amended) are appropriate and justifiable, and that there are no gaps in mitigation (as secured by Requirement) created as a result. As such, the Applicant considers that it is not necessary to limit any or all of the exclusions to earlier phases of the development.
	Response by East Suffolk Council at Deadline 2	(i) and (ii) ESC is of the view that the exclusions from the definition of commence are unjustified and that they allow for various activities to take place that may have environmental effects, but without mitigation. In particular, ESC is concerned that site preparation and clearance works are being included – if these are outwith environmental surveys and monitoring then this could cause problems. ESC suggests that the following amendments are made to the requirements in order to deal with this concern: Amendments to the requirements: Definition of "pre-commencement activities" to be inserted: "Pre-commencement activities" means any and all of those activities excluded from the definition of "commence". New requirement to be inserted: Pre-commencement activities 1. No part of the pre-commencement activities may take place until environmental surveying for those activities has been completed to the satisfaction of the local planning authority. 2. Should the local planning authority deem it necessary for subsequent monitoring to be carried out in relation to any precommencement activity, no such activities are to be carried out until details of such monitoring has been agreed. Pre-commencement activities must be carried out in accordance with any monitoring requirements of the local planning authority.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 2	As the Applicant explains in the EM, the excluded operations could be carried out without the need to wait for certain requirements to be discharged. The exclusions (save for two) are preceded in other recently made energy DCOs. The two unprecedented ones are (d) removal of hedgerows, trees and shrubs; and (j) erection of temporary buildings and structures (except the park and ride facilities and freight management facility). The Applicant refers to precedent in the (unmade) Wylfa Order. Advice Note 15 (para 21) mentions cases where the definition/exclusions have been removed because the Secretary of State considered them to be inappropriate, particularly where such advance works were themselves likely to have significant environmental effects, for example, in terms of noise or impacts on protected species or archaeological remains. The Applicant justifies the exclusions on the basis that the excluded operations will take place before detailed design is completed, that Advice Note 15 is complied with (because there will be no significant environmental effects) and that there will be control via the CoCP. (i) SCC considers that the preceded exclusions are acceptable but in relation to paragraphs (d) and (j) considers that the Applicant should justify why they are necessary. In particular a height limit should be considered for those temporary buildings which are exempted (as in Wylfa, where there was a two-storey limit). "Temporary" buildings could be in place for a number of years, and SCC considers it inappropriate for them to be included within scope, at least without some limitation on size. (ii) SCC has no view in particular on the phasing question.
	Response by SZC Co. at Deadline 3	In response to ESC's response to DCO 1.2, SZC Co. refers to its response to DCO 1.0 for Deadline 3 (above). In response to SCC's response to DCO 1.2, SZC Co. would point out that: • references to the Wylfa Order were removed from the Explanatory Memorandum at Deadline 2 (see revision 3 (REP2-016)); • the erection of temporary buildings is controlled by Requirement 8 (Main development site: Temporary construction-related development), which sets out the defined height parameters for each part of the main development site; and • as explained in SZC Co.'s responses to DCO 1.0, 1.1. and 1.2 for Deadline 2, it is considered that the exceptions to the definition of 'commence' (as amended) are appropriate and justifiable, and that there are no gaps in mitigation (as secured by Requirement) created as a result. For this reason, the inclusion of exceptions (d) and (j) are considered appropriate.

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 3	ESC directs the Examining Authority to its comments in relation to DCO.1.0.
	Response by Suffolk County Council at Deadline 3	SCC will consider in due course any response from the Applicant to its Deadline 2 suggestion that the exemption for temporary buildings and structures should be limited (as per the draft Wylfa Order) so that the exemption only applies to buildings of a certain height (in Wylfa it was two storeys). SCC notes the change made in revision 4 of the Order to the exception for site preparation and clearance works (paragraph (a) in the definition), where removal of important hedgerows has been carved out. SCC would welcome an explanation of why a similar change has not been made to paragraph (d). In any event, as a consequence of the change to (a), it would seem paragraph (d) should now begin "(subject to paragraph (a))"
	Response by SZC Co. at Deadline 5	SZC Co. considers that it has already responded to SCC on the point raised at Deadline 2 regarding imposing a height limit on temporary buildings and structures by referring to Requirement 8 (Main development site: Temporary construction-related development), which sets out the defined height parameters for each part of the main development site. SZC Co. accepts that for clarity paragraph (d) should cross-refer to the exception in paragraph (a), so commits to making the necessary amendments to revision 5 of the draft DCO (Doc Ref. 3.1(D)).
DCO.1.6	The Applicant, the Host Authorities	Art 2 – definition of "local planning authority". This defines the phrase to mean East Suffolk Council and its successors in title. Successors in title is a phrase more normally used in relation to land interests (title) than statutory functions. Please will the Applicant and Host Authorities consider whether the phrase "successors to its functions as local planning authority as defined in the Town and Country Planning Act 1990" would be more appropriate? The ExA consider this is probably what is intended given that the functions of the local planning authority specified in the DCO are largely of a development control nature. However, might it not be simpler simply to adopt the definition in the TCPA 1990 (s.1 is the relevant section, combined with s.336). That way, any local government reorganisation or reallocation of planning functions will be taken through to the operation of the DCO automatically rather than relying on an interpretation of who is meant by the Secretary of State as the successor to the "title" or functions of ESC,

ExQ1	Question to:	Question:
		which are wider than planning. The ExA is aware of the Inspectorate's guidance note's preference for naming authorities. If the intention of the definition is to ensure that the planning matters allocated to the local planning authority by the DCO are allocated to the district council rather than to the county (which is normally limited to minerals and waste planning) then the use of the TCPA definition could be refined to exclude the county council.
	Response by SZC Co. at Deadline 2	See Appendix 14A - DCO Drafting Note 1.
	Response by East Suffolk Council at Deadline 2	ESC considers that by defining, "local planning authority" as "East Suffolk Council", the Applicant is ensuring clarity for all those affected by the development consent order. ESC does not consider that there is any need to specifically reference a 'successor' or any legislation pertaining to the same as that is something that will automatically take place should any changes in structure or reallocation of functions occur. ESC notes that such an approach is precedented, for example, in both the A303 Sparkford to Ilchester Dualling and the A303 Stonehenge development consent orders.
	Response by Suffolk Contract Council at Deadline 2	ExA is correct to point out that "successors in title" is inappropriate. It should be deleted without replacement. If ESC were to be succeeded as LPA by another body (e.g. as a result of further local government reorganisation, or by the establishment of a development corporation) the legislation under which that happened can be expected to ensure that planning control powers are transferred over. The latest version of the DCO shows that the term "local planning authority" appears to be used in only 3 substantive provisions of the order: articles 5 and 76 and Schedule 24, paragraph 6. In every other case where it was previously used, it has now been altered to a specific reference to either SCC or ESC. SCC is content with that approach. SCC is content that the LPA should be ESC in the 3 remaining cases mentioned above and is therefore content with the current definition of local planning authority as being ESC but without "successors in title" or other similar embellishment.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2 save for responding to SCC on articles 5, 76 and Schedule 24 specifically: Article 5 has now been amended in revision 4 of the draft DCO [REP2-015] with "local planning authority" replaced with "East Suffolk Council";

ExQ1	Question to:	Question:
		• In article 76 the reference is to "relevant local planning authority" because these provisions relate to the statutory regime that governs removal of human remains and so to refer to East Suffolk Council (which pursuant to article 2(5)(A) would be referring to ESC in its capacity as local planning authority) would not be appropriate in this context; and • In Schedule 24 "local planning authority" has been retained because these provisions relate to a separate statutory regime (namely the Control of Pollution Act 1974) and therefore it is considered appropriate to retain use of "local planning authority" as opposed to specifying "East Suffolk Council".
	Response by Suffolk County Council at Deadline 3	SCC is content with the change that has been made to the definition of "local planning authority" in revision 4 of the DCO, with the removal of "successors in title". SCC also supports the retention of the references to the names of SCC and ESC throughout the order. However, SCC does not consider that the proposed new paragraph 2(5A) (wrongly set out as "5(A)" in revision 4) is necessary. If there were a further local government reorganisation in the area, then the responsibilities of SCC and ESC would devolve to their successors in accordance with the legislation that underpinned the reorganisation. Such legislation would be very unlikely to say "the functions of SCC in its capacity as highway authority are transferred to [X] Council". SCC refers to the Local Government (Structural Changes) (Transfer of Functions, Property, Rights and Liabilities) Regulations 2008 and, in particular, regulations 3 and 4. In any event, not every reference to SCC in the Order relates to it in its capacity as a local highway authority. For example, the reference to SCC in requirement 3 is about its functions relating to archaeology. New article 2(5A) should therefore be removed.
	Response by SZC Co. at Deadline 5	The interpretation provision at article 2(5A) was added to address the ExA's original concerns raised in this ExQ1 (see above). At paragraph 5.3 of Appendix 14A - DCO Drafting Note 1 [REP2-111], it is explained that <i>"there are a handful of requirements in Schedule 2 where Suffolk County Council is tasked with approving requirements in its capacity as an archaeological authority, drainage authority or fire and rescue authority (rather than as highway authority). These capacities are all now referred to expressly in the relevant requirements."</i> In this regard, the Applicant draws SCC's attention to sub-paragraph (5) of Requirement 3. For these reasons, the Applicant does not agree that article 2(5A) should be removed.

ExQ1	Question to:	Question:
DCO.1.7	The Applicant, the Host Authorities	Art 2 – definition of “maintain” and Art 6 – power to maintain. The definition includes “alter, remove or reconstruct”. On its face, that would include decommissioning and the construction of a new power station. The ExA doubts this is what is intended and notes that there is intended to be a limit by reference to new or materially different environmental effects. However, lesser reconstructions may pass that test but nonetheless be development which ought to be regulated by planning control? (i) Might the following definition be adequate: “maintain” includes inspect, repair, adjust, alter, clear, refurbish or improve, and any derivative of “maintain” is to be construed accordingly”, with the addition of the prohibition relating to maintenance causing environmental effects? (ii) If the Host Authorities consider that the current definition is too wide, would they please give examples of development it permits but which the Host Authority considers should be subject to planning control? Would they please also consider whether the ExA’s suggestion above would deal with their concern and give reasons? (iii) If the Applicant disagrees with the ExA’s suggestion, please will it, in answering the question, explain clearly the intent of the breadth of the definition and reflect on whether it ought to be reduced? (iv) See also the ExA’s questions on Sch 2 para 1 (tailpieces in the context of EIA). Taking that also into account, how does the Applicant expect that the prohibition relating to maintenance causing environmental effects would work in practice and be enforced? How would the local planning know in advance of an item of maintenance that materially new / different effects would be caused by the maintenance? What action would they be able to take? Or is the intention and practice simply going to be that maintenance which breaches the prohibition would be without approval, a breach of the DCO and therefore a criminal offence? Please will the Host Authorities also consider question (iv) and respond?
	Response by SZC Co. at Deadline 2	See Appendix 14F - DCO Drafting Note 6.
	Response by East Suffolk Council at Deadline 2	(i) ESC agrees with the ExA that the words ‘remove’ and ‘reconstruct’ ought to be removed from the definition of ‘maintain’. (ii) Although ESC is comfortable that this is not the Applicant’s intention, it agrees with the ExA that the current definition is too wide and that, on the face of it, it could allow the Applicant to carry out decommissioning works and the construction of a new power station.

ExQ1	Question to:	Question:
		The definition suggested by the ExA under point (i) is considered sufficient by ESC to address this concern. (iii) N/A – for the Applicant. (iv) ESC would expect the Applicant to approach it should there be an instance in which any works or any operation was different to how it had been planned within the DCO application documents. ESC would then expect to be consulted on whether something had any new or materially different environmental effects to those identified in the environmental information.
	Response by Suffolk County Council at Deadline 2	(i) It is for the Applicant to say whether the ExA's proposed alternative definition is adequate. SCC would comment that it is not common practice for "remove" and "reconstruct" to be in the definition in made power DCOs (though it is commonplace in road schemes, which of course do not usually include buildings). SCC considers they should be removed. (ii) SCC has seen ESC's response and concurs with it. SCC consider in particular that any new or reconstructed buildings should be within planning control (in addition to development which would result in new or different significant environmental effects). (iv) In practice, SCC would expect (if it were the relevant authority) to be consulted by the Applicant if any "maintenance" had the potential to result in new or materially different environmental effects. SCC's response would not be determinative on the matter of course, but it might guide the Applicant. As the question supposes, the Applicant would be at risk of prosecution in borderline cases.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2. In SZC Co.'s view Appendix 14F – Drafting Note 6 [REP2-111] addresses ESC's and SCC's comments in response to this question. SZC Co. would be grateful if the ExA and ESC/SCC would consider Drafting Note 6 as it explains why, in SZC Co.'s view, the words "remove or reconstruct" serve an important and necessary purpose, and why their scope is inherently and sufficiently constrained.
	Response by East Suffolk Council at Deadline 3	The Applicant's draft DCO revision 4 includes an expanded definition of the term 'maintain', which now includes the words 'replace and improve'. ESC does not consider the inclusion of these words appropriate as they could be construed as having the same or similar meaning as the word 'reconstruct'. ESC invites the Applicant to explain the basis on which it has included these words.
	Response by Suffolk County Council at Deadline 3	(i) No further comment at this time. (ii) No further comment at this time. (iv) SCC remains of the view that where appropriate, it should be consulted on whether there are new or materially different significant environmental effects.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	The Applicant has nothing further to add to its Deadline 3 response save for drawing to ESC's attention paragraphs 1.17-1.21 which address why additional activities have been included within the definition of "maintain".
DCO.1.9	The Applicant, the Host Authorities, MMO	Art 2, definition of "mean high water springs". Does the time period need to be specified?
	Response by SZC Co. at Deadline 2	The Applicant does not consider that it is necessary to specify the time period. The suggested definition is frequently used in granted development consent orders to express the landward boundary of the MMO's jurisdiction, for examples see: The Cleve Hill Solar Park Order 2020; The Hornsea Three Offshore Wind Farm Order 2020; The Norfolk Vanguard Offshore Wind Farm Order 2020; The Walney Extension Offshore Wind Farm Order 2014; Rampion Offshore Wind Farm Order 2014; Hornsea One Offshore Wind Farm Order 2014; Galloper Wind Farm Order 2013; and Triton Knoll Offshore Wind Farm Order 2013.
	Response by East Suffolk Council at Deadline 2	ESC considers that this is a well understood term and that no time period needs to be specified.
	Response by the MMO at Deadline 2	The MMO notes that the definition of "mean high water springs" does not need to have a specified period of time. This wording is found in other DCOs, for instance Hornsea 3- ""mean high water springs" or "MHWS" means the highest-level which spring tides reach on average over a period of time". The MMO notes that we have not yet received a copy of the Applicant's responses to any of the questions on the DCO and so cannot comment on their answers at this stage (this applies the entire "DCO" comments section).
	Response by Suffolk County Council at Deadline 2	Although SCC considers no time period need be specified. In harbour revision orders, for example, it is common for the following definition to be used: "level of high water" means the level of mean high-water springs; Though it is acknowledged that the definition used by the Applicant has been used in recent off-shore wind farm DCOs
	Response by SZC Co. at Deadline 3	SZC Co. agrees with the responses regarding the use of a time period within this definition and considers that the definition included in the draft DCO submitted at Deadline 2 [REP2-015] is suitable.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 3	SCC agrees no time period is necessary and refers to its original response where it pointed out common drafting from harbour revision orders.
	Response by SZC Co. at Deadline 5	No further comments.
DCO.1.18	The Applicant, Host Authorities	Art 2(5) – references to statutory bodies. This reads as follows: “References to any statutory body includes that body’s successor bodies from time to time that have jurisdiction over the authorised development”. Why are bodies who do not have jurisdiction over the development excluded from the reference. Are all the references in the DCO to statutory bodies only to such bodies with jurisdiction over the development?
	Response by SZC Co. at Deadline 2	See Appendix 14A - DCO Drafting Note 1.
	Response by East Suffolk Council at Deadline 2	ESC does not consider the words, “that have jurisdiction over the authorised development” to be necessary. It also notes, that there are many other development consent orders where such wording is not used, for example: A303 Amesbury, A19 Testo’s, Drax.
	Response by Suffolk County Council at Deadline 2	It is not clear what “having jurisdiction over the authorised development” means, and if this paragraph is to be retained, then SCC does not consider the words are helpful. It is questionable whether the provision is required at all, because as mentioned in an earlier reply, where a statutory body is succeeded by another body, it usually happens by a statutory process which ensures the functions are inherited by the new body. But SCC acknowledges the paragraph has been included in other power DCOs.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2 (see in particular paragraph 4.6 of Appendix 14A – DCO Drafting Note 1 [REP2-111]).

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 3	Whilst the changes to art 2(5) are an improvement, SCC remains unsure about why article 2(5) is required at all. If a statutory body is abolished, merged or reorganised, then it will be done by statute, and the statute will make provision about what happens to the original body's functions. There is no need to say that a statutory body includes its successors.
	Response by SZC Co. at Deadline 5	The Applicant has nothing further to add beyond its response to this question at Deadline 3 and its responses to ExQ1 DCO 1.6 at this deadline and Deadline 2 and Deadline 3.
DCO.1.21	The Applicant	Art 4(1) – vertical limits of deviation. This permits unfettered vertical deviations, subject to the Requirements and provisions in Art 11 relating to streets. Art 4(2) limits vertical deviation to 1 metre for Work 4C (Saxmundham – Leiston branch line) and Works 11 and 12 (Two village bypass and the Sizewell Link Road). The ExA see that the Requirements contain some references to Parameter Plans. But to take requirement 11 as an example, it is not immediately clear that Work Nos. 1A (a) to (e) are subject to the Parameter Plans (though any variations from the Approved Plans and the design principles in Ch 5 of the Main Development Site Design and Access Statement must accord with the Main Development Site Operational Siting and Height Parameters and two of the three Main Development Site, Operational Parameter Plans). (to be found at SZC Book 2, 2.5, [APP-018]). Similarly, a somewhat close reading of the Requirements is necessary to see which Parameter Plans have been applied to which Work, whether they are applied to the right Works, to ascertain whether the whole of the Proposed Development is limited by the Parameters Plans and whether or not all the Parameters Plans have been applied. As the ExA reads the Requirements and the rest of the DCO there appears to be no general overriding rule that the development must not exceed the limits in the Parameter Plans. A clear straightforward limitation in the DCO preventing the Proposed Development from exceeding the Parameter Plans (which the ExA assumes describe the limits of what was assessed on normal Rochdale principles) would be helpful. (i) Please will the Applicant insert such a provision in the next draft of the DCO or alternatively explain why it would be inappropriate? (ii) Please will the Applicant also provide a reconciliation of the Parameter Plans in the DCO with the project assessed in the ES? Please will the Applicant specify and explain the power for Art 4 – it is not referred to in the EM?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	See Appendix 14I – DCO Drafting Note 9.
	Response by East Suffolk Council at Deadline 2	ESC shares the ExA’s concerns in relation to the clarity over the seeming lack of limits of deviation [AS-143] and refers the ExA to its response to question G.1.0.
	Response by Suffolk County Council at Deadline 2	Although not directed at SCC, SCC has seen the response of ESC on this question and concurs with it.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2; specifically Appendix 14I – DCO Drafting Note 9 [REP2-111].
	Response by East Suffolk Council at Deadline 3	ESC directs the Examining Authority to its comments in relation to G.1.0.
	Response by Suffolk County Council at Deadline 3	SCC have focussed on the issue of the pylons in this response, and reserves its position on other works. In its response (drafting note 9), the Applicant sets out detailed responses in respect of different works. In relation to the main development site, for example, it refers to the detailed plans for approval set out in Schedule 7 and the various parameter plans. The Applicant says in paragraph 1.3.1(E), that “Pursuant to R11 (MDS: Approved buildings, structures and plant), R12 (MDS: Reserved matters); R12B (MDS: Coastal Defences) and R13 (MDS: Ancillary structures, other buildings and plant), the MDS works must be carried out either in accordance with the detailed plans which are for approval as part of the DCO, or with detailed plans to be approved by ESC in due course. In the latter case, the details must be in accordance with, inter alia, the relevant parameter plans (which are listed in each case).” However, those requirements do not appear to apply to all the pylons, presumably because they are not all in the MDS. In particular, the National Grid pylon (work 1A(q)) is not referred to in any of the requirements, unlike the 4 pylons within the MDS (Work 1A(d)) which are referred to in r11.

ExQ1	Question to:	Question:
		So even though all 5 pylons are shown on the "Pylons detailed plans for approval" [APP-019] (included in the list in Schedule 7), and those plans show the elevations of all 5 pylons, there appears to be nothing in the DCO requirements which requires the NG pylon to be no higher than shown on that plan, or in the operational parameter plans. SCC would ask the Applicant to clarify the position and explain if there are any other works which may be mentioned in works or parameter plans but not in the requirements.
	Response by SZC Co. at Deadline 5	Amongst other Work Nos., Requirement 13 refers to Work No. 1A (h) to (r). This includes Work No. 1A(q) and implementation of the National Grid pylon is secured. However, SZC Co. welcomes the response from SCC as this Work No. should be secured under Requirement 11, as the National Grid pylon is applied for in detail in the Pylon Arrangement plan (Drawing Ref. SZC-SZ0701-XX000-DRW-100128, Rev. 01), as listed in Schedule 7 of the draft DCO (Doc Ref. 3.1(D)).
DCO.1.23	The Applicant, the Host Authorities	Art 5(3). Is this inserted simply for the avoidance of doubt or is there a specific concern that Art 5 restricts any other powers in the DCO?
	Response by SZC Co. at Deadline 2	See Appendix 14C - DCO Drafting Note 3.
	Response by East Suffolk Council at Deadline 2	ESC is of the view that this has been inserted simply for the avoidance of doubt, but it would welcome the Applicant's confirmation of this [APP-143].
	Response by Suffolk County Council at Deadline 2	SCC will await the response of the Applicant on this question but assumes the paragraph was inserted for the avoidance of doubt.
	Response by SZC Co. at Deadline 3	Confirmation in SZC Co. response for Deadline 2.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 3	The Applicant's response appears to be satisfactory.
	Response by SZC Co. at Deadline 5	No further comments.
DCO.1.24	The Host Authorities	Art 5(5). Will the Host Authorities indicate if they are content with Art 5(5) and the list of conditions and corresponding requirements deemed to be satisfied set out in Sch 8
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	Whilst ESC understands the Applicant's approach in Schedule 8, it is concerned that certain conditions in Permissions 1 and 2 are not appropriately reflected in the Requirement which is drafted as corresponding to the conditions [APP-143]. ESC has the following particular concerns: Schedule 8, Part 1, row 3, and Part 2, row 3: There appears to be no equivalent of conditions 7, 9, 10, 12, 13 or 17 in the CoCP (or other control documents or in the Requirements themselves). ESC would welcome an explanation from the Applicant as to how it considers that the provisions in these conditions are replicated in Requirement 2. In relation to conditions 7 and 10 in particular, ESC considers that this would be best addressed through a new separate requirement in Schedule 2 of the draft DCO. In addition, there also appears to be no equivalent of conditions 18 and 19 in relation to emergency plans. Although ESC notes that there is now a new Requirement 5A in draft DCO v.3.1, this requirement does not reflect the conditions. Schedule 8, Part 1, row 4, and Part 2, row 4: Requirement 14, or the OLEMP sitting under it, does not appear to specify any maintenance period whereas condition 12 refers explicitly to a 5 year maintenance period.

ExQ1	Question to:	Question:
		Schedule 8, Part 1, row 5: Condition 26 appears to be covered by Requirement 7 rather than Requirement 5. Schedule 8, Part 2, row 6: Not all of condition 21 is covered by Requirement 3. In particular, the following isn't: "None of the buildings hereby approved shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programmes set out in the Written Scheme of Investigation approved under Condition [20] and the provision made for analysis, publication and dissemination of results and archive deposition."
	Response by Suffolk County Council at Deadline 2	SCC has seen the response of ESC on this question and defers to it.
	Response by SZC Co. at Deadline 3	It should be noted that Schedule 8 of the Draft DCO [REP2-015] sets out the conditions from RF1 and RF2 that would approve details that pertain to the delivery of the Sizewell C project. In many instances the controls that were deemed necessary for RF1 and RF2 would not be the same as those needed in the construction of Sizewell C. Documents such as the CoCP Part B [REP2-056] and the Lighting Management Plan (Doc Ref. 6.3 2B (A)) have been drafted to include all necessary measures that would be needed to control the impacts of constructing Work No. 1. These measures are comprehensive and include an appropriate level of detail that would ensure that works would be delivered in a manner that is consistent with the ES. It is therefore deliberate that not all of the controls set out in the RF1 and RF2 permissions would be transferred across to the DCO when the Undertaker serves notice under Article 5 of the DCO. • Condition 7: Access to the main development site during construction: the DCO includes the Construction Traffic Management Plan [REP2-054] which sets out the controls that would be put in place for construction vehicles entering and leaving the site. A requirement relating to Condition 7 is therefore not required. • Condition 9: Schedule of Plant: On a construction site of the scale and complexity of the Sizewell C project it would clearly not be practicable for the LPA to review and approve all plant and equipment to be used on the main development site. In order to ensure that the LAs have appropriate oversight of the construction process in so far as they relate to noise, the CoCP includes a

ExQ1	Question to:	Question:
		commitment to prepare a Noise and Vibration Management Plan, which would be a separate and more comprehensive management plan than RF2 requires. Deemed approval or replication of this condition is therefore not required. • Condition 10: Construction Working Hours: the working hours for the main development site are set out within the CoCP Part B [REP2-056]. These working hours are consistent with those assumed in the ES and the mitigation measures set out in order to minimise and reduce noise impacts. Deemed approval or replication of this condition is therefore not required. • Condition 12: Landscape plan: Requirement 14 of the Draft DCO [REP2-015] relates to the detailed design of the landscape restoration works. This includes the commitment to prepare a Landscape and Ecological Management Plan, which would set out the long-term management arrangements for the works. ESC have noted that this does not include a specific timescale, with 5 years mentioned in RF2 Condition 12. This omission is deliberate, as the LEMP would cover the maintenance of the landscape for the duration of the operation of the project. Deemed approval or replication of this condition is therefore not required. • Condition 13: Ground Contamination: the CoCP Part B [REP2-056] includes the relevant ground contamination measures that are necessary to avoid and limit impacts from potential ground contamination. No further measures are considered necessary. Deemed approval or replication of this condition is therefore not required. • Condition 17: Construction Environmental Management Plan: RF1 and RF2 are not supported by a Code of Construction Practice. Instead, those applications include commitments to prepare CEMPs, the scope of which was based on the outline CEMPs submitted with the applications and as set out within Condition 17. The Sizewell C CoCP has been prepared to include the mitigation measures necessary to reduce and minimise environmental impacts during the course of construction works. The CoCP includes the mitigation measures that are in the CEMPs. Deemed approval or replication of this condition is therefore not required. • Condition 18: Emergency Planning: RF1 and RF2 relate to the preparation of an emergency plan. The DCO includes Requirement 5A which relates to the construction stage. Once Sizewell C is in operation, the Nuclear Site Licence would then require an ongoing plan to be in place for the duration of operations. Deemed approval or replication of this condition is therefore not required. • Condition 21: Archaeological WSI: It should be noted that discussions are ongoing with SCC regarding the wording of Requirement 3 and it is expected that the wording will be updated to reflect the agreed position as part of Deadline 5.

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 3	ESC remains concerned that in Schedule 8, certain conditions in Permissions 1 and 2 are not appropriately reflected in the Requirement which is drafted as corresponding to the conditions (please see ESC's response to DCO.1.24 for Deadline 2 for full details). In addition, ESC notes that in revision 4 of the draft DCO submitted for Deadline 2, the Applicant has inserted additional reference to requirements 2 and 5. ESC would like the Applicant to provide a full explanation as to the equivalence between the conditions and the requirements listed in the table in Schedule 8.
	Response by SZC Co. at Deadline 5	In light of the comments made by ESC in response to this ExQ1, the Applicant has undertaken a thorough review of the conditions that are subject to the deemed approval provisions in article 5(5) and which therefore are listed in Schedule 8, and has made further amendments in revision 5 of the draft DCO (Doc Ref. 3.1(D)). Schedule 8 now includes just those conditions that are for approval of details and does not include compliance conditions, which, as explained in the Applicant's response to this ExQ1 at Deadline 3 are adequately covered by equivalent DCO requirements.
DCO.1.26	The Applicant, the Host Authorities	Art 9(6). The EM states (para 4.25) "As the undertaker will be entering into a section 106 agreement with local planning authorities, this provision is necessary to ensure that the transferee complies with all obligations etc. that have been imposed on the undertaker, as well as ensuring that the undertaker is released from liability upon transfer (given that it would no longer be involved in the authorised development). This approach is standard under section 106 agreements". (i) Whilst confirmation that planning obligations are to bind the transferee / lessee is welcome, why would the planning obligations under s.106 TCPA not bind the transferee under s.106(3)? Or is this paragraph addressing transfer / lease of the benefit of the DCO without transfer / lease of land? (ii) Should transfer / lease of benefit without transfer / lease of land be permitted? (iii) If so, is it proper to allow the transferor to escape from its obligations in the s.106 agreement? (iv) Is it appropriate in the case of any transfer or lease on this project to allow the original covenantor to escape from its obligations under s.106?
	Response by SZC Co. at Deadline 2	See Appendix 14A - DCO Drafting Note 1.
	Response by East Suffolk	i) Having the benefit of the DCO is not an interest in land for the purposes of s106(1) and therefore s106(3) will not apply as the obligations are not provided as planning obligations pursuant to s106 (1)

ExQ1	Question to:	Question:
	Council at Deadline 2	TCPA in the absence of a proprietary interest in the development site. Questions therefore arise regarding the legitimacy of providing mitigation through an alternative means to a s106 agreement. ii) If the person with the proprietary interest in the land signs the s106 agreement than no issue with this provided the transferee covenants directly with the Councils to perform the "planning obligations", as such obligation would run with the land (assuming such obligations fall within s106(1)(a) – (d)). Where the signatory has no proprietary interest in land, any agreement could not be entered into pursuant to s106 and any such agreement would not automatically run with the land. In such circumstances other powers will need to be considered. However, such alternative powers/provisions should only be considered where there is a legitimate reason why the landowner cannot sign a s106 agreement. Section 111 of the Local Government Act 1972 is an incidental power and cannot be used unilaterally, other LPA Powers would need to be used in conjunction with s111. In these circumstances, the agreement would have to include provisions that ensure that the signatory is not released from any of the obligations in the agreement until such time as the new transferee had provided mirror covenants to the relevant LPAs. iii) Yes, provided that the transferor's liability only ends once the transferee is on the hook for the "planning obligations" and only if the transferor parts with all of its interest in the DCO as set out in the paragraph above. iv) Yes, once the new transferee has provided mirror covenants to the LPAs as set out above or if the owner of the land entered into the s106 agreement, the s106 agreement can provide that the owner is released (save for antecedent breaches) upon disposal of its proprietary interest.
	Response by Suffolk County Council at Deadline 2	SCC understands that the Applicant is putting forward an alternative proposition as regards the section 106 agreement which may affect these questions. However, SCC's responses are: (i) SCC agrees that it is essential that any section 106 obligations will be binding on transferees and lessees under this article. However, the mechanism to secure this outcome is a matter of ongoing discussion with the Applicant. Paragraph 5(2) of Schedule 24 to the Order has the effect of saying that the Applicant and any transferee will be deemed to have interests in the Order land so any s106 agreement will bind them. SCC reserves its position on that proposition until it has considered the alternative fully, but whatever the outcome, the DCO must make it clear that transferees and lessees must be bound by a s106 or equivalent. Whatever the outcome, the s106 (or equivalent) must ensure transferees / lessees are bound by the s106 or alternative arrangements are put in place to ensure that the commitments are enforceable.

ExQ1	Question to:	Question:
		(ii) SCC reserves its position on this question until it has considered the new proposals mentioned above in detail but its initial view is that the default position would need to be that obligations should be contained in a s106 and bind the land in the usual way (iii) SCC's initial view is that the s106 obligations should remain enforceable against only those with interests in the land (iv) SCC's view is that if the Applicant is to "escape" its obligations, as the ExA puts it, then it must be made crystal clear in the DCO and the agreement that SCC should be able to enforce the provisions of the agreement as if it were a "normal" s106 agreement.
	Response by SZC Co. at Deadline 3	In addition to Appendix 14A – DCO Drafting Note 1 [REP2-111], SZC Co. has set out its approach to securing these obligations through a Deed of Obligation in Appendix 26A to Responses to ExQ1 [REP2-113]. Appendix 26A of this document 'Obligations Enforcement Paper' (Doc. Ref. 9.30A) sets out SZC Co's proposed enforcement measures for the Deed of Obligation.
	Response by Suffolk County Council at Deadline 3	The issue of the approach to how obligations are to be secured is evolving, and SCC's latest position is set out in its D3 submission "Suffolk County Council comments on draft s.106, accompanying draft Explanatory Memorandum and draft Confirmation and Compliance Document". The following summarises SCC's position on the evolving approach: • The Applicant now proposes that a Deed of Obligation is entered into under powers in section 111 of the Local Government Act 1972. This document would not be entered into using the powers in section 106 of the Town and Country Planning Act 1990 ("1990 Act"). This Deed of Obligation is proposed to only bind the "undertaker" under the DCO (or an entity who is transferred the benefit of DCO provisions) and not bind any land. • SCC seek clarity on the powers that the Applicant intends to utilise to enter into the Deed of Obligation (e.g. whether section 1 of the Localism Act 2011 would also be used) and the advantages of circumventing the legal requirements of section 106 of the 1990 Act are questioned. • Given no land (or land owner) is proposed to be bound into the Deed of Obligation, SCC raise questions as to how confident it can be that it may only be the undertaker who may construct, take the benefit of and also subsequently carry out and use the authorised development permitted under the DCO (so no other entity should be bound) and what action may be taken in the event others who have the benefit of the DCO breach such a Deed of Obligation.

ExQ1	Question to:	Question:
		• SCC have yet to see the Applicant's drafting which the Applicant considers might incorporate some of the enforcement options that would be open to SCC under a section 106 agreement, and this is highlighted in the note. • Particular concerns about the mechanism for transferring the benefit of some or all of the DCO provisions and the liability of a transferee under any Deed of Obligation are raised in the note. A deed of adherence from any such transferee is sought before such a transfer may take effect to provide comfort that a transferee will be bound by the provisions in such a Deed of Obligation (and which provisions they would be bound by). • SCC's dissatisfaction with the Applicant's proposed deemed approval mechanism in the document is reiterated and requirements to only use "reasonable endeavours" to comply with certain obligations.
	Response by SZC Co. at Deadline 5	In addition to Appendix 26A - Obligations Enforcement Paper [REP3-047], further details of the enforcement of obligations in the Deed of Obligation are provided in the Written Summaries of Oral Submissions at ISH 1 (Doc Ref. 9.41), Written Submissions responding to actions arising from ISH1 (Doc Ref. 9.48) and Post-Hearing Note: ISH1 – Response to Enforcement Issues (Doc Ref. 9.48), including in respect of transfers of the benefit of the DCO. See also SZC Co's Response to Earlier Submissions (Doc Ref. 9.54) which responds to SCC's comments on the draft Deed of Obligation submitted at Deadline 3.
DCO.1.27	The Applicant, the Host Authorities	Art 9. (i) 9(1) Is it appropriate to transfer the CA powers in this DCO? The Applicant is required to demonstrate adequate resources to pay compensation. A transferee may not be have the same resources and the article does not expressly require that they are shown to exist. (ii) 9(1)(b) Should the CA powers be lettable? What would be the lessee's title to land compulsorily acquired and to whom would such land be transferred on CA? Does CA by a lessee raise any difficulties? (iii) 9(1) and (2) What would be the criteria for the SoS to decide whether or not to consent? (iv) Art 9(4). Is it appropriate for decisions of the Secretary of State on what is largely a regulatory issue to be subject to arbitration? (v) Art 9(6)(a). It is clear that the alienation provisions of Art 9 allow alienation of part of the land or part of the benefits. It would appear that Art 9(6)(a) attempts to limit the burdens transferred to those "imposed by virtue of the provisions to which the benefit relates". However, it is unusual for burdens to be divided up across the land or benefits. And burdens may be imposed on the whole development or project.

ExQ1	Question to:	Question:
		Please will the Applicant amend the article so as to ensure that burdens, whether they relate to the whole benefit of the order or only the benefit transferred, bind the transferee or lessee as the case may be? (vi) Art 9(6). Para (b) – how can “benefits” be enforced “against” the undertaker (original or otherwise). What is the Applicant’s intention by this provision? (vii) Art 9(6). If the intent is to release the transferring undertaker from liability, is it really appropriate to release the undertaker where only a lease is created? The lessor undertaker should surely remain liable and take whatever indemnities are appropriate from the lessee. What would the position be at the end of the lease, whether it runs its full term (and the term is not known at this point in time) or is terminated for breach? (viii) Art 9(6)(c). It is good to make it clear that development consent obligations are intended to bind the transferee / lessee. Please will the Applicant state whether there are any concerns that they would not do so? Is this paragraph seeking to cut down the provisions of s.106 TCPA 1990 which make obligations bind persons deriving title? What would be the position if Art 9(8) is not complied with? Please will the Applicant amend the article so as to make it clear that in such a case the transfer or lease would be invalid?
	Response by SZC Co. at Deadline 2	See Appendix 14A - DCO Drafting Note 1.
	Response by East Suffolk Council at Deadline 2	(i) and (ii) The transfer of the benefit of the Order, including the transfer of any compulsory acquisition powers, is subject to obtaining the written consent of the Secretary of State, save for two very specific entities identified in Article 9(7) [AS-143]. ESC is of the view that the Secretary of State, before consenting to any such transfer, would ensure that the transferee or lessee would have adequate resources to pay compensation. (iii) ESC considers that this is a matter for the Secretary of State to consider. (iv) ESC considers that the Secretary of State’s decision on matters under Article 9 should be final and that it is not a decision that should be subject to arbitration. (v), (vi), (vii), (viii) – ESC considers that these are considerations for the Applicant to respond on.
	Response by Suffolk County Council at Deadline 2	(i) SCC acknowledges that it is not unusual for DCOs to allow CA powers to be transferred. The Secretary of State would need to consent to the transfer and would no doubt satisfy him/herself that the transferee/lessee would have sufficient funding (ii) As above. Ultimately this would be a matter for the Secretary of State.

ExQ1	Question to:	Question:
		(iii) This would be for the Secretary of State to decide. (iv) Again, this is for the Secretary of State, but SCC are not aware of any precedent to say that the Secretary of State's decision is subject to arbitration. SCC also note that article 9(2) would impose a time limit on the Secretary of State to give consent. Again this will be a matter for the Secretary of State but SCC is not aware of a recent precedent. (v) to (vii) These are questions for the Applicant.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Suffolk County Council at Deadline 3	(i) The Applicant's response aligns with SCC's, (ii) No further comments. (iii) No further comments. (iv) SCC note the exclusion that has been inserted as article 82(4) to meet this point. This is a matter for the Secretary of State rather than SCC. SCC also notes that article 9(2) which would have imposed a time limit on the Secretary of State to give consent has been removed. (v) to (vii) As noted before, these are questions for the Applicant.
	Response by SZC Co. at Deadline 5	No further comments.
DCO.1.30	The Applicant, SCC	Part 3 (Arts 11 – 23) generally. Please will the Applicant and SCC explain how the adoption of new roads is addressed.
	Response by SZC Co. at Deadline 2	The construction and maintenance of any new or altered streets is provided for in Article 20 of the draft DCO (Doc. Ref. 3.1(C)). As set out in Article 20(1): the construction must be to the '<i>reasonable satisfaction of the highway authority</i>'; the undertaker will be responsible for maintenance for 12 months following completion; and the new or altered street '<i>must... be maintained at the expiry of that [12 month] period by and at the expense of the highway authority</i>', unless otherwise agreed between SZC Co and the highway authority. Further details of the types of agreements which may be entered into are then set out in Article 21.

ExQ1	Question to:	Question:
		Articles 20 and 21 are similar to those included in the Hinkley Point C Development Consent Order and it is expected that they will be used in a similar way for the Sizewell C Project. Therefore, in practice, highway works at the Sizewell C Project will be carried out pursuant to agreements made with the highway authority under Article 21. These agreements perform the same role as agreements made pursuant to section 278 and section 38 of the Highways Act 1980, documenting the agreed specification of the works in detail and the sign-off process for the carrying out of the works. In this way, what constitutes the completion of the highway works '<i>to the reasonable satisfaction of the highway authority</i>' is captured and documented, such that it is clear when the 12 month maintenance period commences prior to adoption by the highway authority. At Hinkley Point C, such agreements have been based on an amended version of the highway authority's standard section 278 agreement and include the usual provisions typically included in such an agreement, including provision for: (i) approval by the highway authority of the detailed design and specifications for the highway works and approval of a programme of works; (ii) arrangements for any required traffic regulation orders to be obtained and for the undertaker to be responsible for the highway authority's costs associated with those; (iii) a performance bond to be put in place before works commence, and associated step-in rights for the highway authority in the event that the undertaker is in default under the agreement; (iv) monitoring and supervision by the highway authority of the works (including safety audits and the production of a health and safety file); (v) the usual indemnities in favour of the highway authority against claims arising out of the execution or use of the works; (vi) payment of a commuted sum for ongoing maintenance costs post-adoption (where applicable); (vii) arrangements to provide evidence of compliance with Construction (Design and Management) Regulations 2007 and for the undertaker to be responsible for such compliance; (viii) the issuance by the highway authority of a Certificate of Completion where it is satisfied the works have been completed in accordance with the terms of the agreement; and (ix) a minimum 12 month maintenance period and provision for a Final Certificate to be issued once the relevant requirements under the agreement have been met (following which the highway works become maintainable by the highway authority).

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 2	Although this may be for the Applicant to explain, SCC's understanding of the position in summary is as follows: 1) Article 20(1) provides that any "street" to be constructed under the Order must be completed to the reasonable satisfaction of the highway authority. 2) Art 20(1) says new "streets" are to be maintained for 12 months by the Applicant, then at the highway authority's expense 3) "Street" is defined in article 2 and includes (amongst other things) the whole or any part of any highway or road 4) Scheduled Works to be constructed under this provision include, for instance, the Two Village Bypass and the Sizewell Link Road 5) It is, of course, acceptable for a statute to create a new highway, but it is not usually done in DCOs by saying "X road is designated as a highway from X date" 6) The DCO could be clearer as regards the descriptions of the Two village bypass (Work 11B) and Sizewell Link Road (Work 12B); for instance, by amending slightly the description of each as follows – "A highway, being a bypass..." In respect of 2) above, the Council considers the Applicant's maintenance period is far too short. 24 months, or to the end of the construction period (whichever is longer) would be appropriate. This timescale would be based on the usual guarantee periods for highways surfacing materials. SCC's responses are without prejudice to its contention that the SLR should be a temporary road.
	Response by SZC Co. at Deadline 3	In relation to point 6) of SCC's response, it is considered unnecessary and potentially misleading to add reference to "highway" at the front end of the Two Village Bypass and Sizewell Link Road works descriptions. This is because not all of the relevant works area will become adopted highway following completion of the works meaning that to categorise the entire works description as "highway" (which is a term defined by reference to the Highways Act 1980) could be inaccurate. In relation to the point raised in SCC's response regarding the length of the maintenance period provided for at article 20(1) of the draft DCO [REP2-015], a 12 month maintenance period is usual for highway schemes secured under section 278/38 agreements entered into in connection with developments consented under the Town and Country Planning Act 1990 and SZC Co does not see why the highway schemes comprised in the authorised development should be treated any differently. SZC Co. is also not aware of any DCOs that impose maintenance periods longer than 12 months. Against this context, it is considered reasonable for the maintenance period to be 12 months.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 3	SCC's position as regards taking on the responsibility for maintenance of new highways is evolving and SCC is suggesting protective provisions as regards highways matters, so its replies are subject to that. Please see SCC's response to CA.1.67 on this point. In summary, SCC considers the regime proposed under article 21 (agreements with street authorities) of the dDCO is unsatisfactory and, to best protect its position, considers protective provisions should be included in the dDCO at Schedule 18 (protective provisions). SCC will shortly share its proposed protective provisions with the Applicant for their comment / approval. SCC notes the Applicant's response and (a) still considers that the descriptions of the relevant highway works could make clearer that they are indeed to be highways and (b) still considers that the Applicant's maintenance period should be 24 months, or to the end of the construction period (whichever is longer) would be appropriate. As before, SCC's responses are without prejudice to its contention that the SLR should be a temporary road (and therefore possibly not a highway at all).
	Response by SZC Co. at Deadline 5	The Applicant acknowledges that there is ongoing dialogue with SCC regarding the securing of the highway works comprised in the Sizewell C Project.
DCO.1.34	The Applicant, SCC	Art 22(5)(b). In line with the ExA's earlier comments on identifying authorities by reference to function rather than name, the ExA invites the Applicant and SCC to consider whether it would be better to specify the capacity (e.g. highway authority if that is the case) in which this power is to be exercised.
	Response by SZC Co. at Deadline 2	See Appendix 14A - DCO Drafting Note 1.
	Response by Suffolk County Council at Deadline 2	In section 32 of the Road Traffic Regulation Act 1984, only the County Council can authorise the use of any part of a road in its area as a parking place. (See also section 36(3) of the 1984 Act). SCC would have no objection to the paragraph saying, for example, "(b) Suffolk County Council (in its capacity as a local authority for the purposes of section 32 of the 1984 Act) as an order under that section of that Act..." but does not consider it necessary.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2 save for pointing out that the inclusion of "(in its capacity as a local authority for the purposes of section 32 of the 1984 Act)" has not been included in revision 4 of the draft DCO [REP2-015] because SZC Co. agrees with SCC that it is not necessary especially since SZC Co. has now included the new article 2(5)(A) in revision 4 of the draft DCO [REP2-015], which clarifies the function of Suffolk County Council.
	Response by Suffolk County Council at Deadline 3	See SCC's previous response and its response in relation to DCO 1.6. SCC does not consider that referring to SCC "in its capacity as local highway authority" is necessary, and it does not reflect the reality of the situation.
	Response by SZC Co. at Deadline 5	No further comments.
DCO.1.38	DfT, BPA, Chamber of Shipping, UKMPG, Trinity House, Maritime and Coastguard Agency, MoJ	Part 6 – Harbour powers. Please consider and comment on Part 6 of the dDCO (comprising Arts 46 – 75) which creates a harbour (without walls) in the area of Greater Sizewell Bay adjacent to the Proposed Development. The ExA is interested in hearing your views in particular on the application of the Harbours, Docks and Piers Clauses Act 1847 with amendments (see Art 46), but that is not intended to limit any comments you wish to make. The MoJ is requested to comment on the offences and penalties created by Part 6. Please will the MoJ address specifically whether the fact that Part 6 incorporates the standard "boilerplate" for Harbour Orders addresses concerns?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by UK Chamber of Shipping at Deadline 2	The UK Chamber of Shipping has no concerns over the application of the Harbours, Docks and Piers Clauses Act 1847 with amendments, and supports efforts to ensure the safety of navigation, and the safety and security of vessels using the harbour.

ExQ1	Question to:	Question:
	Response by Trinity House at Deadline 2	Extract from the Response by Trinity House: <i>"Trinity House is generally content with Part 6 of the draft DCO. In particular, the saving for Trinity House (article 74) is incorporated in its standard form and its inclusion in the draft DCO is welcomed. Articles 58 (lights on marine works etc. during construction), 59 (provision against danger to navigation) and 60 (permanent lights on marine works) are standard provisions in Orders which confer powers in relation to the marine environment.</i> <i>Again, their inclusion is welcomed by Trinity House and we have no comments in relation to the drafting of these provisions.</i> <i>We do however, have some comments to make in relation to article 52 (application of Marine and Coastal Access Act 2009), article 61 (safety of navigation) and article 82 (arbitration) of the draft DCO.</i> <i>."</i> Please refer to [REP2-169] for full response.
	Response by The Maritime and Coastguard Agency at Deadline 2	The MCA understands that due to the nature of the site and the safety critical requirements, the establishment of a SHA is considered an appropriate mitigation measure to empower the proposed authority to regulate vessel movements within the area. The MCA has no objections or concerns to raise with regards to this approach or the application of the Harbours, Docks and Piers Clauses Act 1847 within the DCO, and is considered wholly appropriate for safety. However, the MCA would like the following two points clarified: 1) Whether the SHA ceases to exist once the site is decommissioned in 2035; 2) The specific reasoning why a CHA is required under the Pilotage Act for this site, as is included in the DCO.
	Response by SZC Co. at Deadline 3	Trinity House The Applicant thanks Trinity House for its comments on the draft DCO. Article 52 has been corrected to refer to Article 74 rather than 69 in the draft DCO submitted at Deadline 2 [REP2-015] and will amend Article 52(1) as proposed by Trinity House in the next version of the draft DCO. Article 61 has been moved to Condition 38 of the DML in the draft DCO submitted at Deadline 2 [REP2-015], as requested by the MMO but we will consider Trinity House's comments on the scheme of safety navigation with the MMO making any necessary changes to the next version of the draft DCO which will be

ExQ1	Question to:	Question:
		submitted at Deadline 5. The Applicant considers that Article 82 is sufficiently clear to include the MMO and the additional wording is not required. MCA 1)SZC Co confirms that the SHA will cease to exist once the site is decommissioned in 2035. Clarity on this point will be included in the next version of the draft DCO which will be submitted at Deadline 5. 2)The purpose of making the undertaker a competent harbour authority for the purposes of the Pilotage Act 1987 (the "1987 Act") is to ensure that it has all necessary controls over any vessels entering the harbour limits. Competent harbour authority status will enable the undertaker to provide pilotage services within the harbour limits to ensure the safety of the harbour in accordance with the 1987 Act. It is not uncommon for a harbour authority to also be a competent harbour authority for the purposes of the 1987 Act and, in this instance, it is particularly important and necessary due to the nature of the proposed NSIP development. The basis on which Article 50 is incorporated into the Order is explained in paragraph 8.21 and 8.22 of the Explanatory Memorandum for the Order [REP2-016].
	Response by MMO at Deadline 3	Trinity House response to ExQ1 - [REP2-169] The MMO note that Trinity House (TH) is generally content with Part 6 of the draft DCO, but have highlighted errors in the drafting of Article 52. The MMO observe that TH raise concerns regarding clarity of the powers conferred upon the Applicant by Part 6. The MMO supports this request for clarity, and for the inclusion of revised wording. With regards to Article 61, the MMO note TH's concerns that precommencement works could take place prior to a scheme to secure safety of navigation being in place. The MMO welcome TH's comments on this point and support the establishment of such a scheme prior to works commencing. The MMO support the suggestion made by TH that pre-commencement works which may interfere with navigation are covered under Article 61. Should any further conditions be required within the DML, the MMO can liaise with the Applicant and TH to develop these. The MMO welcome the suggested wording within Article 82 to clarify that the DML is not subject to arbitration.

ExQ1	Question to:	Question:
		Maritime and Coastguard Agency ("MCA") response to ExQ1 - [REP2-145] The MMO note that the MCA have no objections or concerns regarding the establishment of a Statutory Harbour Authority (SHA) or the application of the Harbours, Docks and Piers Clauses Act 1847 within the DCO. The MMO note the MCA have requested two points of clarification within their response to Written Questions. The MMO support this request.
	Response by SZC Co. at Deadline 5	The dDCO has been updated for Deadline 5 to address the points raised by Trinity House. Condition 38 has been updated and agreed with Trinity House and addresses the MMO's comments at Deadline 3. SZC Co. has no further comments regarding Article 82 and SZC Co has responded to the MCA's comments at Deadline 3.
DCO.1.50	The Applicant, The Host Authorities	Art 79. This allows felling and other tree surgery to any tree or shrub "near any part of the [Proposed] Development". How far is near? Could a maximum distance be added?
	Response by SZC Co. at Deadline 2	Article 79 only permits trees or shrubs to be felled or lopped where the Applicant reasonably believes that this is necessary to prevent that tree or shrub from obstructing or interfering with the authorised development or constituting a danger to those using the authorised development. It is in this context that the reference to the tree or shrub being '<i>near</i>' should be interpreted. The greater the distance between the individual tree or shrub and the proposed development, the less reasonable any belief that the Applicant may have that works are required. The reasonable distance will vary depending on the part of the authorised development concerned and so the concept of nearness must be flexible. Moreover, given that felling or lopping may be required to avert danger, the Applicant considers that it would be inappropriate to define '<i>near</i>' by reference to a maximum distance. Compensation is payable under Article 79(2) to any person who sustains any loss or damage arising from the Applicant's carrying out of such felling or lopping. Provisions equivalent to Article 79 of the draft DCO using the word '<i>near</i>' can be found in The Infrastructure Planning (Model Provisions) (England and Wales) Order 2009 as well as many other granted DCOs, including: The Cleve Hill Solar Park Order 2020; The Norfolk Vanguard Offshore Wind Farm Order 2020; The National Grid (Hinkley Point C Connection Project) Order 2016; The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014; and The Hinkley Point C (Nuclear Generating Station) Order 2013.

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	ESC is concerned that this Article [AS-143] is currently drafted to include a power that is far too wide and which is unjustified. ESC considers that it would be sufficient for the Applicant to have the power to fell trees etc. solely within the Order Limits. It therefore proposes that this Article be amended so that it reads: "The undertaker may fell or lop any tree or shrub within the Order limits, or cut back its roots or branches to the extent that they are within the Order limits, if it reasonably believes it to be necessary to do so..."
	Response by Suffolk County Council at Deadline 2	SCC has seen the response of ESC, and concurs with it, but would also add that if the ExA were minded to recommend some flexibility to the Applicant then article 79(1) could begin: "The undertaker may fell or lop any tree or shrub within or overhanging land within the Order limits," This wording is precededented, for example, in article 35 of the A63 Castle Street Improvement Hull Order 2020
	Response by SZC Co. for Deadline 3	For the reasons given in SZC Co.'s response for Deadline 2, it would not be appropriate or necessary to confine the power to trees solely within or overhanging the Order Limits.
	Response by East Suffolk Council at Deadline 3	ESC remains concerned that Article 79 is drafted too widely. Please see ESC's response to DCO.1.50 submitted at Deadline 2 for full details.
	Response by SZC Co. at Deadline 5	No further comments.
DCO.1.54	The Applicant, The Host Authorities, parties to which the deemed consent provisions in the Articles of the dDCO apply	Art 83 and Sch 23 – procedure for approvals, consents and appeals. (i) The ExA invites comments in general on Sch 23 from the Host Authorities who will be the recipients of most applications and appeals to which Sch 23 will apply. (ii) Parties to which the deemed consent provisions in the Articles of the dDCO apply are also invited to comment on Sch 23, and their attention is drawn to the EM para 9.25 and following. (iii) In para 1(2) of Sch 23, there are two different time periods for discharge of requirements depending on whether consultation is necessary. The shorter period, 5 weeks, is shorter than the period specified in the model Sch at Appendix 1 of the Inspectorate's Advice Note 15. Whilst the ExA note the Applicant's more generous 8 week period in consultation cases, what is the justification for taking a week off the standard period?

ExQ1	Question to:	Question:
		(iv) Fees. The ExA notes that there is no drafting at present and that the Applicant hopes to cover these with a performance or s.106 agreement. Until such time as that is concluded satisfactorily, the ExA would prefer to see drafting on fees in the dDCO. Please will the Applicant insert in the next draft of the dDCO the wording to be found at Sch 2 Part 2 para 3 of the Northampton Gateway DCO as made, (2019/1358). The ExA is not, by requiring this, expressing any view as to the desirability or fairness of those provisions. Please will the Applicant explain why para 3(11) of Sch 23 which reads: "the appointed person must have regard to Communities and Local Government Circular 03/2009 or any circular or guidance which may from time to time replace it" refers to Circular 03/2009 rather than "the Planning Practice Guidance published by the Department for Communities and Local Government on 6th March 2014 or any circular or guidance which may from time to time replace it" which is the wording in Appendix 1 of AN15?
	Response by SZC Co. at Deadline 2	i) Not for the Applicant. ii) Not for the Applicant. iii) Para (1)(2)(b) has been updated to allow for six weeks as per the model schedule at Appendix 1 of Advice Note 15. iv) Council resources will be included in the next revision of the draft Deed of Obligation which will be submitted at Deadline 3 so it is not considered necessary to add fees-related drafting to the draft DCO. To confirm, in revision 3 of the draft DCO [AS-143] the reference to Circular 03/2009 was replaced with reference to the Planning Practice Guidance.
	Response by East Suffolk Council at Deadline 2	(i) ESC has a number of comments to raise in relation to Schedule 23 [AS-143], as follows: 1(2)(b) is considered unnecessary as, as far as ESC is aware, there is never a situation in which a body does not have to consult further. If the Applicant considers that this is necessary, ESC would welcome an explanation of when such a situation would arise. 2(1): ESC considers it important that it is explicitly set out within this Schedule that it is not confined to being able to ask for further information just once and would invite the Applicant to make an appropriate change to 2(1) in response to this concern. 2(2): 7 working days is considered too short a period, and shorter than the proposed period in Advice Note 15 which advises 10 business days. ESC considers that 10 working days would be more appropriate. 2(3): 3 working days is considered too short a period, in particular as this does not even cover a full working week when the relevant person may be on leave or not working; ESC considers that 10 working days would be more appropriate.

ExQ1	Question to:	Question:
		3(2)(d) and (e): 10 working days is considered too short a period, and shorter than the proposed period in Advice Note 15 which advises 20 business days. ESC considers that 20 working days would be more appropriate. (ii) ESC has commented under (i) above. (iii) ESC has provided a comment on this under (i) above. (iv) ESC agrees that reference to fees ought to be made within Schedule 23 and considers that it would be appropriate for Schedule 23 to cross refer to the section 106 agreement to the extent that it relates to staffing costs for the discharge of requirements. ESC would welcome the Applicant providing some wording in this regard.
	Response by Suffolk County Council at Deadline 2	SCC has seen the replies of ESC on questions (i) to (iv) and concurs with them all.
	Response by SZC Co. at Deadline 3	In response to each of ESC's comments: • 1(2)(b): as stated in SZC Co.'s response at Deadline 2, paragraph (1)(2)(b) has been updated to allow for six weeks as per the model schedule at Appendix 1 of Advice Note 15. An example of where ESC's approval is required without further consultation can be found in Requirement 12A (Sports Facilities: Reserved matters). • 2(1): the drafting of paragraph 2(1) does not preclude ESC from requesting further information on more than one occasion; indeed, it is considered that the reference in 2(1)(4) to "or otherwise fails to request any further information within the timescales provided" makes it clear that as part of the approval process further information can be requested in respect of the same matter more than once. • 2(2): this update was made to revision 4 of the draft DCO [REP2-015]. • 2(3): updates were made to revision 4 of the draft DCO [REP2-015] to reflect that the undertaker must issue the consultation to the requirement consultee, as opposed to the discharging authority. • 3(2)(d) and (e): this update was made to revision 4 of the draft DCO [REP2-015]. • (iv): SZC Co. has nothing further to add to its response for Deadline 2 on this point.
	Response by East Suffolk	ESC welcomes the changes that the Applicant has made to Schedule 23 in revision 4 of the draft DCO submitted for Deadline 2, to bring the timescales in line with Advice Note 15.

ExQ1	Question to:	Question:
	Council at Deadline 3	However, ESC maintains its previous position that reference to fees relating to staffing costs for the discharge of requirements ought to be made within Schedule 23. ESC would welcome the provision of some wording from the Applicant to address this issue.
	Response by Suffolk County Council at Deadline 3	SCC supports the general points made by ESC to this question and reserves its position on those points until the Applicant's response to those not addressed has been considered. The Applicant has not responded to questions (i) and (ii). (iii) In its response to the question, ESC (supported by SCC) consider that paragraph 1(2)(b) of Schedule 23 is unnecessary, and sought an explanation. SCC reserves its position until a response from the Applicant is made and considered, but in the meantime notes the alteration made to paragraph 1(2)(b)(i) and (ii) of Schedule 23, extending the decision period from 5 weeks to 6 weeks, in line with Advice Note 15. (iv) SCC reserves its position on fees until it has considered the next version of the draft deed of obligation, mentioned by the Applicant. SCC welcomes the alteration that has been made to paragraph 2(2) extending the period for requesting further information from 7 to 10 working days, in line with Advice Note 15. SCC notes the changes made to paragraph 2(3). It would like an explanation as to these changes. The DCO places duties on the discharging authorities to consult other bodies under Schedule 2 (for example, in requirement 3(1), SCC must consult Historic England before approving a written scheme of investigation). The changes to paragraph 2(3) appear to require the undertaker (rather than the body carrying out the consultation) to issue the consultation, which seems unusual. The changes also appear to have removed any reference to requests for further information by the requirement consultee, so the revised subparagraph (3) does not now sit easily in paragraph 2. SCC considers that the discharging authority should carry out the consultation, though the time limit of 3 days for the consulting body to issue the consultation should be increased to 10 days as in the previous draft of the DCO.
	Response by SZC Co. at Deadline 5	In response to ESC's Deadline 3 comments: • Council resources will be included in a future draft of the Deed of Obligation so it is not considered necessary to add fees-related drafting to the draft DCO. In response to SCC's Deadline 3 comments:

ExQ1	Question to:	Question:
		• Questions (i) and (ii) were directed at the Host Authorities • Question (iii): the Applicant provided in its response at Deadline 3 that an example of where ESC's approval is required without further consultation can be found in Requirement 12A (Sports Facilities: Reserved matters) – this justifies why there are there are two different time periods for discharge of requirements. • Question (iv) regarding paragraph 2(3), the Applicant refers SCC to the Applicant's Deadline 3 response, bullet points 2, 3 and 4 regarding paragraphs 2(1), 2(2) and 2(3).
DCO.1.61	The Applicant, ESC, MMO, Natural England	Sch 1 Part 1. Work No 2. The routes of the tunnels are not shown. Please will the Applicant explain why. Please also confirm that whether shown or not, they will not extend outside the Order Limits or the limits to the Works comprised in Work No. 2 shown on the Works Plans. Work numbers 2B and 2D shown on the works plans indicate the separation between the cooling water intakes for units 1 and 2. Can the applicant explain the separation distances between them, which presumably accounts for tunnelling for unit 1 (work no. 2A) being 200m shorter than the corresponding water intake for unit 2 (work no. 2C)? Whilst the intake locations are set out on the works plans, the limits of deviation for the bored tunnels themselves are unlimited within the harbour area as shown on the works plans. This also applies to work no. 2E, 2G, 2I and 2K, which extend between work no 1A and terminate at work 2F, 2H, 2J and 2L respectively Can the applicant confirm what assumptions have been made regarding their alignment within the ES and HRA, and why more defined limits of deviation cannot be set out on the works plans. ESC, MMO and Natural England may also wish to comment on this.
	Response by SZC Co. at Deadline 2	The boundary within which the cooling water and fish return tunnels (Work Nos 2A, 2C, 2E, 2G, 2I and 2K) may be carried out is shown on the Works Plans 2, 4, 5 and 6 by reference to the green dotted line shown in the key which refers to these works. The description of these works in Schedule 2 expressly cross-refers

ExQ1	Question to:	Question:
		to these Works Plans. The Applicant confirms that these works will not extend outside the Order limits. This is clear on the plans, since the boundary of the green dotted line within which these works are to be carried out does not extend outside the solid red line on the Works Plans which indicates the Order limits. It was not considered necessary to show the exact alignment of the completed tunnel within these areas, since: (i) the alignment of the tunnels will be constrained in practice by the location of the outfalls for each tunnel, which are shown by dotted black lines in the form of circles/ovals shown on the Works Plans and labelled as Work Nos, 2B, 2D, 2F, 2H, 2J and 2K, and the need for the tunnels to be built in straight lines from the power station onshore; and (ii) the deemed marine licence requires details of the tunnels to be approved by the MMO prior to commencement of these works. See DML condition 44 and 48 which refer to <i>'the alignment (horizontal and vertical)'</i> of these tunnels. Abstraction of cooling water is not only part of the conventional electricity generating process of a direct-cooled station, but it also serves to cool essential and safety systems. Therefore, the cooling water infrastructure is safety classified and needs a degree of redundancy built in, such that if cooling water from one source is lost then cooling can still be maintained from another source. Relative geographic separation of the two intake tunnels achieves this redundancy (each intake tunnel also has two intake heads, separated by 100m for the same reason). The ExA is correct that the tunnel lengths simply reflect the shortest route to the intake heads. There is no significance attached to this. The alignment of the three cooling water tunnels is completely disregarded in the ES and HRA assessments as, being several tens of metres below the seabed there is no pathway for them to cause environmental impacts (concerns regarding bentonite frack-out from the Tunnel Boring Machines notwithstanding as that has no relevance to the route of the tunnels). Indeed, it is likely that the tunnels themselves will be exempt from needing a Marine Licence for those same reasons.
	Response by East Suffolk Council at Deadline 2	ESC agrees with the ExA that it is not clear if, or where, the routes of the tunnels are shown on the plans submitted as part of the application. Furthermore, ESC agrees that the limits of deviation for the bored tunnels appear to be unlimited within the harbour area and ESC is concerned with this approach [AS-143]. In particular, ESC's concern relates to the adequacy of environmental assessment carried out and reported in the ES. ESC would welcome the Applicant's explanation as to how the environmental impact assessment has been carried out and what assumptions about tunnel locations have been made in coming to conclusions on the likely significant effects of these works.
	Response by the MMO at Deadline 2	The MMO notes that this question is for the Applicant. The MMO would like to further note that we have not yet been provided with the applicant's response to this, and as such will defer to a later deadline should we wish to comment on their response.

ExQ1	Question to:	Question:
	Response by Natural England at Deadline 2	Natural England have no comment to provide on this matter at this deadline.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2 in response to ESC's comments on the route of the tunnels on plans, limits of deviation and the EIA assessment of the tunnels.
	Response by East Suffolk Council at Deadline 3	ESC's previous concerns remain (for full details please see ESC's response to DCO.1.61 submitted for Deadline 2). In addition, ESC notes that the Applicant's response to this question appears to be internally inconsistent in that it says that the MMO will have to confirm the locations for tunnels in the Deemed Marine Licence but then also states that a Deemed Marine Licence may not be necessary.
	Response by SZC Co. at Deadline 5	The Applicant has no further comments to make save for clarifying that the location of the outfall heads will be approved under the DML and this constrains the location of the tunnels themselves. However as the tunnels are several tens of metres below the seabed the locations of the tunnels it is not necessary for the locations of the tunnels to be approved directly under the DML as an Exemption will likely apply. For this same reason, no environmental impact is predicted to occur. Furthermore, DML Condition 47 requires that the alignment of the tunnels is provided and approved prior to works commencing.
DCO.1.66	The Applicant, SCC	Sch 1 Part 1, Work No. 9, para (b). Is reinstatement of the A12 alignment in some 60 years time the appropriate course? Or does "operational use" refer to use of the Northern park and ride? If the latter, some clarificatory wording would seem sensible.
	Response by SZC Co. at Deadline 2	This is intended to refer to cessation of the operational use of the Northern park and ride site. Clarificatory drafting has been added to Rev 4.0 draft DCO (Doc Ref. 3.1(C))
	Response by Suffolk County Council at Deadline 2	SCC considers it would be helpful if para (b) clarified what "operational use" refers to in the next version of the DCO.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Suffolk County Council at Deadline 3	The Applicant's response says that, in Sch 1 Part 1, Work No. 9, para (b), the words "operational use" refer to use of the Northern park and ride and that "Clarificatory drafting has been added to Rev 4.0 draft DCO (Doc Ref. 3.1(C))". Based on the Rev 4.0 draft DCO published in the Examination Library, this drafting has not been included in Sch 1 Part 1, Work No. 9, para (b).
	Response by SZC Co. at Deadline 5	The update to Work No.9(b) has been made to revision 5 of the draft DCO (Doc Ref. 3.1(D)).
DCO.1.69	The Applicant, ESC	Sch 1 Part 2, Other Associated Development. The Works in Sch 1 Part 2 may be carried out during both the construction period and the operational period which is some 60 years. They apply also to maintenance. Many of them are works which would normally require planning consent. For example para (b) would allow new drainage systems; (c) allows stacks and chimneys; (i) allows new amenity buildings; (i) also allows "associated structures and plant; and (i) also allows associated post-operation phase work" without stating with what they are to be associated (the post-operation phase is presumably some 60-70 years hence and includes the decommissioning phase); (k) allows extensive alterations to highways; (n) includes habitat creation; (o) includes works for the protection of land or structures; and (p) allows "such other works as may be necessary or expedient" for construction, operation and maintenance (with a reference to environmental effects). (i) Is it justifiable to have such extensive powers in relation to the operation and maintenance of the Proposed Development? (ii) Is the location of the works limited to the Order Limits? (iii) What will be the constraints in the DCO if made on the development they permit? (iv) The EM para 10.4 says they are "minor works". Where is such a limit set out in the dDCO? (v) Please will the Applicant supply a reconciliation of the works described in Sch 1 Pt 2 with the development assessed in the ES?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	See Appendix 14B - DCO Drafting Note 2.
	Response by East Suffolk Council at Deadline 2	(i) and (ii): ESC is of the view that the principle of including such works is justifiable, but this list does appear more extensive than usual and contrasts with the precision with which the numbered works are specified in words and shown on the works plans [AS-143]. Some of the works listed here are of an equivalent nature to the numbered works (e.g. (c) and (n)) and should be their own numbered work; and others would only apply to specific works rather than any of them (e.g. (g) and (l)) and should be included in the descriptions of those works only. ESC would further wish to be satisfied that: - the Applicant has assessed the likely significant effects of these appropriately in the ES; and - that any works are limited to being within the Order Limits. ESC would welcome the Applicant's confirmation on these points as well as clarification and/or confirmation on points (iii), (iv) and (v).
	Response by SZC Co. at Deadline 3	SZC Co's full response is set out in Appendix 14B - DCO Drafting Note 2 [REP2-111] No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	ESC's previous concerns remain (for full details please see ESC's response to DCO.1.69 submitted for Deadline 2).
	Response by Suffolk County Council at Deadline 3	The ExA will need to be satisfied that the works set out in Part 2 of Schedule 1 have been assessed. SCC notes the contents of DCO Drafting Note 21 and has considered the content of Part 2 of Schedule 1 against the documents referred to in paragraphs 5.2.1 to 5.2.8 of DCO Drafting Note 2. It is not clear to SCC that the works referred to in sub-paragraphs (g) concerning marine works and (n) concerning habitat creation and management have been assessed and SCC would welcome the Applicant's confirmation on these points. SCC also looks forward to hearing the Applicant's response to ESC's suggestion that certain works listed in Part 2 of Schedule 1 should be their own numbered work and others would only apply to specific works rather than any of them.
	Response by SZC Co. at Deadline 5	The Applicant considers that Appendix 14B – DCO Drafting Note 2 [REP2-111] adequately responds to ESC's suggestion that certain works within Part 2 of Schedule 1 should be their own numbered work.

ExQ1	Question to:	Question:
		In terms of sub-paragraph (g) concerning marine works, the requirements for dredging and navigational markers are described within Volume 3, Appendix 2.2.A of the ES Addendum (Description of Permanent Development) [REP2-036] and Volume 2, Appendix 3D Construction Method Statement of the ES [REP3-015]. These works were subsequently assessed within Volume 2, Chapters 20 to 24 of the ES [APP-311 to APP-339], as updated by Volume 1, Chapter 2 of the ES Addendum [AS-181]. In terms of sub-paragraph (n) concerning habitat creation and management, these works are described within each of the relevant Description of Development chapters of the ES (e.g. [REP2-036], [AS-244] and [AS-248]), and have been subsequently considered within the relevant site volumes of the ES. It is noted that the park and ride, green rail route and freight management facility sites are to be returned to agricultural use following the removal and reinstatement of temporary development, and therefore, habitat creation and management works are limited to temporary soft landscaping shown on the relevant landscape masterplans.
DCO.1.73	The Applicant, ESC	Schedule 2 para 1(3). This paragraph is relevant to approvals of details or documents under a requirement “<i>where compliance with a document contains the wording “unless otherwise agreed” by the discharging authority</i>”. The approval is not to be given unless the changes or deviations have been demonstrated to the discharging authority not to give rise to “<i>any materially new or materially different environmental effects to those assessed in the environmental information</i>”. Environmental assessment is a process which assesses not effects but projects to see what significant effects the project is likely to have. (i) Why is comparison with assessed effects relevant? Those effects will include things found to have various degrees of significance, which may then have been mitigated by for example secondary or tertiary mitigation. (ii) Should the assessment instead be against the position at the time of seeking the “unless otherwise agreed” - the baseline may have changed by then. If there is to be a comparison with the current assessment, or the assessment after mitigation, what is the appropriate documentation against which the comparison should be made and how is it to be identified and accessed?

ExQ1	Question to:	Question:
		(iii) How is the decision on effects to be taken? Could the “subsequent application” approach in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017/572 be applied by the DCO to the approvals addressed by para 1(3) of Sch 2 and provide a suitable procedure? The ExA notes that the subsequent approvals process incorporates a screening process so as to weed out matters not needing EIA.
	Response by SZC Co. at Deadline 2	See Appendix 14E - DCO Drafting Note 5. It should be noted that in considering its response to this question, the Applicant has decided to remove the drafting at Schedule 2, paragraph 1(4) as it is not considered necessary. This is because the Applicant has factored in to the parameter heights for all buildings and structures an allowance for all necessary external projections, and these parameters have been used for the purposes of carrying out the environmental assessment. Notwithstanding this, the Applicant sets out below information in response to the ExA's questions which is hopefully helpful. The construction of the approved buildings or structures, including their design, size and location, is regulated and constrained by Requirements which also apply to external projections. These include, in particular: • R11 (Main development site: Approved buildings, structures and plant). This requires the relevant numbered works to be carried out in accordance with the Approved Plans (including elevations and roof plans). Detailed designs for approximately 65 buildings and structures within the main development site have been submitted for approval. Any external projections on those buildings and structures would need to be in accordance with those Approved Plans. In addition, R11 requires those same numbered works to be carried out in accordance with the detailed design principles in Chapter 5 of the MDS DAS (Doc Ref. 8.1Ad2(A)). • Authority. The details must accord with the detailed design principles in Chapter 5 of the MDS DAS (Doc Ref. 8.1Ad2(A)) (see above). • R13 (main development site: Ancillary structures, other building and plant). This requires the relevant numbered works to be carried out in general accordance with the detailed design principles in Chapter 5 of the MDS DAS (Doc Ref. 8.1Ad2(A)) (see above). • R 17 (Accommodation campus: Buildings and structures). This requires the relevant numbered works to be carried out in general accordance with the detailed design principles in Table A.1 of the MDS DAS (Doc Ref. 8.1Ad2(A)) (see above). Although these principles do not specifically control the provision of plant, an area of plant is provided within the service area located to the rear of the recreation building, thus making it unlikely that any significant plant would need to be provided on the exterior of the proposed buildings themselves.

ExQ1	Question to:	Question:
		R20 (Associated development sites: Buildings and structures). This requires Work No. 9 (northern park and ride), Work No. 10 (southern park and ride) and Work No. 13 (freight management facilities) to be carried out in accordance with the relevant Parameter Plans and Approved Plans, and in general accordance with the relevant sections of the Associated Development Design Principles (Doc Ref. 8.3(A)). These three AD sites are the ones that will have buildings and the parameters for their dimensions, including heights, are stipulated on the for approval general arrangement and parameter plans. The heights secured by the Requirements summarised above have been assessed in the relevant chapters of the ES and can be found in the descriptions of development – please refer to the DCO Signposting Document (Doc. Ref. 3.4(B)).
	Response by East Suffolk Council at Deadline 2	(i) ESC considers that with this provision the Applicant is appropriately trying to limit the amount of changes that can be made to the authorised development once consented, however ESC agrees that the wording is perhaps not as clear as it could be. The provision is intended to mean that any approvals given can only be given to activities within the scope of the environmental assessment [AS-143]. ESC suggests the following wording would be more appropriate: “(3) Where an approval of details or other document is required under the terms of any requirement or where compliance with a document contains the wording “unless otherwise agreed” by the discharging authority, such approval of details or of any other document (including any subsequent amendments or revisions) or agreement by the discharging authority is not to be given except in relation to changes or deviations where it has been demonstrated to the satisfaction of the discharging authority that giving such approval would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement.” (ii) It is not considered appropriate for the authorised development to be subject to an ongoing assessment which compares any potential new effects to a changing baseline. The future changing baseline is taken into account in the ES: the ES assesses the likely significant effects of the authorised development and predicts the expected changes to the baseline in the cumulative effects section. (iii) ESC would welcome an approach to subsequent approvals similar to that set out in the Northampton Gateway Strategic Railfreight Interchange DCO, as made. In particular, Article 44 of that DCO gives clarity to the process for subsequent approval under the Requirements. It makes it abundantly clear what can and cannot be given approval, and it references an appropriate procedure within Schedule 2 ‘Requirements’ for applying for and obtaining such approval.

ExQ1	Question to:	Question:
		ESC notes that Schedule 23 of the draft DCO appears to be an attempt on behalf of the Applicant to set out a similar procedure, but ESC would welcome the Applicant reviewing this procedure in light of the approach and the procedure in the Northampton Gateway Strategic Railfreight Interchange DCO.
	Response by SZC Co. at Deadline 3	In response to ESC's response, the Applicant has the following comments: (i) Please see Appendix 14E - DCO Drafting Note 5 [REP2-111] and the amendments made to Schedule 2, para. 1(3) and the definition of "environmental information" in revision 4 of the draft DCO [REP2-015]. The suggested amendment (i.e. changing "the subject matter of the approval or agreement sought does" to "giving such approval would") is not considered acceptable to SZC Co. as it is the material submitted, not the decision made, which needs to be compared against the environmental information (as defined). (ii) Please see Appendix 14E - DCO Drafting Note 5 [REP2-111]. (iii) SZC Co. considers that Schedule 2, para. 1(3) and Schedule 23 provide ample clarity on what the procedure for approvals of requirements is and what can and cannot be approved from an EIA perspective. The Applicant would also like to note that the response to ExQ1 DCO 1.73 should read "See Appendix 14E – DCO Drafting Note 5" only. The rest of the response is the response to DCO.1.73 and was included here in error.
	Response by Suffolk County Council at Deadline 3	SCC has considered the Applicant's and ESC's replies to DCO.1.73 and considers ESC's proposed revisions to Schedule 2 para 1(3) should be adopted by the Applicant. SCC also agrees with ESC's reply to DCO.1.73(iii).
	Response by SZC Co. at Deadline 5	No further comments save to note that this issue was addressed at Issue Specific Hearing 1. A summary of the oral submissions on this point can be found at in the Written Summaries of Oral Submissions at ISH1 (Doc Ref. 9.41).
DCO.1.75	The Applicant, ESC	Art 1(5). Is not the default meaning for the phrase "commencement of development" rather counterintuitive? Please will the Applicant consider reverting to the position that the phrase means commencement of any part of the Proposed Development? This would be consistent with the definition of "commence" in Art 2 of the dDCO. Please will ESC also consider and comment?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	The drafting at Schedule 2, paragraph 1(5) is not introducing a different definition of '<i>commencement</i>' but rather it is explaining for the avoidance of doubt that in Schedule 2 (Requirements) where there is a pre-commencement requirement which applies (or can apply) to a specific site or Work No. then references to '<i>commencement</i>' of development are to commencement of development of that specified site or work only. The purpose of this is to enable the discharge of pre-commencement requirements on a site-by-site basis. This is reasonable given the scale and nature of the Sizewell C Project and avoids details having to be submitted in respect of the whole authorised development when works are commencing in respect of a work or part of a work only. The Explanatory Memorandum (Doc Ref.3.2(B)) at paragraph 10.15 explains this in the following terms: <i>"As the requirements often apply to several Works, the undertaker has the ability to discharge requirements in parts. The discharge of a certain requirement may be required at different times for different Works through the construction programme as new information is delivered and the construction progresses. This allows the undertaker to prioritise discharging certain parts of requirements at the correct time in the construction programme."</i>
	Response by East Suffolk Council at Deadline 2	ESC agrees with the ExA that this seems to be an inconsistent approach and would welcome an appropriate change to be made to 1(5) of Schedule 2 [AS-143] so that it states: "Unless otherwise provided in this Order, where a requirement relates to a specific site or Work and it specifies "commencement of development", it refers to the commencement of development of the authorised development." ESC would then expect to see, in line with the wording preceded in other DCOs, that certain requirements then refer more specifically to commencement of development for certain works.
	Response by Suffolk County Council at Deadline 2	Although this question is not directed at SCC, SCC considers the ExA's suggestion is sensible.
	Response by SZC Co. at Deadline 3	SZC Co considers that its original response to this question explains the approach and adequately deals with ESC's comments.
	Response by Suffolk County	SCC notes the Applicant has decided not to amend paragraph 1(5) of Schedule 2 in accordance with the ExA's suggestion.

ExQ1	Question to:	Question:
	Council at Deadline 3	SCC agrees with ESC's response on the changes that should be made to paragraph 1(5) of Schedule 2.
	Response by SZC Co. at Deadline 5	No further comment, save to note that this issue was addressed at Issue Specific Hearing 1. A summary of the oral submissions relating to this point can be found in the Written Summaries of Oral Submissions at ISH1 (Doc Ref. 9.41).
DCO.1.76	The Applicant, ESC	R2 and (in Revision 1) R3 both refer to "removal and reinstatement" of the authorised development. Whilst this is so as to regulate such matters, what is "removal and reinstatement" this intended to cover?
	Response by SZC Co. at Deadline 2	Requirement 2 has been updated to clarify which works ' <i>removal and reinstatement</i> ' relate to.
	Response by East Suffolk Council at Deadline 2	ESC cannot confirm, and will leave it up to the Applicant to do so, but it considers that this particular reference to "removal and reinstatement" may be in relation to Requirement 16 [AS-143] which deals with the removal of certain things specifically in relation to Work No.3.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Suffolk County Council at Deadline 3	The Applicant's response states "Requirement 2 has been updated to clarify which works ' <i>removal and reinstatement</i> ' relate to" and R2 now states – "The construction, of the authorised development and the removal and reinstatement of the temporary works must be carried out in general accordance with the Code of Construction Practice, unless otherwise approved by East Suffolk Council". For the avoidance of doubt, SCC considers R2 needs to explain what "the temporary works" refers to. For instance, is it meant to cover each of the temporary works set out in Part 1 of Schedule 1 or something else?
	Response by SZC Co. at Deadline 5	Temporary works refers to any non-permanent elements of the authorised development. The reason for including specific reference to "temporary works" was to respond to the ExA's original ExQ1 DCO 1.76 by way of clarifying that "removal and reinstatement" does not relate to removal and reinstatement of the permanent elements of the authorised development (e.g. Work No. 1A).

ExQ1	Question to:	Question:
DCO.1.78	The Applicant, ESC	R4. (i) Please will the Applicant collate where the ES sets out the need and content of ecological monitoring which is referred to in this requirement? Please will it also explain how R4 complies with the need for EIA prior to decision in the light of <u>R v. Cornwall CC ex p Hardy</u> Env L R 25; [2001] JPL 786? (ii) Why is the terrestrial ecology monitoring plan confined to the works listed on R4? Should it not be required for all the Works?
	Response by SZC Co. at Deadline 2	Please see Appendix 14L – DCO Drafting Note 11.
	Response by East Suffolk Council at Deadline 2	(i) For the Applicant to respond on. (ii) ESC agrees with the ExA that a terrestrial ecology monitoring plan should cover all of the Works forming part of the authorised development as any of them may have impacts on terrestrial ecology, and, as the approving body under this requirement, ESC would expect this to be the case [AS-143].
	Response by SZC Co. at Deadline 3	Further to SZC Co's response for Deadline 2, SZC Co notes that in revision 4 of the draft DCO [REP2-015] requirement 4 has been updated to apply to the whole of the authorised development as opposed to specific sites.
	Response by East Suffolk Council at Deadline 3	ESC notes that this Requirement has been updated in revision 4 of the draft DCO submitted by the Applicant for Deadline 2. ESC confirms that it has seen and commented on a draft of the Terrestrial ecology monitoring and mitigation plan (TEMMP) at Deadline 2. The TEMMP is not yet agreed. Whilst ESC is not concerned with the approach set out in Requirement 4, it notes that the TEMMP is not listed as a certified document in the draft DCO and would suggest that it is included as a certified document in the next draft of the DCO so as to ensure compliance is with an identifiable document.
	Response by SZC Co. at Deadline 5	The TEMMP has been added as a certified document in Schedule 22 of revision 5 of the draft DCO (Doc Ref. 3.1(D)).
DCO.1.80	The Applicant, ESC	R7. (i) How is the proper implementation of the water levels management plan to be enforced?

ExQ1	Question to:	Question:
		(ii) R7 concerns the Water Monitoring and Response Strategy but in 7(3) it is called the Site Water Mitigation and Response Strategy, which would appear to be incorrect. Please will the Applicant consider, respond and amend as necessary.
	Response by SZC Co. at Deadline 2	The Water Monitoring and Response Strategy [AS-236] for the main development site ensures that the water monitoring plans which will be approved by East Suffolk Council secure all of the measures necessary to mitigate the impacts associated with the Sizewell C Project. This includes the works and mitigation measures which are in the Applicant's control. In addition to these measures a memorandum of understanding with ENGL, RSPB and the Applicant is being developed which seeks to ensure that the current water level management regime, including responsibilities, continues to operate in the existing way. Requirement 7 has been amended to refer to the correct strategies.
	Response by East Suffolk Council at Deadline 2	(i) As the approving body under this Requirement [AS-143], ESC would ensure that any such plan, as approved, would include monitoring powers and appropriate sanctions within it should any breaches occur. In addition, breaching this Requirement by not complying with any such plan would also be a criminal offence. (ii) For the Applicant to respond on.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by RSPB at Deadline 3	Although the Applicant proposes that water level management can be achieved by a memorandum of understanding with the RSPB (in its response) we are not satisfied at present that this will be appropriate or sufficient to address the concerns we have with regard to potential effects in the Minsmere catchment.
	Response by SZC Co. at Deadline 5	For the avoidance of doubt, the Water Monitoring and Response Strategy sets out the overall approach to monitoring and managing water levels within Work 1A. Requirement 7 then secures a water monitoring plan, which would provide further details than those set out in the Water Monitoring and Response Strategy. This would secure the mitigation within SZC Co.'s control. A memorandum of understanding is also proposed to ensure that all parties who are currently responsible for managing water levels in the wider area would continue to do so in the longer term, with each party seeking to agree that they would

ExQ1	Question to:	Question:
		place no further burden on any adjoining landowner than at present. This will ensure that water levels continue to be managed in a way that supports the ecological value of the Sizewell Marshes SSSI. SZC Co. is continuing to engage with RSPB on this matter and is hopeful that agreement can be reached.
DCO.1.87	The Applicant, ESC	(i) It seems to the ExA that the implementation of the landscape and ecology works could be avoided simply by failing to submit the landscape scheme. Should not the prohibition on commencing the landscape works be changed to a prohibition on commencing the authorised development? (ii) Is this the Requirement referred to at para 7.1.2 of the oLEMP [APP-588]?
	Response by SZC Co. at Deadline 2	Requirement 14 relates solely to the landscape and ecology implementation and maintenance of the operational power station site. Requirement 14 has been updated to require the landscape scheme to have been submitted for approval by ESC within 6 months of Unit 1 commencing operation. The landscape and ecology scheme must be carried out as approved. Yes, Requirement 14 is the requirement referred to at para 7.1.2 of the oLEMP [APP-588] (note now updated by [REP1-010]).
	Response by East Suffolk Council at Deadline 2	(i) ESC agrees with the ExA and considers that this is the case of a minor oversight from the Applicant. (ii) ESC does not consider that this is the corresponding Requirement but would welcome the Applicant's confirmation of this [AS-143].
	Response by Suffolk County Council at Deadline 2	Although this question is not directed at SCC it comments as follows (i) SCC considers that it should be a prohibition on commencing the authorised development. (ii) SCC consider that the answer to this question is no. Para 7.1.2 says – An Ecological Steering Group will be established prior to the main development site landscape works commencing in order to advise on the management measures that would be specified within the LEMP. This is secured by a requirement in Schedule 2 of the Draft DCO (Doc Ref. 3.1) relating to the detailed landscape scheme. It should be expected that this group will merge into the Operational Management Group after completion of the landscape works.
	Response by SZC Co. at Deadline 3	The oLEMP [REP1-010] sets out clear objectives and general principles for the establishment and longer-term management of the landscape and ecology mitigation proposals through the operational period of Sizewell C. The monitoring proposals are set out in Table 7.1 and will be subject to further approval as part of the LEMP required under Requirement 14 of the draft DCO [REP2-015].

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 3	ESC notes that revision 4 of the draft DCO submitted for Deadline24 makes amendments to Requirement 14. ESC is content with the new 'trigger' for submission of the landscape scheme for approval by ESC
	Response by Suffolk County Council at Deadline 3	(ii) SCC is surprised by the Applicant's reply to D1.87(ii). Para 7.1.2 of the oLEMP [APP-588] says – "An Ecological Steering Group will be established prior to the main development site landscape works commencing in order to advise on the management measures that would be specified within the LEMP. This is secured by a requirement in Schedule 2 of the Draft DCO (Doc Ref. 3.1) relating to the detailed landscape scheme. It should be expected that this group will merge into the Operational Management Group after completion of the landscape works". SCC does not consider R14 can be the requirement mentioned in para 7.1.2 of the oLEMP, not least since no mention of an Ecological Steering Group in made in R14 (or in Chapters 5 or 8 of the Main Development Site Design and Access Statement) [APP-585 and APP-586].
	Response by SZC Co. at Deadline 5	For the avoidance of doubt, paragraph 7.1.2 of the OLEMP should refer to the Ecological Working Group. The draft Deed of Obligation (Doc Ref. 8.17(E)), Schedule 11, paragraph 11.1, identifies that this group would be established before the anticipate commencement date and 11.4.5 then states that the group would advise on the appropriate management measures that would be specified within the LEMP that is required by Requirement 14. The same group would then review monitoring undertaken during the operation stage of the project in accordance with the TEMMP and oLEMP (paragraph 11.4.1).
DCO.1.91	ESC, The Applicant	R18. Please will ESC say whether or not they consider the documents referred to in this requirement to be (a) adequate and (b) the full suite relating to this aspect in the Application documents? Are the parts referred to correct? Please will the Applicant list the "relevant sections" of the Associated Development Design Principles and set them out in this requirement in the next version of the dDCO?
	Response by SZC Co. at Deadline 2	Requirement 18 has been updated to refer specifically to the tables in the Associated Development Design Principles (Doc Ref. 8.3(A)).

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	(a) Yes. (b) Yes, ESC considers this to be the full suite. The parts referred to are correct.
	Response by Suffolk County Council at Deadline 2	This question is not directed at SCC, however, there are important issues related to the crossing of the rail line by highways. While the discharge of requirements will be by ESC, after consultation with SCC, the Council is concerned that the initial plans should be suitable. Dwg 100017 Rev 2 – there is a security footbridge located east of Abbey Road Level Crossing – what is the height (6m+?) and what are the impacts? DWG SZC-SZ0204-XX-000-DRW-100133 Rev 2 and 100183 Rev 2 both show the diverted right of way to the southwest of Buckleswood Road to be tightly constrained by security fencing. This will not enhance the amenity value of the route and may impede maintenance activities. SZC-SZ0701-XX-00-DRW-100185 Rev 2 implies drainage west of Abbey Road is not retained nor replaced after the Green Rail Route is removed. SZC-SZ0204-XX-000-DRW-100133 Rev 2 does not show the line of the existing Footpath 003 nor does SZC-SZ0701-XX-00-DRW-100185 Rev 2 show its reinstatement. The drawings do not contain details of the level crossings on Abbey Road and Buckleswood Road. While much of this can be agreed in during detailed design the Applicant should evidence that the red line boundary contains sufficient land to provide the required visibility for each crossing, including vegetation clearance or trimming as necessary. At this stage it is sufficient in the Councils view to indicate the type of barrier to be installed at each crossing and that on Station Road. It is presumed that the existing hand operated gates will be upgraded to automated barriers (works 4C). Schedule 7 does not include reference to the works on the Leiston Branch nor the East Suffolk Line although Requirement 18 (1) refers to Works No. 4 (Rail works) so the presumption is that this includes the Leiston Branch Improvements (Works No. 4C). In the Council's view the relevant drawings should be contained within Schedule 7 to clarify this matter. Construction of the Leiston Branch Line forms part of the Off-site Associated Developments and is controlled by Part C of the Code of Construction Practice. SCC would request it is consulted during discharge of this management plan to ensure the authority can advise on matters under its jurisdiction such as Archaeology and Transport. Of particular interest to the Council will be the access arrangement for the level crossing improvements, construction compounds and details of traffic associated with the works.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	The Applicant has included references to the relevant sections of the Associated Development Design Principles in Revision 4 of the draft DCO [REP2-015]. Regarding Dwg 100017 Rev 2 [REP2-010], the rail line is in a deep cutting at the location of the proposed temporary security footbridge (approximately 3m) against a backdrop of rising ground and an increasingly deep cutting (more than 5 metres) when viewed from the Abbey Road level crossing. It will therefore generally appear within the horizon and would not appear as a prominent feature in the landscape. Regarding DWG SZC-SZ0204-XX-000-DRW-100133 Rev 2 and 100183 Rev 2 [AS-141], Volume 9, Chapter 8 of the ES [APP-558] assesses the impact of the proposed development on Footpath E-363/003/0, south-west of Buckleswood Road. The proposed diversion to Footpath E-363/003/0 is intended to facilitate construction and operation of the proposed rail extension route while ensuring that users continue to have access to a safe, well connected PRow network. The assessment in the ES notes that this diverted footpath would be subject to noticeable visual changes, affecting users' recreational amenity and resulting in significant effects. However, surveys of users of Footpath E-363/003/0 recorded a relatively small number of users, and it is not anticipated that the number of people using this route would increase, see Volume 2, Appendix 15C of the ES [APP-269]. In all cases, diversions have been kept as short as possible to minimise disruption. Regarding SZC-SZ0701-XX-00-DRW-100185 Rev 2 [AS-141], SCC are correct that the drainage west of Abbey Road is not shown on the proposed removal and reinstatement plan but it is expected that the existing ditch will be permanently diverted to accommodate Bridleway 19. The culverted section located beneath the railway can be converted to open channel following closure and removal of the railway. Final drainage details will be secured by Requirement 5 but given the drainage is indicative at this stage and the removal and reinstatement plan is a plan for approval, its principal purpose is to show how the land will be returned to agriculture use following removal of the green rail route. Regarding SZC-SZ0204-XX-000-DRW-100133 Rev 2 and SZC-SZ0701-XX-00-DRW-100185 Rev 2 [AS-141] not showing the line of the existing Footpath E-363/003/0, the relevant temporary stopping up / diversions are detailed on the Rights of Way Plan SZC-SZ0204-XX-000-DRW-100360 Rev 02 [REP2-007]. Regarding the design and type of the level crossings, the final detail will be developed as part of the GRIP process with Network Rail. However, for the anticipated level crossing detail (for both the branch line and the GRR), please refer to the Rail Description of Development (Volume 3, Appendix 9.2.A of the ES Addendum) [AS-256].

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 3	This question is not directed at SCC but its views are as follows. There are important issues related to the crossing of the rail line by highways. While the discharge of requirements will be by ESC, after consultation with SCC, the Council is concerned that the initial plans should be suitable. Dwg 100017 Rev 2 – there is a security footbridge located east of Abbey Road Level Crossing – what is the height (6m+?) and what are the impacts? DWG SZC-SZ0204-XX-000-DRW-100133 Rev 2 and 100183 Rev 2 both show the diverted right of way to the southwest of Buckleswood Road to be tightly constrained by security fencing. This will not enhance the amenity value of the route and may impede maintenance activities. SZC-SZ0701-XX-00-DRW-100185 Rev 2 implies drainage west of Abbey Road is not retained nor replaced after the Green Rail Route is removed. SZC-SZ0204-XX-000-DRW-100133 Rev 2 does not show the line of the existing Footpath 003 nor does SZCSZ0701-XX-00-DRW-100185 Rev 2 show its reinstatement. The drawings do not contain details of the level crossings on Abbey Road and Buckleswood Road. While much of this can be agreed in during detailed design the Applicant should evidence that the red line boundary contains sufficient land to provide the required visibility for each crossing, including vegetation clearance or trimming as necessary. At this stage it is sufficient in the Councils view to indicate the type of barrier to be installed at each crossing and that on Station Road. It is presumed that the existing hand operated gates will be upgraded to automated barriers (works 4C). Schedule 7 does not include reference to the works on the Leiston Branch nor the East Suffolk Line although Requirement 18 (1) refers to Works No. 4 (Rail works) so the presumption is that this includes the Leiston Branch Improvements (Works No. 4C). In the Council's view the drawings relevant should be contained within Schedule 7. Construction of the Leiston Branch Line forms part of the Off-site Associated Developments and is controlled by Part C of the Code of Construction Practice. SCC would request it is consulted during discharge of this management plan to ensure the authority can advise on matters under its jurisdiction such as Archaeology and Transport. Of particular interest to the Council will be the access arrangement for the level crossing improvements, construction compounds and details of traffic associated with the works.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co. response at Deadline 3.

ExQ1	Question to:	Question:
DCO.1.95	ESC	R21. Please will ESC say whether or not they consider the documents referred to in this requirement to be the correct documents?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	In the current version of the dDCO [AS-143] this requirement refers to Work No 1D (g) (outage car park), whereas the reference should be to Work No. 1D (e) (outage car parking spaces). 1D (h) (related highway works), should be Work No. 1D (I) (outage car park access roads). Work No. 13 is not divided into (a) and (b) so R21 needs revision
	Response by SZC Co. at Deadline 3	SZC Co. will incorporate these amendments into revision 5 of the draft DCO which will be submitted at Deadline 5.
	Response by Suffolk County Council at Deadline 3	SCC considers that several cross-references in R21 are incorrect. For instance, R21(1) refers to – • “Work No. 1D(g) (outage car park)”, but in Sch. 1 Work No. 1D(g) refers to “administrative buildings to include workshops, civils store, office accommodation and general store”; • “Work No. 1D(h) (related highway works)”, but in Sch. 1 Work No. 1D(h) refers to “storage, canteen, and welfare facilities” • “Work No. 13(b) (related highway works)” but, in Sch. 1 Work No. 13(b) refers to “internal access routes”. These cross-references need to be corrected.
	Response by SZC Co. at Deadline 5	The Applicant has incorporated amendments into revision 5 of the draft DCO (Doc Ref. 3.1(D)) to deal with ESC's response at Deadline 2 and SCC's response at Deadline 3.
DCO.1.96	ESC	R22. Please will ESC say whether or not they consider the documents referred to in this requirement to be (a) adequate and (b) the full suite relating to this aspect in the Application documents? Are the parts referred to correct?

ExQ1	Question to:	Question:
		Please will the Applicant list the "relevant sections" of the Associated Development Design Principles and the relevant plans / details in Sch 7 and set them out in this requirement in the next version of the dDCO?
	Response by SZC Co. at Deadline 2	Requirement 22 has been updated to detail the relevant tables within the Associated Developments Design Principles (Doc Ref. 8.3(A)). Schedule 6 and 7 list the plans by the name of the site that they are related to. These match the names of the works referred to Schedule 1. Schedule 7 has been updated to also refer to the work numbers to provide extra clarity.
	Response by East Suffolk Council at Deadline 2	(a) Yes. (b)ESC does not consider these to be correct: Reference should be made to: - o 11 A – C (Two Village Bypass), 12 A – D (Sizewell Link Road) - o 13 (f) is currently correct but will be wrong if revisions are made to R21 as per answer to DCO.1.95 above - o 14 A - B (Yoxford roundabout).
	Response by Suffolk County Council at Deadline 2	This question is listed for completion by ESC but relates to highway provision and the requirement is for discharge by the County Council. As Highways Authority, SCC is working with the Applicant, in consultation with ESC, to reach agreement that the relevant plans have been set out in Schedule 7 and the agreed details are reflected in revisions to these plans. Work is continuing on this.
	Response by SZC Co. at Deadline 3	As stated by SCC, Requirement 22 is for discharge by SCC rather than ESC. For paragraphs (1) and (4) of Req. 22, work numbers 11 (two village bypass), 12 (Sizewell link road), 14 (Yoxford roundabout), and 15 to 17 (other highway improvements) all relate to highway works and thus, do not need to specify 11(a), 11(b), 11(c) etc. However, in paragraphs (1) and (4) it is correct to refer to only the highway works of the park and rides and freight management facility. For Part (2) of Req. 22, the tables referred to in the Associated Development Design Principles [REP2-041] apply to the whole of the relevant work number, and not just the relevant highway works. SZC Co. could therefore revise Req. 22 at Deadline 5 to remove reference to the subsections of work numbers 9, 10 and 13 if the ExA considers that necessary and appropriate.
	Response by Suffolk County	This question is listed for completion by ESC but relates to highway provision and the requirement is for discharge by SCC. As Local Highway Authority, SCC is working with the Applicant, in consultation with

ExQ1	Question to:	Question:
	Council at Deadline 3	ESC, to reach agreement that the relevant plans have been set out in Schedule 7 and the agreed details are reflected in revisions to these plans. Work is continuing on this.
	Response by SZC Co. at Deadline 5	Updates have been made to Requirement 22 in revision 5 of the draft DCO (Doc Ref. 3.1(D)) which reflect ongoing discussions with SCC on the securing of the highway works more generally.
DCO.1.129	SCC, the Applicant	At para 8 of [RR-1175] SCC set out a list of funds they submit should be considered. Are they accepted by the Applicant and where are they secured? Please will SCC and the Applicant comment on which funds are appropriate and whether and how this would meet the legal tests for valid planning obligations. Are the policy tests also met?
	Response by SZC Co. at Deadline 2	All of the funds and financial contributions which the Applicant considers appropriate and necessary are secured through the draft Deed of Obligation (Doc. Ref. 8.17(C)) and are summarised in Annex 2 of the draft Deed of Obligation (Doc. Ref. 8.17(C)). As explained in the SA.1 Response Paper (Appendix 26A), the Applicant no longer proposes to enter into development consent obligations pursuant to section 106 of the Town and Country Planning Act 1990. See Section 10 of the SA.1 Response Paper (Appendix 26A) in respect of the relevance of the NPS policy tests in respect of non-development consent obligations. The scale and scope of the funding to be provided are subject to further development and ongoing discussions with the Councils. These matters would impact upon the satisfaction of the policy tests and no definitive statement can be provided at this stage. However, the Applicant is confident that the proposed payments once finalised will be compliant with policy. The Applicant intends to set out its analysis of the satisfaction of the policy tests in the Explanatory Memorandum and has set out its proposed structure for doing so in the updated draft of this document. All of the funds listed by SCC are accepted by the Applicant in principle and secured by the Deed of Obligation (Doc Ref. 8.17(C)) save for: • Levels of funding and the scope of each fund is subject to further discussion and negotiation with the local authorities. • It is not agreed that the Natural Environment Improvement Fund shall be provided throughout the operational and decommissioning phases of Sizewell C. The Applicant does not consider that such an extension to the lifetime of the proposed Fund would satisfy the policy tests for obligations set out in

ExQ1	Question to:	Question:
		National Policy Statement EN-1 (at paragraph 4.1.8). No significant adverse effects requiring mitigation through the continuation of the Fund have been identified for terrestrial ecology and ornithology during the operational phase [AS-033]. Significant adverse landscape and visual effects have been identified during the operational phase [APP-216]. However, the Applicant considers that all reasonably practicable mitigation measures have been embedded into the scheme and that the scope for additional mitigation through the extension of the funding period for the Fund is limited. Given the limited scope for measures funded by the Natural Environment Improvement Fund during the operational period to mitigate the assessed effects, the Applicant considers that SCC's proposal that the Applicant continues funding the Natural Environment Improvement Fund throughout the operational phase is neither fairly nor reasonably related in scale to the proposed development. Instead, it is considered reasonable that funding be provided for the first three years following the receipt of fuel at Unit 2. • Whilst the Applicant proposes to provide funding towards a Wickham Market Improvement Scheme and a Leiston Improvement Scheme to address transport impacts, it is not considered necessary or reasonable that such funding is unlimited in scale. The scale of the funding shall be based upon an estimate of the cost of the schemes to be delivered and include a reasonable contingency towards possible cost overruns. Whilst the Applicant has proposed contributions towards the increased highway maintenance costs of Suffolk County Council resulting from construction traffic using the B1122 prior to the opening of the Sizewell link road, no similar contributions are considered necessary or reasonable in respect of the A12 or other local roads.
	Response by Suffolk County Council at Deadline 3	With regard to Deed of Obligation, please see the Council's response to DCO.1.26. The agreement of the mitigation funding remains a matter of discussion between the parties. SCC has sought to apply the legal tests so that they are necessary to make the development acceptable in planning terms. directly related to the development; and fairly and reasonably related in scale and kind to the development. Although the Council remains flexible in its approach to securing the funding it considers this is best achieved through the s106 agreement with the Applicant. Specifically regarding the Natural Environment Improvement Fund, SCC maintains the view set out in its Relevant Representation [RR-1175] and in the Local Impact Report [REP1-45] that the Natural Environment Improvement Fund should be provided throughout the construction and operational, and possibly also decommissioning, phases of Sizewell C, and considers that maintaining the proposed Fund throughout construction and operation does satisfy the policy tests for obligations set out in National Policy Statement EN-1.

ExQ1	Question to:	Question:
		The LIR sets out in some detail (in para 6.35-6.53 and 7.7-7.13) the adverse impacts on the natural environment and the AONB during the operational phase. The LIR considers that, in terms of negative impacts during the operational phase, "the buildings which comprise the Main Development Site will result in a significant and lasting adverse residual impact on the character and special qualities of the AONB within the locality of the main site. Furthermore, this will have an adverse impact on the purposes of the designation that is, to conserve and enhance natural beauty of an area as set out in s82 of the Countryside and Rights of Way Act 2000. This impact is intrinsic to the proposal due to the operational requirements of a new nuclear power station." (para 6.34) The Councils, in the LIR, consider "the impact on the coastal aspects of the designations to be significantly adverse" (para 6.38). The design of the nuclear domes, being inferior to the iconic design of Sizewell B, and the proposed addition of pylons further add to this adverse impact, as set out in para 6.44-6.53. Specifically related to the AONB special qualities, which are wider than landscape and scenic quality, the Councils consider in the LIR, during construction and operation, "large and medium scale effects likely for all the indicators of Natural Beauty and Special Qualities, some at a localised level, others affecting a wider area." (para 7.8) The Councils "consider this list of effects on AONB special qualities suggest a risk of significant impacts on the AONB and the purpose of the designation, a risk that has been identified in the site nomination material within EN-6 Vol II." (para 7.11) SCC considers mitigation options to be limited, resulting in significant residual impacts on the landscape and AONB. Whilst it is accepted that during the construction phase the impacts on the natural environment will be even greater than during operation, this should not deflect the still significant impacts during operation. Therefore, and taking into account the location of Sizewell C within the AONB, SCC considers that a Natural Environment Fund for the lifetime of the power station is both relevant and necessary to make the proposed development acceptable in planning terms, and is fairly and reasonably related in kind to the proposed development, and therefore meets the policy tests in para 4.1.8 in NPS EN-1. It is noted that the scale of the Natural Environment Fund is still subject to discussion with the Applicant. It is worthwhile to note that, in the decision making for the application of the Sizewell B Dry Fuel Store in 2011, approved by the then Department of Energy and Climate Change under Section 36 of the Electricity Act 1989, the harm on the AONB over the lifetime of the dry fuel store was recognised, and a fund (the Amenity and Accessibility Fund) over the lifetime of the facility was agreed to be set up as part of the consent. The objective for this fund was defined as: "To offset the impact caused by the delay of part of the release of the Sizewell B site by funding works to improve the amenity and accessibility of the AONB and Heritage Coast within the locality of the Development and its wider environs." This is a useful

ExQ1	Question to:	Question:
		precedent, indicating that for that consent, a fund over the lifetime of the facility was considered relevant in planning terms
	Response by SZC Co. at Deadline 5	The terms of the Natural Environment Fund will reflect the policy tests set out in the NPS. Whilst SCC may see the Fund as compensatory, such an approach would not meet the tests for obligations set out in the NPS, nor the specific expectations of the NPS in relation landscape and visual impact. NPS EN-6 recognises at para. 3.10.8 that visual impacts are unlikely to be eliminated through mitigation, but that mitigation should be designed to reduce visual intrusion as far as reasonably practical. There is not then a requirement to compensate for residual impacts. NPS EN-1 takes a comparable approach, requiring mitigation through design (para 5.9.22) and advising that it may be appropriate to provide off-site planting to mitigate longer views (para. 5.9.23). At para. 4.2.4 NPS EN-1 requires likely significant effects to be adequately assessed (not eliminated or compensated) and para 4.1.3 directs the decision maker to balance the potential benefits of the project against potential adverse effects. It is expected that there will be some adverse effects which cannot be fully mitigated and NPS EN-6 recognises at para 3.10.2 this as a likely consequence of the rural, coastal location of the identified sites. The Natural Environment Fund is being designed with these policy requirements in mind – to fund off site mitigation to the extent that it may be effective in mitigating the adverse effects of views to the development (including the Associated Development). As SCC recognises, there are limits to the mitigation that can be practically achieved. This recognition should guide the scale of the Fund. It is SZC Co.'s view that the Fund should be front loaded so that enduring mitigation is provided as early as practical to mature and help mitigate long term effects. Deferring elements of the Fund into the long term would serve no purpose. High quality site restoration following construction is committed to in the DCO, whilst decommissioning will require its own consenting process.
DCO – the questions which follow relate to the Third Draft DCO [AS-143] and focus on the changes between the original – [APP-059] and the third draft. The previous questions in this section on the DCO should be answered in the light of the changes and take changes into account. They should explain how changes affect the answer.		
DCO.1.14 3	ESC, the Applicant	Art 10. Please will ESC comment on the appropriateness of adding the Main Development Site Design and Access Statement and the Associated Development Design Principles to the defences to statutory nuisance in this Article. In particular, are they sufficiently precise documents for this purpose?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	The Main Development Site Design and Access Statement [APP-585 to APP-587, Doc Ref. 8.1Ad2 (A)] and the Associated Development Design Principles (Doc Ref. 8.3(A)) include controls and measures which relate to noise, vibration, dust or lighting. The Applicant considers these documents sufficiently precise for this purpose.
	Response by East Suffolk Council at Deadline 2	The main development site design and access statement and the associated design principles document are not particularly precise and therefore ESC does not consider they should be included in this Article due to not being precise enough. However, the Applicant may be able to provide further reasoning as to their inclusion that may change our opinion in this regard, and we would welcome such an explanation.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	ESC maintains its previous position and considers that these two documents are not sufficiently precise to be included in this Article. For the purpose of being able to enforce in relation to noise, dust etc, ESC will need there to be more clarity in the design principles or a further mechanism for receipt of additional detail.
	Response by SZC Co. at Deadline 5	No further comments.
DCO.1.15 8	The Applicant, SCC	R 6A – is “general” accord with the Public Rights of Way Strategy appropriate? Why not “in accordance”?
	Response by SZC Co. at Deadline 2	Requirement 6A has been updated to make the purpose of the footpath implementation plans clearer. These footpath implementation plans will set out the detail of how the Rights of Way and Access Strategy (Doc Ref. 6.3 15I(A)) is to be applied to each new or diverted footpath. The footpath implementation plans are subject to Suffolk County Council’s approval. The measures in the strategy would apply differently in the context of each footpath. Therefore the Applicant is content that ‘ <i>general accordance</i> ’ is suitable to ensure that the impacts are no greater than those assessed in the Environmental Statement.
	Response by East Suffolk	The phrase, “in general accordance” is a potentially very wide scope which ESC does not consider is justified. This wording is used in a number of requirements [AS-143], not just 6A, and ESC therefore suggests that a general provision be inserted at the start of Schedule 2 - a new 1(2)(c) – that will ensure

ExQ1	Question to:	Question:
	Council at Deadline 2	that all such uses of the term, "in general accordance" are covered in the same way. The following wording is suggested: "Where any requirement provides that the authorised development or any part of it is to be carried out in 'general accordance' with details, or a scheme, plan or other document that is listed in Schedule 22 and certified under Article 80 of this DCO, this means that the undertaker will carry out such work(s) in a way that is consistent with the information set out in those details, schemes, plans or other document and in a manner that does not give rise to any materially new or materially different environmental effects to those assessed in the environmental information."
	Response by Suffolk County Council at Deadline 2	SCC support 'in accordance' rather than 'general accordance'
	Response by SZC Co. at Deadline 3	Lessons from Hinkley Point C have shown that it is beneficial to the contractors and management of the construction process overall to have precise controls in documents such as the CoCP and Construction Method Statement that provide greater clarity on what the measure is and the works that each measure applies to. Given the scale and complexity of the construction process, there may be instances where minor derogations are needed, or where more than one set of controls apply to a specific set of works and there may be ambiguity over which control takes precedence where a conflict may exist. These limited instances mean that a degree of flexibility is therefore needed. Contractors will be contractually required to comply with the Certified Documents, such as the CoCP, but the use of 'general accordance' would ensure that a criminal offence would not be created in instances of minor non-compliance, where this would not result in new or materially different significant environmental effects. It is, therefore, considered that this instance of 'in general accordance' is both necessary and appropriate. With the above in mind, SZC Co. are content for the additional wording suggested by ESC to be included in Schedule 2 of the Draft DCO subject to the word "substantively" being inserted before "consistent with" so as to ensure that a similar level of flexibility is afforded to "general accordance". The additional drafting would therefore be as follows: <i>Where any requirement provides that the authorised development or any part of it is to be carried out in 'general accordance' with details, or a scheme, plan or other document that is listed in Schedule 22 and certified under Article 80 of this DCO, this means that the undertaker will carry out such work(s) in a way that is substantively consistent with the information set out in those details, schemes, plans or other</i>

ExQ1	Question to:	Question:
		<i>document and in a manner that does not give rise to any materially new or materially different environmental effects to those assessed in the environmental information.</i>
	Response by East Suffolk Council at Deadline 3	ESC maintains its previous position that the use of the phrase 'in general accordance' is too wide and therefore not justified (for full details, please see ESC's response to DCO.1.158 submitted for Deadline 2). Hinkley Point C DCO used a combination of 'general accordance' and 'accordance'. Lake Lothing Crossing used a combination of the two.
	Response by SZC Co. at Deadline 5	No further comments save for noting that this issue was addressed at Issue Specific Hearing 1. A summary of the oral submissions on the issue can be found in the Written Summaries of Oral Submissions at Issue Specific Hearing 1 (Doc Ref. 9.41). It should be noted that at the Issue Specific Hearing, ESC explained that it was still in the process of considering the Applicant's inclusion of the term "substantively" before "consistent with".
Chapter 15 - FR.1 Flood risk, ground water, surface water		
FR.1.52	The Applicant	Outline Drainage Strategy (ODS) [APP-181] Paragraph 3.4.13 Explain: (i) How surface water runoff from the main construction area will be conveyed both to Water Management Zone (WMZ) 1 and WMZ2; (ii) Identify which attenuating features in WMZ1 need to be sized accordingly and how that analysis will be undertaken. (iii) Page 29 of the EA's RR [RR-0373] outlined concerns relating to the Applicant's proposals for Water Management Zone 1. The Applicant sets out how it intends to address these comments in paragraphs 5.1.3 – 5.1.7 of the MDS FRA Addendum [AS-157], confirming that a temporary outfall from the main platform area out to the sea is now proposed (prior to construction of the permanent Combined Drainage Outfall). Management of flood risk during construction of the earth bund for Water Management Zone 1 has also been discussed within the MDS FREP (Appendix F [AS-170]) (as part of the 'temporary construction area'). To what extent does this address the EA's concerns in this regard?
	Response by SZC Co. at Deadline 2	(i) Surface water runoff from the main construction area is no longer proposed to be conveyed to Water Management Zones 1 and 2. This option has been superseded by the proposal to install a temporary marine outfall that will allow early surface water runoff from the main construction area to be discharged to the sea.

ExQ1	Question to:	Question:
		The temporary marine outfall is proposed to be installed early in the construction programme, as a redundancy measure or a precautionary principle for discharging surface water to sea, prior to the commissioning of the Combined Drainage Outfall (CDO). During this period, management of surface water run-off and discharge is required to prevent flooding of the Main Development Site (MDS), and any adverse effects on the nearby Sizewell Marshes Site of Special Scientific Interest (SSSI) and Minsmere South Levels. For a period of 15 months or so, the temporary marine outfall would principally be used where factors external to the MDS that are out of the control of Sizewell C result in the Sizewell Drain being unsuitable to discharge to, for example, flooding on site caused by off-site flood conditions. The temporary outfall will be controlled through conditions set by the Environment Agency through discharge permit applications. Once the CDO is installed, the temporary marine outfall will no longer be required, and will be removed. The Outline Drainage Strategy (Doc Ref. 6.3 2A(A)) has been revised to specifically answer the Examination Authority's questions FR.1.51, FR.1.53, FR.1.56 and FR.1.57(i). The Outline Drainage Strategy (Doc Ref. 6.3 2A(A)) has been updated to include the role of the temporary marine outfall. (ii) As stated in the text above to part (i), the WMZ1 attenuation features are not sized to allow conveyance of surface water from the main construction area (MCA) to WMZ1/2. The WMZ1 attenuation basin has been sized for the WMZ1 catchment, for a 1:100 year, 24 hours storm event including an allowance for climate change, checking the worst case scenario for several rainfall models including FEH1999, FEH2013 and the Flood Studies Report (FSR). The attenuation basin provides a storage of approximately 17,300m³. (iii) The Applicant notes that the comments in the Environment Agency's Relevant Representation, included as Appendix A of the MDS FRA Addendum [AS-157], were provided in response to the draft template of the MDS FREP where only headings and sub-headings were outlined. The draft template was submitted to the Environment Agency as part of the engagement process to agree on the required content and format of the MDS FREP. Following on from this, the Applicant has submitted the MDS FREP as Appendix F of the MDS FRA Addendum [AS-170]. Section 3 of the MDS FREP (Appendix F of the MDS FRA Addendum [AS-170]) identifies flood risk to the temporary construction area which includes the WMZ1 and its earth bund. Furthermore, this section outlines emergency plan procedures, including monitoring of flood and weather warning services, flood risk management, evacuation procedures and access/egress routes. As such, the Applicant considers that the FREP submitted with the Change Application in January 2021 provides

ExQ1	Question to:	Question:
		appropriate response to the comment raised by the Environment Agency in their Relevant Representation.
	Response by East Suffolk Internal Drainage Board at Deadline 3	i) ESIDB acknowledge the change in strategy however no details have been provided as to how this will be achieved or why it is acceptable in accordance with the drainage hierarchy. ESIDB is unable to comment on the response until further details on the drainage strategy of the MDS are received. The ESIDB acknowledge the applicant's response that the intention is to use the TMO only as a redundancy measure but request that clear criteria for use or trigger points be identified. ii) ESIDB are seeking further clarification on the sizing of the attenuation basin in WMZ1 irrespective of the addition of surface water discharge from the MDS.
	Response by Suffolk County Council at Deadline 3	SCC awaits details of how surface water is proposed to be managed for the Main Development Site & Associated Development Sites. Until these details are received, it is not possible to make any further comment on the Applicants response. The principles contained in the updated Outline Drainage Strategy (REP2-033) are noted, but further details and supporting information are required. Parameters for the use of the temporary marine outfall need to be clearly identified and justified with supporting evidence to prevent impacts on the nearby sensitive environment.
	Response by SZC Co. at Deadline 5	Subsequent to Deadline 2, SZC Co. has informally shared a series of 4No. drainage technical notes for the Main Development Site with ESIDB, SCC and the EA. These technical notes summarise the basic drainage design for the Water Management Zones, including LEEIE, and the function of the temporary marine outfall. These notes provide justification for the sizing of attenuation basins. These notes are submitted to the Examining Authority at Deadline 5 (Doc Ref. 9.54). The conditions for the deployment of the temporary marine outfall are subject to ongoing permitting discussions between SZC Co. and the EA, jointly with ESIDB and SCC. These conditions will be agreed through the permitting regime.
FR.1.53	The Applicant	Main Development Site FRA Addendum [AS-157]- Temporary Outfall Provide an updated Outline Drainage Strategy that includes the role of the temporary outfall
	Response by SZC Co. at Deadline 2	The Outline Drainage Strategy (Doc Ref. 6.3 2A(A)) has been revised to specifically answer the Examination Authority's questions FR.1.51, FR.1.53, FR.1.56 and FR.1.57(i). The Outline Drainage Strategy (Doc Ref. 6.3 2A(A)) has been updated to include the role of the temporary marine outfall.

ExQ1	Question to:	Question:
	Response by East Suffolk Internal Drainage Board at Deadline 3	See ESIDB response to FR1.52
	Response by Suffolk County Council at Deadline 3	The updated Outline Drainage Strategy (REP2-033) was only submitted as a 'clean version'. It was therefore not practicable to compare the changes made between this document and the original submission. As was the case for the updated Code of Construction Practice (REP2-056) that was submitted, SCC request that where changes are made to application documents, both tracked and clean copies are submitted to enable stakeholders to easily and clearly identify where changes have been made. SCC notes that the Outline Drainage Strategy has been updated to 'specifically answer the Examination Authority's questions'. As such, concerns previously raised by SCC with the Applicant regarding the content of the Outline Drainage Strategy have not been addressed. Further to this, some aspects of the updated Outline Drainage Strategy are superseded by the Applicant's responses to the Examining Authority's questions. For example, REP2-033, paragraph 3.4.90 references the use of underground geocellular storage for LEEIE, which directly contradicts the Applicant's response to ExA Q FR.1.62 (REP2-100). It is SCC's understanding that further details on surface water drainage strategies for all the proposed sites are going to be submitted at Deadline 3 and/or 4. As such, SCC will withhold further comment until these submissions have been made and we have had time to review the content in detail
	Response by SZC Co. at Deadline 5	A 'clean' version of the Outline Drainage Strategy (ODS) update was submitted in error. The ODS update will be submitted at Deadline 6, shown with 'tracked changes'. This update also includes minor additional updates in follow up to SZC Co.'s response to ExQ1 FR.1.70, relating to pollution control, and in view of a review of plates made, in respect to ExQ1 FR.1.51. Subsequent to Deadline 2, SZC Co. has informally shared a series of 4No. drainage technical notes for the Main Development Site with ESIDB, SCC and the EA. These technical notes summarise the basic drainage design for the Water Management Zones, including LEEIE, and the function of the temporary marine outfall. These notes are submitted to the Examining Authority at Deadline 5 (Doc Ref. 9.54). These drainage technical notes therefore provide a development of the detail of the drainage design from the concept design referenced in the ODS. It is not the Applicant's intention to iterate the ODS as finite design details emerge through the development of the basic design. Notwithstanding, SZC Co. recognises that the ODS remains a live document and will continue to review the findings and outputs of the basic design process to maintain alignment at the appropriate level of resolution for the Strategy. Specifically,

ExQ1	Question to:	Question:
		SZC Co.'s intention to exclude the use of the geocellular storage at LEEIE, in favour of attenuation at the east of the site, corresponds to an improvement in approach in terms of the drainage hierarchy and will be captured in a future update to the ODS.
FR.1.62	The Applicant	Outline Drainage Strategy (ODS) [APP-181] Paragraph 3.4.82. Explain why underground geocellular storage is suitable for parts of the LEEIE and also how the necessary maintenance regime will be undertaken in the areas suggested for its use.
	Response by SZC Co. at Deadline 2	The surface water drainage strategy for the Land East of Eastlands Industrial Estate (LEEIE) has progressed since the Outline Drainage Strategy (ODS) [APP-181] was submitted, following discussions with key stakeholders including Suffolk County Council and the Environment Agency. The updated LEEIE outline drainage strategy proposes to primarily convey and discharge surface water runoff from the LEEIE to the Sizewell Marshes. A second outfall is proposed to the Leiston Drain on Lover's Lane to discharge surface water runoff from the topsoil compound and area west of the topsoil compound within the LEEIE only (Catchment 2). A technical note on the LEEIE basic drainage design will be shared with the ExA by Deadline 4 and will be shared initially with stakeholders in advance of this. The ODS will be amended accordingly in a future strategy update. The recent drainage design development has eliminated the need for below ground geocellular storage tanks and therefore is no longer proposed. In subsequent design stages, the surface water drainage design will consider the use of other SuDS and optimisation of the network. The submission and approval of surface water drainage details prior to commencement of that part of the authorised development are required by Schedule 2, Requirement 5 of the draft DCO (Doc. Ref. 3.1(C)).
	Response by Suffolk County Council at Deadline 3	See SCC response to FR.1.53
	Response by SZC Co. at Deadline 5	See SZC Co's Deadline 5 response to FR.1.53.
FR.1.69	The Applicant	Outline Drainage Strategy (ODS) [APP-181] East Suffolk Council [RR-0343] express concern that the ODS does not at this stage demonstrate that appropriate sustainable drainage systems can be implemented at all sites. Comment on the level of

ExQ1	Question to:	Question:
		certainty that can be attributed to the total implementation of sustainable drainage solutions for the Proposed Development.
	Response by SZC Co. at Deadline 2	SZC Co. has provided a standalone response to FR.1.69 as Appendix 15C which sets out how sustainable drainage systems can be implemented and the level of certainty attributed to SZC Co.'s approach.
	Response by East Suffolk Internal Drainage Board at Deadline 3	ESIDB share ESCs concerns. While the response in Appendix 15C is theoretically very reassuring it does not provide the detail necessary to demonstrate feasibility. ESIDB note and look forwards to reviewing the further drainage designs which will be submitted at later deadlines.
	Response by Suffolk County Council at Deadline 3	SCC shares East Suffolk Council's concern. The concern primarily relates to whether sufficient space has been allocated to accommodate SuDS, in the worst-case scenario. This worst-case scenario includes, but is not limited to, rainfall events, infiltration rates, discharge rates, impermeable areas etc. In order for the Applicant to demonstrate that SuDS can be provided, in the worst-case scenario for all sites, further information will be required than what is contained in the response to FR.1.69 (REP2-108). This further information should include, but is not limited to, design assumptions, 'source control' calculations, results of infiltration testing, greenfield runoff calculations (where applicable), plans and sections of proposed SuDS components, accompanied by a technical note to explain the surface water design development up to this stage. Whilst SCC does not wish to challenge the information contained in the Applicants response to FR.1.69, it does not address the concern shared by the Councils. However, SCC notes that further details on surface water drainage strategies for sites will be submitted at Deadline 3 or 4, as per SCC response to FR.1.53.
	Response by SZC Co. at Deadline 5	Subsequent to Deadline 2, SZC Co. has informally shared a series of 4No. drainage technical notes for the Main Development Site with ESIDB, SCC and the EA. These technical notes summarise the basic drainage design for the Water Management Zones, including LEEIE, and the function of the temporary marine outfall. These notes provide justification for the sizing of attenuation basins. These notes are submitted to the Examining Authority at Deadline 5 (Doc Ref. 9.54).
FR.1.70	The Applicant	Outline Drainage Strategy (ODS) [APP-181]

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	East Suffolk Council [RR-0343] have queried whether suitable pollution control techniques will be implemented as part of the drainage solutions at the Associated Development sites. Explain how any runoff pollution will be dealt with as part of the sustainable drainage solution for those works. Before development on the relevant authorised development (including the Associated Development sites) can commence Requirement 5 of the draft DCO (Doc Ref. 3.1(C)) requires details of the surface and foul water drainage system for that part (including management and maintenance arrangements, means of pollution control, sewage treatment works and a programme of construction and implementation) to be submitted to and approved by East Suffolk Council, following consultation with the Environment Agency, the relevant Statutory Nature Conservation Body, the relevant Internal Drainage Board, the Lead Local Flood Authority and the drainage authority. The Outline Drainage Strategy (Doc Ref. 6.3 2A(A)) details in the tables for the individual Associated Development sites in Section 4 that the attenuation stage of the drainage strategy will provide treatment on site before infiltration to ground or discharge to a watercourse. Whilst the detailed drainage design is controlled by Requirement 5 of the draft DCO (Doc Ref. 3.1(C)), SZC Co. is preparing a set of technical notes to respond to queries raised by the LLFA and to back-up the indicative drainage plans (not for approval) submitted as part of the DCO. The aims of the technical notes would be to demonstrate: (iv) that SZC Co. has a justifiable drainage solution that promotes SuDS / drainage hierarchy and meets surface water flooding requirements / parameters; (v) that the highways drainage meets minimum design standards expected of that Authority; and (vi) that it can be accommodated within the existing Order Limits. For all sites within the Order Limits, Sustainable Drainage Systems (SuDS) have been prioritised in the surface water drainage proposals where possible to aid pollution control. SuDS techniques proposed provide flood reduction, pollution control and aim to mimic the existing drainage characteristics to prevent impact on the protected Sizewell Marshes Site of Special Scientific Interest and the South Minsmere Levels. The pollution and water quality risk are being assessed using the simple index approach as set out in Section 26.7.1 of CIRIA C753 SuDS Manual, to determine the effectiveness of the SuDS measures to treat different types of developments. In general, a sequence of natural treatment methods are proposed to build robustness within the drainage network by providing numerous options to initially treat runoff. In places where there is potential for increased risk of pollution or threat to receiving watercourses/sewers, proprietary systems are considered and may be used as a fail-safe method of treatment to supplement

ExQ1	Question to:	Question:
		primary treatment observed using SuDS techniques. This will be explored further in future design stages on a risk management basis.
	Response by Suffolk County Council at Deadline 3	See SCC response to FR.1.53.
	Response by SZC Co. at Deadline 5	A further update to the Outline Drainage Strategy (ODS) will be submitted at Deadline 6. This update also includes minor additional updates in follow up to SZC Co.'s response to ExQ1 FR.1.70, relating to pollution control.
FR.1.71	The Applicant	Outline Drainage Strategy (ODS) [APP-181] Suffolk County Council [RR-1174] paragraph 125 state they have "not yet seen evidence that any of the surface water drainage infrastructure proposed to serve the Main Development Site, the Land East of Eastlands Industrial Estate and Associated Developments can be facilitated within the proposed red line boundaries to a satisfactory standard." Comment on whether the drainage design strategy being developed can provide the necessary reassurance to the Council.
	Response by SZC Co. at Deadline 2	The surface water design has so far been progressed to a developed design level (similar to RIBA stage 3), and the proposed strategy can sufficiently manage surface water runoff generated by the proposed development, within the Order Limits and whilst complying with current local and national guidance. Surface water drainage proposals across all development areas within the application boundary prioritise Sustainable Drainage Systems (SuDS) where possible and have been incorporated across the site in the form of swales, infiltration trenches, permeable pavements and infiltration / attenuation basins. The design so far has been prepared to account for the worst-case storage volumes required for each Water Management Zone basin across the Main Development Site. The design demonstrates that sufficient space will be provided within the order limits to ensure no surface water, other than at controlled greenfield runoff rates, will run off the site up to a 1:100 year storm including allowance for climate change. Similarly, the surface water drainage strategy for the Land East of Eastlands Industrial Estate (LEEIE) has progressed since the original submission of the ODS following discussions with key stakeholders including Suffolk County Council, Essex and Suffolk Internal Drainage Boards, East Suffolk Council, Natural England,

ExQ1	Question to:	Question:
		and the Environment Agency. Surface water on site will be collected primarily using SuDS in combination with conventional drainage systems, to store, treat and discharge runoff to nearby watercourses at agreed rates. The surface water design improves the existing flood risk of the site by allowing systems to capture surface water runoff and attenuating this up to 1 in 100-year storm event, in accordance with national and local guidance. A similar approach will be undertaken for the Associated Development sites and will ensure that the proposed surface water drainage systems will adhere to the principle stated in the Outline Drainage Strategy (Doc Ref. 6.3 2A(A)).
	Response by East Suffolk Internal Drainage Board at Deadline 3	The ESIDB share SCC concern, specifically in regards to WMZ1 and have requested further details.
	Response by Suffolk County Council at Deadline 3	See SCC response to FR.1.53
	Response by SZC Co. at Deadline 5	Subsequent to Deadline 2, SZC Co. has informally shared a series of 4No. drainage technical notes for the Main Development Site with ESIDB, SCC and the EA. These technical notes summarise the basic drainage design for the Water Management Zones, including LEEIE, and the function of the temporary marine outfall. These notes provide justification for the sizing of attenuation basins, including WMZ1, thereby providing clear evidence that these may be accommodated within the redline boundary. These notes are submitted to the Examining Authority at Deadline 5 (Doc Ref. 9.54).
FR.1.72	The Applicant	Outline Drainage Strategy (ODS) [APP-181] The East Suffolk Internal Drainage Board (ESIDB) [RR-0345] raise an issue concerning the importance of Minsmere Sluice in relation to surface water drainage. Their concern is that Minsmere Sluice is reaching the end of its useful life and changes to water level and discharge volumes as a result of the development will accelerate the change to a pumping station that could have significant implications for surface water management. Has this concern been considered as part of the surface water management regime of the development?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	SZC Co. recognises concerns of stakeholders regarding the long-term viability of Minsmere Sluice. It neither owns the structure nor includes it within the Application boundary for the proposed power station. Minsmere Sluice is an Environment Agency owned and maintained structure that controls drainage from the Minsmere New River, Leiston Drain and Scott's Hall Drain. It provides controls and limits the ingress of salt water and is tide locked when water levels in the North Sea are high. At low tide drainage of the upstream fluvial system via Minsmere Sluice is via gravity. SZC Co. notes that the Shoreline Management Plan (SMP)¹ policy for the wider coast (MIN12.3 and MIN12.4) in the vicinity of Minsmere Sluice is managed realignment, whereas the position for Minsmere Sluice is for it to be maintained. Consistent with the policy stated in the SMP, the Environment Agency refurbished Minsmere Sluice in 2013 and this work was completed with a 50 year design life². A thorough assessment has been undertaken and reported on in Volume 2, Chapter 19 (Groundwater and surface water) of the ES [APP-297], which concludes that there would be no significant change in water levels and discharge volumes, and therefore there would be no mechanism that could accelerate degradation of the Minsmere Sluice.
	Response by East Suffolk Internal Drainage Board at Deadline 3	ESIDB notes that the Sluice is EA owned and maintained and predominantly defers to the Agency. The ESIDB would however like to elaborate that it is our understanding (based on liaison with the Environment Agency) that the 2013 EA sluice refurbishment project was only undertaken with a 20 year design life, and was appraised over 50 years. We understand that the sluice is expected to be unable to drain via gravity within the aforementioned 50 year timeframe.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co. response for Deadline 2.
FR.1.73	The Applicant	Outline Drainage Strategy (ODS) [APP-181]

¹ Shoreline Management Plan 7 Lowestoft to Felixstowe (Lowestoft Ness to Felixstowe Languard) Lead: Suffolk Coastal District Council [About the Shoreline Management Plan 7 \(suffolksmp2.org.uk\)](http://suffolksmp2.org.uk)

² Minsmere Sluice and Embankment Works Project Appraisal Report, Authority Scheme IMAN002421, Environment Agency Anglian Region, Version 1.0 (Final – Submission to PAB), 3 July 2012.

ExQ1	Question to:	Question:
		ESIDB [RR-0345] have expressed concerns that changes to coastal processes as a result of the HCDF element of the Proposed Development could hamper discharge to the sea from Minsmere. Explain how this has been considered?
	Response by SZC Co. at Deadline 2	There is no potential for the SZC development to cause or affect the discharge from Minsmere. Please refer to question CG.1.18 for further detail.
	Response by East Suffolk Internal Drainage Board at Deadline 3	ESIDB acknowledges and accepts the applicant's explanation.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co. response for Deadline 2.
Chapter 16 - HW.1 Health and wellbeing		
HW.1.0	ESC, SCC, CCG, Sizewell Health Working Group	Methodology (i) Do you agree that the methodology and scope for assessment of effects from the proposed development as set out in [APP 346] is appropriate and has properly assessed the potential health and wellbeing impacts of the proposed development on the local community? (ii) Do the Councils agree with the methodology in determining the degree of intimidation from traffic and in particular from HGVs? (iii) Do you consider the findings of this part of the ES have been adequately justified?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	(i) Although ESC has been a member of the Sizewell C Health working Group, we do not have a public health responsibility. It is our understanding that the methodology [APP-346] has been agreed with that Group, but we leave to others to expand further. However, the focus has been on the impacts arising from bringing a workforce and their families into the locality rather than health impacts the construction and

ExQ1	Question to:	Question:
		development may have on existing residents. However, the assessment does consider aspects of the proposal with the potential to influence health such as change in air quality which is an area of ESC's responsibility along with noise exposure. Crossreferencing between documents is a challenge that could have been avoided by having a comprehensive assessment in one chapter. (ii) ESC defers to SCC as local highway authority to determine if the methodology for determining the degree of intimidation from traffic is acceptable. (iii) Elements of the findings in this part of the ES have been adequately justified but it cannot be said that they all have, given identified gaps including wider health and wellbeing impacts of the increase of traffic, influx of workers etc. on mental health as a result of stress and anxiety. Community safety concerns of the project and their impact on health and wellbeing of existing residents are not considered. See section 30 of the LIR [REP1-045] for further detail.
	Response by Suffolk County Council at Deadline 2	(i) SCC considers that the methodology and scope of [APP 346] does not result in the provision of a comprehensive overview of health and wellbeing impacts, as a) While cross-referring to other DCO documents with regard to other determinants (e.g. transport, access to health services), it does not provide a clear overview of the health and wellbeing impacts of a number of these determinants; b) it omits a number of determinants of health and wellbeing, including construction impacts on natural environment and detrimental impacts on its enjoyment, adverse impacts on amenity and recreation, and the perception of community safety; and c) it does not fully consider all of these determinants in combination with regard to their impact on the affected communities and their health and wellbeing; d) The methodology set out in Environment Statement (ES) Chapter 10 (Volume 2 Main Development Site Chapter 10 Transport) [APP-198] and ES Addendum (Volume 1: Chapter 2 Main Development Site) [AS-181] is not yet fully agreed due to outstanding queries. (ii) As set out in the LIR [REP1-049], SCC agrees with the Applicant that construction traffic has adverse impacts in terms of accidents and road safety; access and accessibility; community severance; and pedestrian fear and intimidation, as set out in para 18.6.17 of [APP 346]. The LIR sets out locations where mitigation is required to reduce these impacts. However, SCC considers there will be an important residual impact on local communities affecting the wider health and wellbeing of its residents. We consider that the assessment in [APP 346] is somewhat narrow, as these road traffic impacts are likely to have an impact on mental health and reduce the attractiveness to e.g. walk and cycle in the area which has an impact on amenity, mental health and physical health. With regards to the specific assessment of Fear and Intimidation, the methodology of assessment in relation to Fear and Intimidation, as set out in ES Chapter

ExQ1	Question to:	Question:
		10 (Volume 2 Main Development Site Chapter 10 Transport) [APP-198] and in ES Addendum (Volume 1: Chapter 2 Main Development Site) [AS-181], is still to be agreed, on issues such as the sensitivity of links and the representative hour at some locations (e.g. surrounding schools, nurseries). SCC considers the magnitude of impact for Fear and Intimidation as reasonable in terms of total traffic and HDV classification (based on The Guidelines for the Environmental Assessment of Road Traffic), however: a) the criteria mentions speed which is not considered in the assessment b) Total vehicle flows used in the Fear and Intimidation section of the ES Addendum [AS181] assessment are not currently correct, especially near Marlesford, and these are, we understand, being updated by the Applicant's consultant within a separate Technical Note to be provided. (iii) SCC considers that the effects during the construction phase have been too narrowly defined and/or too narrowly considered in terms of in-combination impacts across the project: The summary in Table 28.9 in [APP 346] indicates that the main factors that have been considered during the construction phase relate to noise and air quality (as well as road accidents, health care impacts and socio-economic factors). The assessment indicates the noise and air quality impacts on health and wellbeing as being minor adverse or negligible adverse. This does not seem to take account the wider health and wellbeing impacts of the increase of traffic on mental health, as result of stress and anxiety, and physical health as healthy lifestyles may be affected as a result of reduced amenity. No consideration seems to have been given to health and wellbeing impacts from e.g. perceived and real community safety concerns, housing impacts, reduced enjoyment of the natural environment and amenity and recreation. The LIR sets out in its Quality of life and wellbeing chapter (chapter 30) a more comprehensive overview of expected impacts on quality of life and wellbeing. It also includes an overview of impacts and proposed mitigation measures on e.g. highway related impacts and health impacts. In summary, SCC disagree that impact on quality of life, health and wellbeing are not significant. We consider there to be residual adverse impact on quality of life and wellbeing, particularly when considering the combined impacts across the project, which will also affect the health of our communities. In addition to further embedded mitigation in the various subject areas (as set out in the LIR), SCC considers there to be a residual impact on quality of life, health and wellbeing. This needs to be reflected in scope and scale of the proposed Community Fund.
	Response by Ipswich and East Clinical Commissioning	The CCG remain concerned that methodology and scope for assessment does not go far enough within APP346 to establish the impacts of the proposed development on the community. Many comparisons with Hinkley Point C are not suitable as the demographic and local health outcomes between the two areas are significantly different. The summary

ExQ1	Question to:	Question:
	Group for Deadline 2	of effects detailed in table 28.9 show low impact and negligible adverse effects on the local population. One of the main differences is the road network, in Leiston and the surrounding roads for access to the development, there are narrow busy streets to navigate high volumes of HGV traffic which will have a significant impact on the community regarding health effects from Air quality, noise and flow rate of traffic with the potential to cause accidents and injury, all of which are stated as not significant impacts. The travel impact assessment talks about average journey times over the entire day and doesn't recognise the challenge of traffic at peak times. It is essential that the impact on journey times are recognised and appropriately mitigated against. There is no recognition of the impact of local traffic movement whilst the proposed link road and roundabout at Yoxford is constructed which will take the first 2 years of the construction period to be available. During this time the impact will predominantly be on the health and wellbeing of the local community and could disrupt access to healthcare services including the ability for GP and District Nurse visits. The CCG do not recognise that the findings of this part of the ES have been adequately justified and are working with the applicant to review the data which has been used as part of the methodology used throughout APP346
	Response by SZC Co. at Deadline 3	ESC AND SCC RESPONSE Cross-referencing (ESC) The Health and Wellbeing assessment (Volume 2, Chapter 28 of the ES [APP-346]) draws from and builds upon a number of technical disciplines, cross referencing to and summarising the most relevant information and key outputs from the inter-related technical disciplines that inform the Health and Wellbeing assessment. Where cross referencing is used, the Health and Wellbeing chapter replicates or paraphrases the relevant text within those chapters. Cross referencing was necessary to avoid repetition and to keep the Health and Wellbeing chapter as concise and user friendly to communities as possible. This is as requested by the Health Working Group at its inception. Range of impacts considered (ESC / SCC) / Outcome of assessment (SCC) <u>Overview</u> It is important to firstly distinguish between tangible health impacts and broader wellbeing/quality of life impacts. As explained in paragraph 28.6.119 of the Health and Wellbeing chapter (Volume 2, Chapter 28 of the ES [APP-346]), there are a number of factors which influence an individual's wellbeing and quality of life, which include emotions such as stress and anxiety. The tangible aspects associated with the proposed

ExQ1	Question to:	Question:
		development which underlie local community risk perception have been investigated and addressed within the Health and Wellbeing chapter, which provides a robust assessment supported by an appropriate scientific evidence base. The assessment is therefore intended to help address local community concerns and perceived risk in addition to informing decision making. The intangible and more subjective aspects which are often not possible to quantify have been explored and addressed through meaningful consultation, to inform and refine the proposed development. Should consent be granted, engagement with local communities will be maintained during construction and operation to investigate, address and respond to concerns. Details of the Sizewell C Project's approach to communication, community and stakeholder engagement are set out in the Code of Construction Practice [REP2-056]. The remaining sections focus on how the tangible aspects raised above have been addressed. <u>Increase in traffic (ESC / SCC)</u> As detailed in Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346], , the potential change in traffic-associated noise and air pollutant emissions are not of a nature, timing, magnitude or exposure sufficient to quantify any measurable change in local population health outcomes. The assessment of accidents and road safety, pedestrian severance, pedestrian amenity and pedestrian fear and intimidation (which are all considered relevant to health and wellbeing) are all addressed within Chapter 10 of the Consolidated Transport Assessment [REP2-045]. As the most direct health and wellbeing hazard resulting from changes in transport nature and flow rate is human injury resulting from road traffic accidents, the assessment of health and wellbeing effects in Volume 2, Chapter 28 of the ES [APP-346]) further communicates the potential effects on accidents and road safety. While the wider health and wellbeing impacts associated with the increase in traffic (i.e. pedestrian severance, pedestrian amenity and pedestrian fear and intimidation) were not further communicated in Volume 2, Chapter 28 of the ES [APP-346]), SZC Co. considers that these were sufficiently assessed in the Transport Assessment [REP2-045]. A package of transport and public realm improvements in Leiston have been developed in consultation with Leiston Town Council, East Suffolk Council and Suffolk County Council. Proposals include one-way streets, wider footways, gateway features, crossings and cycle facilities to control speeds, discourage Sizewell C traffic and improve the attractiveness to pedestrians and cyclists. Valley Road is also proposed to be closed to motorised traffic to create a suitable route for cycling and walking between Leiston and the main site.

ExQ1	Question to:	Question:
		Any change in the status of a street will be carried out in accordance with the process set out in Article 22 of the draft DCO. Further details are provided in response to TT.1.68, TT.1.69 and TT.1.87. <u>Community safety concerns (perceived and real) (ESC / SCC)</u> Perception of community safety is addressed within the “General stress and anxiety impacting upon quality of life and wellbeing” section of the Health and Wellbeing assessment (Volume 2, Chapter 28 of the ES [APP-346]). Here, it is explained that the tangible aspects associated with the proposed development which underly local community risk perception have been investigated and addressed through a robust assessment supported by an appropriate scientific evidence base. The assessment is therefore intended to help address local community concerns and perceived risk in addition to informing decision making. From the LIR, it seems that community safety concerns are primarily in relation to the influx of the non-home based workforce. In relation to this specifically, all credible socio-cultural hazards have been investigated and assessed, and further addressed through a series of mitigation measures - summarised within the Community Safety Management Plan [APP-635] - including provision of project accommodation and an on-site occupational health service, as well as implementation of a Worker Code of Conduct. The Draft Deed of Obligation (Doc Ref. 8.17(D)) will provide a Public Services Resilience Fund and contributions to the emergency services which will also support community safety. The intangible and more subjective aspects which are often not possible to quantify, have been explored and addressed through meaningful consultation, to inform and refine the proposed development. Should consent be granted, engagement with local communities will be maintained to investigate, address, and respond to questions and concerns. Details of the Sizewell C Project’s approach to communication, community and stakeholder engagement are set out in the Code of Construction Practice [REP2-056]. <u>Construction impacts on natural environment and detrimental impacts on its enjoyment, adverse impacts on amenity and recreation (SCC)</u> The potential impact upon amenity, local community facilities and areas of open space, important to supporting good health and wellbeing, is addressed fully within the Amenity and Recreation assessment (Volume 2, Chapter 15 [APP-267] and Volumes 3-9, Chapter 8 of the ES [APP-366], [APP-397], [APP-429], [APP-464], [APP-497], [APP-526], [APP-558] A2. For the sake of brevity, it was not considered necessary to replicate the results of this within the Health and Wellbeing chapter.

ExQ1	Question to:	Question:
		In a health and wellbeing context, while reduction in amenity may deter use of a specific resource, this does not remove the opportunity to engage in a physical activity or live a healthy lifestyle on the basis that comparable and accessible alternative resources exist. <u>In combination assessment (SCC)</u> Several health determinants are assessed within Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346] – all of which vary in magnitude of impact, geographic distribution (i.e. the communities they affect) and how they can potentially impact health/wellbeing outcomes. As an example, communities experiencing adverse changes in noise exposure are not necessarily the same as those experiencing adverse changes in air quality as the location of the pollution source and distribution of the impact is not necessarily the same. On this basis, it is not possible to predict the in-combination effects of all health determinants assessed on the affected communities with any meaningful degree of accuracy. While this is the case, as set out in Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195], SZC Co. would provide a Community Fund to ensure that residual in-combination effects of the Sizewell C Project may be addressed and to enable communities to maximise the opportunities offered by the Sizewell C Project. <u>Disagreement that impact on quality of life, health and wellbeing is not significant (SCC)</u> SCC considers there to be a residual adverse impact on quality of life and wellbeing, which needs to be reflected in scope and scale of the proposed Community Fund. The result of the assessment reported in Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346] is that there would be a likely minor adverse impact on health and wellbeing that would not be significant (see also Chapter 30 of SZC Co. Response to the LIR (Doc Ref. 9.29). However, SZC Co. agrees that the Community Fund would be an appropriate tool to address residual effects on quality of life and wellbeing during the construction phase. <u>Conclusion</u>

ExQ1	Question to:	Question:
		On the above basis, SZC Co does do not agree that there are any gaps in the assessment or that the residual effects assessed are not correct. However, SZC Co. does agree that, as per Section 30 of the LIR, residual impacts on wellbeing, while intangible, can be addressed through a Community Fund. CCG RESPONSE <u>Use of Hinkley Point C data</u> SZC Co. recognises that the local demography and health circumstance of the communities surrounding Sizewell C and Hinkley Point C are different. The local demography and health circumstance of the communities living within the study area (East Suffolk) is captured within the locally specific baseline environment assessment detailed in Volume 2, Chapter 28, Appendix 28C [APP-347] and summarised in section 28.4 of Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346]. The baseline environment assessment for the Health and Wellbeing chapter does not include any information relating to communities living around Hinkley Point C. The only data used from Hinkley Point C relates to the split of home-based and non-home-based construction workforce / likely number of dependents moving to the area associated with the non-home-based construction workforce and the number of medical referrals to the external health service that have occurred during the construction of Hinkley Point C so far. As outlined in Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346], Hinkley Point C is uniquely comparable to Sizewell C because it is similar in type and scale, will require a similar workforce to build (in some cases, exactly the same people) and will necessitate similar occupational and public health requirements. On this basis, SZC Co considers the data to be comparable and suitable for the purposes of assessing the impact on external healthcare services. Data relating to Hinkley Point C does not influence any assessment of health and wellbeing associated with changes in transport nature/flow rate, air quality or noise exposure. The only data that could improve the accuracy of the impact assessment on external healthcare services is local referral rates and cost data from the CCG (e.g. the number and average cost of one GP appointment or the average cost of one hospital A&E visit with no overnight stay). This has been requested from the CCG.

ExQ1	Question to:	Question:
		<u>Peak journey times and the Yoxford roundabout</u> The potential health and wellbeing effects associated with construction of the Sizewell link road and Yoxford roundabout have been assessed in Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346], assuming the implementation of mitigation and monitoring measures detailed within an effective Code of Construction Practice [REP2-056]. As set out in Volume 7, Chapter 2, paragraph 2.4.24 of the ES [APP-480], Yoxford roundabout would be largely constructed offline, avoiding the need for long-term temporarily road closures or the diversion of the A12 in this location. Traffic management measures would be required during construction of the tie-ins back to the A12 and B1122 once the roundabout is constructed. This would likely comprise shuttle working under traffic light control when the two A12 and B1122 tie-ins are being undertaken. Each is anticipated to last approximately two weeks and access to properties on the south side of the site would be maintained throughout construction. The Sizewell link road would also be largely constructed off-line (noting its route predominantly through agricultural land). As set out in Volume 3, Appendix 6.2.A of the ES Addendum [AS-243], tie-ins which would be built on-line using temporary traffic management provided to minimise disruption to public traffic, utilising off-peak traffic management where possible. This largely removes the potential for disruption on the existing road and therefore it is incorrect to state that access by healthcare services, including GP and District Nurse visits, would be impeded for 2 years. <u>Review of data</u> The CCG notes that it is working with the applicant to review the data which has been used as part of the methodology used throughout [APP-346] (Volume 2, Chapter 28 (Health and Wellbeing) of the ES. To clarify, there was some concern from the CCG that the assessment assumed spare health care capacity. This was not the case. No spare health care capacity has ever been considered available, and all health care services were classed as high value and highly sensitive community assets. The ongoing work is in relation to confirming healthcare services cost data to calculate the residual health care fund. SZC does not intend to rework any of Volume 2, Chapter 28 of the ES [APP-346] and stands by the data used and assessment conclusions set out within that chapter. SZC Co welcomes continued discussions with the CCG in order to agree the scope and quantum of mitigation to be secured in the Deed of Obligation (latest draft Doc Ref 8.17(D)).

ExQ1	Question to:	Question:
	Response by Woodbridge Town Council at Deadline 3	SCC's response at Deadline 2 in summary is "SCC disagree that impact on quality of life, health and wellbeing are not significant. We consider there to be residual adverse impact on quality of life and wellbeing, particularly when considering the combined impacts across the project, which will also affect the health of our communities. In addition to further embedded mitigation in the various subject areas (as set out in the LIR), SCC considers there to be a residual impact on quality of life, health and wellbeing. This needs to be reflected in scope and scale of the proposed Community Fund." WTC concur with this statement and the detailed points also made in SCC's response. We consider that Woodbridge will be one of the communities severely impacted by the construction project (see comments above).
	Response by SZC Co. at Deadline 5	Chapter 6 of the Community Impact Report [APP-156] covers "The rest of East Suffolk district" which includes Woodbridge. Table 6.6 summarises impacts, most of which would be beneficial for Woodbridge, with the exception of rail noise, which would be addressed through specific noise mitigation. Mitigation against railway noise has also been further developed since the application: the draft Rail Noise Mitigation Strategy [AS-258] was submitted in January 2021 and a further version of the Noise Mitigation Scheme was submitted in June 2021 at Deadline 2 [REP2-034]. The draft Rail Noise Mitigation Strategy will aim to reduce railway noise and vibration at source and the Noise Mitigation Scheme will aim to reduce noise at the affected properties. With these measures in place, it is anticipated that residual noise impacts on health will be below what is considered significant.
HW.1.2	The Applicant, SCC, ESC part (ii)	Severance Concern has been expressed by a number of RRs including (RR-0758, RR-1008) with regard to the degree of severance that could occur for their local community either through physical barriers – e.g. Sizewell Link Road, or through volume of additional traffic. (i) Please advise how you consider the proposal minimises these affects for each community and how the scheme has taken into account consideration for more vulnerable groups. (ii) Do the Councils consider the assessment of severance has justified the approach taken, or do you consider there are more adverse effects than have been reported? (iii) In answering please comment on the suitability of the methodology used and be specific in respect of the locations where there remain concerns should this be the case.
	Response by SZC Co. at Deadline 2	<u>Response to (i)</u> The purpose of the Sizewell link road and two village bypass is to mitigate the environmental effects on local communities associated with the Sizewell C Project. Were these new roads not provided, the communities of

ExQ1	Question to:	Question:
		Stratford St Andrew, Farnham, Yoxford, Middleton Moor and Theberton would experience an increase in traffic, resulting in adverse environmental effects, including adverse severance effects. With the new roads in place, general traffic and Sizewell C traffic will be diverted away from these communities and onto the new roads, which will result in beneficial environmental effects within the communities as a result of the lower traffic flows. The beneficial environmental transport effects within these communities once the new roads are in place are summarised in Volume 1, Chapter 2 of the ES Addendum [AS-181]. However, any new road/bypass brings new severance effects. The alignment of the two village bypass dissects existing public rights of way (PRoW). The Sizewell link road alignment dissects existing PRoW as well as a number of rural roads. The severance effects of the new roads crossing the existing public rights of way are summarised in Volume 1, Chapter 2 of the ES Addendum [AS-181]. In order to mitigate these effects, a new non-motorised user bridge is proposed over the two village bypass as well as over the Sizewell link road at Pretty Road. In addition, junctions have been provided along Sizewell link road to provide access to the existing network of rural roads. It is considered that the new roads themselves provide mitigation of severance effects within communities that would have been experienced if the roads were not provided. Furthermore, the new roads have been designed to provide connectivity across the roads both for non-motorised users and vehicles. The Equality Statement [APP-158] paragraphs 1.6.28-1.6.31 notes that severance, delay, amenity, or fear/intimidation effect from traffic has the potential to differentially affect people with particular protected characteristics, where that characteristic affects their mobility. It goes on to note that any effects on transport may potentially disproportionately affect older people but that due to the mitigation set out above, no equality effects are expected to arise. <u>Response to (ii) and (iii)</u> No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	Part ii) only ESC considers that severance will be an issue for residents on the A12, B1122 (particularly early years), Two Village Bypass and the Sizewell Link Road. Severance as an issue is being looked at in some areas but further work may be necessary to manage this. The existing provision for crossing roads will need to be considered alongside PRoWs that exist. There is potential for further crossing points to have a detrimental impact on the free flow of traffic in the location creating localised issues of noise (brakes screeching), pollution (from exhausts), and delays. The question of whether there are more adverse effects than have been reported relates primarily to highway traffic impacts, ESC defers to SCC for that assessment.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 2	i) SCC does not consider that the Applicant's proposals sufficiently minimise the impact of severance on communities, and considers that there are number of locations that require, or in some instances may require, mitigation. SCC also notes that the Applicant's methodology is not yet fully agreed due to outstanding queries (see part (ii) of this answer and its findings cannot be accepted at this stage. Thus, the level of proposed mitigation for severance is not deemed acceptable at this stage. All locations with concerns cannot be identified at this stage as methodology is still to be agreed; however, those locations where SCC currently considers mitigation for traffic impacts are (or may be) required, including for severance, are set out in Tables 3 and 4 in LIR Annex M (examination library reference pending), as well as in our Relevant Representation [RR-1174] and Table 13/14 of the LIR [REP1-049]. The Rights of Way & Access Strategy relates only to the main development site. SCC has asked that the principles outlined in para 1.1.14 (APP-270) apply to all affected sites including the Sizewell Link Road. The Strategy does not currently address the effects of increased traffic on public users for the wider highway network such as the A12. That being said, the Applicant's proposals do include a number of mitigation measures to reduce the impacts of severance associated with road traffic; these are supported by SCC and include: • Provision of the Sizewell Link Road (for those communities currently on the B1122 between Middleton Moor and east of Theberton but not in the early years) [note that, as set out in the LIR, SCC supports the Sizewell Link Road for the construction period only, and requests for it to be removed afterwards]. • Provision of the Two Village Bypass (for residents currently living on the A12 at Farnham and Stratford St Andrew, but not in the early years). • Provision of the Lover's Lane crossing facilities. • Leiston Improvement Scheme • Wickham Market Improvement Scheme • Marlesford and Little Glemham Transport Contribution • Routing of HGVs and buses on the most suitable routes available. • Park and Ride facilities to reduce construction workforce vehicle movements on the road network east of the A12 and north and south of their respective locations. • Direct bus services to/from relevant communities. • Accommodation campus and LEEIE caravan park to reduce construction workforce vehicle movements.

ExQ1	Question to:	Question:
		The Environmental Statement (REF) shows significant levels of severance associated with the Two Village Bypass and the Sizewell Link Road. To minimise this impact, access for users of rights of way and highways severed by the new roads has been maintained, although not necessarily on the direct line and (except for one overbridge on each relief road) necessitating passing over the carriageway via an uncontrolled crossing. ii) The methodology set out in Environment Statement (ES) Chapter 10 (Volume 2 Main Development Site Chapter 10 Transport) [APP-198] and ES Addendum (Volume 1: Chapter 2 Main Development Site) [AS-181] is not yet fully agreed due to outstanding queries. Severance reported in Chapter 10 of 6.3 Volume 2 Main Development Site and the Transport chapter of ES Addendum is still be agreed in terms of methodology of assessment. This relates to sensitivity of links and representative hour at some locations (e.g. surrounding schools, nurseries). The magnitude of impact used by the Applicant for severance is in line with the 'Guidelines for the Environmental Assessment of Road Traffic', however professional judgement has been used. Further clarification on the use of professional judgement has been sought from the Applicant. The findings and mitigation are therefore not deemed reasonable at this stage. A revised methodology could result in additional adverse effects which will not be known until the methodology is agreed. Notwithstanding this, SCC has identified those locations that we currently consider require, or may require, mitigation, with regards to impacts that include severance these include communities along the A12, B1122, B1125, A1120 and the B1069 corridors. See the LIR [REP1-049] for further discussion. iii) See answers (i) and (ii) above See also answer HW.1.10 regarding Equality.
	Response by SZC Co. at Deadline 3	SZC Co. continues to liaise with the Councils to address comments on the environmental transport assessment summarised in Volume 1, Chapter 2 of the ES Addendum [AS-181]. An update will be provided in due course in terms of agreement on the methodology, assessment and significant impacts. See response to TT.1.119 in relation to the on-going work on the Environmental Transport Effects methodology. Also, the Initial Statement of Common Ground with East Suffolk Council and Suffolk County Council [REP2-076], items ET01 to ET12 set out the current position in relation to the ES methodology of assessment and assessed effects. The Initial Statement of Common Ground with East Suffolk Council and Suffolk County Council [REP2-076], ref. MI05 to MI18 describe the position in relation to mitigation in addition to that proposed by SZC Co.
	Response by Marlesford	In its response, the Applicant states, "The purpose of the Sizewell link road and two village bypass is to mitigate the environmental effects on local communities associated with the Sizewell C Project. Were these new roads not provided, the communities of Stratford St Andrew, Farnham, Yoxford, Middleton Moor and

ExQ1	Question to:	Question:
	Parish Council at Deadline 3	Theberton would experience an increase in traffic, resulting in adverse environmental effects, including adverse severance effects. With the new roads in place, general traffic and Sizewell C traffic will be diverted away from these communities and onto the new roads, which will result in beneficial environmental effects within the communities as a result of the lower traffic flows." As neighbouring villages to Stratford St Andrew and Farnham and experiencing the same traffic flows as they would if not bypassed, the ExA will no doubt excuse us if we give this comment a less than lukewarm reception. Little Glemham and Marlesford will undoubtedly suffer significant community severance, and this will adversely affect people with protected characteristics (see AR.1.27). Despite the mitigation measures proposed by the Applicant for Marlesford and Little Glemham, community severance remains a real issue, as do our concerns for people with protected characteristics.
	Response by Stop Sizewell C at Deadline 3	The Applicant recognises that new roads bring severance and mentions how the SLR will dissect PRow and rural roads, but gives no mention of severance of people; where part of a community is trapped on the wrong side of a new road. The Applicant claims the new roads themselves provide mitigation of severance effects but make no mention of mitigation until they are built.
	Response by Woodbridge Town Council at Deadline 3	SCC's response once more is critical of the Applicant's proposals in terms of assessing and mitigating the impacts of the proposed development. It also points out that the Applicant's methodology isn't agreed, and that its findings can't be accepted at this stage. WTC appreciates this strong statement, and considers that Woodbridge will be one of the communities affected by severance from the surrounding area during the construction project - by heavy traffic and congestion on the A12 and displacement onto the A1152 and B1438.
	Response by SZC Co. at Deadline 5	See response to ExQ1 question TT.1.99 in relation to on-going engagement SCC, ESC and parish councils on the development of a set of proposals to mitigate Sizewell C Project effects in Marlesford and Little Glemham. See responses to ExQ1 question TT.1.112 in relation to on-going discussions with SCC to agree the environmental transport effects of the project.
HW.1.13	The Applicant	Care Home Residents The CCG [RR-500] raise questions of the conclusions reached in para 28.6.80 of [APP-346] particularly the potential impact upon two care homes, please respond to this specific concern and highlight how you have assessed any likely effects on this potentially vulnerable group.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	Volume 2, Chapter 28, paragraph 28.6.80 (Health and Wellbeing) of the ES [APP-346] refers to potential noise impacts from the construction and operation of the Yoxford roundabout and other highway improvements. As set out in Volume 7, Chapter 4 (Noise and Vibration) of the ES [APP-484] and summarised in paragraph 28.6.80 of the ES [APP-346], the relative change in noise at any receptor is predicted to be below what is considered perceptible, with no significant residual noise effect identified at any receptor group, including any care homes, during the construction of the Yoxford roundabout. As detailed in Volume 1, Chapter 7 of the ES Addendum [AS-186], and Volume 3, Appendices 7.3.A-C of the ES Addendum [AS-251], prior to mitigation, once the Yoxford roundabout comes online, only one receptor will experience a perceptible change in noise (Old Barn), which is not a care home. With broader reference to care homes, elderly individuals and heightened sensitivity to noise; Volume 2, Chapter 28, paragraph 28.3.16 (Health and Wellbeing) of the ES [APP-346] sets out how sensitivity can vary by individual health pathway within a community, but also at the individual level, and even vary for an individual depending on what stage of life they are in. The rationale is then provided as to why a consistently precautionary approach has been applied, where every resident is considered highly sensitive to every health pathway. In this context, the assessment is working on the basis that every resident is sensitive to changes in noise, and means any impact other than minor would be considered significant. This addresses the relative sensitivity to noise for a wide age demographic (children in schools through to senior residents at home and in care homes). On the above basis, no perceptible change in noise is identified at any care home in proximity to the Yoxford roundabout.
	Response by Stop Sizewell C at Deadline 3	HW1.13 - HW.1.16: Vulnerable groups. While we welcome the Applicant's reply to H.1.1: "With regard to sensitivity, inequality and the potential for disproportionate impacts , Volume 2, Chapter 28 etc. sets out how sensitivity can vary within a community and can further vary by individual health pathway. This rationale is then provided as to why a precautionary approach has been applied, where every resident is considered highly sensitive to every health pathway" we find it hard to reconcile this with the claims that almost no care home will have any perceptible impacts. Would an acoustic bund around Old Abbey Care Home be the very first thing constructed if Sizewell C goes ahead?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	Barriers or bunds acting as noise mitigation will be installed as early as is practicable in the construction process and retained in the long term to maximise potential acoustic screening. This is a commitment in Table 3.1 in Part B and Table 3.1 in Part C of the Code of Construction Practice (Doc Ref. 8.11(C)).
HW.1.15	The Applicant	Vulnerable Groups The CCG [RR-500] and Suffolk Constabulary [RR-1174] also raise the concern over potential exploitation of vulnerable groups. (i) What is proposed to be in place to mitigate this concern? (ii) How would it be secured?
	Response by SZC Co. at Deadline 2	<u>Response to (i)</u> Please refer to the response to question HW.1.14 regarding mitigation for vulnerable groups. SZC Co. has been working closely with SCC and Suffolk Constabulary to appropriately consider the potential for effects on vulnerable groups – for example where there may be a greater risk of existing statutory service delivery, or where vulnerable people may be more at risk of experiencing effects (or experiencing effects in a different way) as a result of the Sizewell C Project. Key elements of the socio-economic mitigation package include measures to be secured through the DCO (such as the project accommodation) and through the Deed of Obligation (see Draft Deed of Obligation (Doc Ref. 8.17(C)). The latter includes: • a Housing Fund (supported by an Accommodation Management System) that supports the lower 30th percentile of the housing market in particular and provides safeguarding support (Schedule 3); • funding for Suffolk Constabulary to be able to appropriately respond to the additional effects on terms of crime and non-crime incidents related to the Sizewell C Project (Schedule 4); • a Public Service Resilience Fund, which focuses on the delivery of social care services and community safety activity (Schedule 5); • a contribution to school and early years capacity (Schedule 5); and • a Community Fund to be administered on behalf of the community to provide schemes, measures and projects which promote the economic, social or environmental well-being of communities and enhance their quality of life (Schedule 14). <u>Response to (ii)</u>

ExQ1	Question to:	Question:
		Please see response to question CI.1.15 (in Part 3, Chapter 12) with regard to how measures will be secured.
	Response by Suffolk County Council at Deadline 3	SCC agrees with [RR-500] and [RR-1174] that there is a concern over exploitation of vulnerable groups, and considers that mitigation needs to be provided in terms of preventative measures, monitoring capacity, and contingency measures. The principles of the funds proposed by the Applicant in their response are supported by SCC, although the size and governance of these funds have not yet been agreed with the Applicant. For community safety measures, please refer to the proposed action plans put forward by SCC and ESC in Annex N to the Local Impact Report [REP1-059], which is still to be agreed with the Applicant.
	Response by SZC Co. at Deadline 5	SZC Co. welcomes SCC's support for the proposed mitigation funds and will continue to work with SCC, and other stakeholders (as applicable), to agree the size and governance of these funds.
HW.1.19	The Applicant, Network Rail	Rail Safety Network Rail [RR-006] identifies concerns, that by introducing any Freight Trains onto the East Suffolk line will (due to their slower running speeds), cause an increased risk and delay to users of level crossings. (i) Please respond to this concern and advise if any mitigation could be provided to address this issue. (ii) If this were appropriate, how would it be delivered through the DCO?
	Response by SZC Co. at Deadline 2	SZC Co. and Network Rail are working together to identify level crossings on the East Suffolk line where there may be an increase in risk. If mitigations are required, these will be pursued by Network Rail as the asset owner and organisation with responsibility for the management of safety risks at the level crossings.
	Response by Network Rail at Deadline 2	A high level review of impacts to level crossings users was undertaken on the East Suffolk Line between Ipswich and Saxmundham Junction. The key impacts are: Sectional Running times - An unacceptable increase in section running times would make it difficult for the signaller to inform members of public when it is safe to traverse a level crossing, this is purely as a result of the slower trains. Up to 5 locations have been identified and the introduction of new Miniature Stop lights are to be installed at these locations. Darsham Park & Ride - Option to include Station Car Park in new Park & Ride facility removing increased impact from station car park users who find it increasingly difficult to traverse the A12 to access the station. The only reasonable option is to traverse when the barriers are lowered, which means if they need

ExQ1	Question to:	Question:
		to get an Ipswich bound train they have to cross the level crossing when the barriers are lowered and it is unsafe to do so. Middleton ABCL - Red Light Safety enforcement cameras should be installed ahead of any increase in traffic to Sizewell C, consideration should be given to installing lay-by's such that there is somewhere safe to park for those users required telephone to gain permission to cross the level crossing or confirm to the signaller they are safely over the level crossing. Operational freight pathing constraints will also be considered to eliminate issues at both Jetty and Bloss level crossings, trains must not be stopped in Woodbridge station to allow the single line to from Saxmundham to Melton to clear, this would cause a freight train to block Jetty level crossing, which is unacceptable. Trains will only traverse Melton AOCL+B crossing in the down direction in between the hours of 07:00 and 21:00, it is unacceptable for trains to pass in the up direction as this would block Bloss level crossing which is an operational boat yard, this would be acceptable in-between the hours of 21:00 and 07:00 as the likelihood of anybody using the crossing in between these times would be slim. (ii) Including the protective provisions requested by Network Rail would ensure that before track access was granted to the Applicant appropriate agreements and mitigation would need to be in place with Network Rail. In addition it could be a requirement in the DCO for the Applicant to agree a programme of mitigation with Network Rail before running any additional trains to the proposed development
	Response by SZC Co. at Deadline 3	SZC Co. continues to liaise with Network Rail. If mitigations are required, these will be pursued by Network Rail as the asset owner and organisation with responsibility for the management of safety risks at the level crossings.
	Response by Suffolk County Council at Deadline 3	The Applicant claims that Network Rail will take full responsibility for addressing the level crossings on the East Suffolk Line. However, this is not clear. Some level crossings will require public consultation (Brick Kiln and Westerfield), which could cause an issue to delivery timescales. In addition to this, resolution of the rail safety concerns at level crossings on the East Suffolk Line may require the closure or modification of the public highway or rights of way. No works or traffic regulation orders have been included within the DCO to do so. Information is required on how the Applicant plans to deliver the changes to the rights of way and the associated improvements to level crossings. There is a risk that other changes to the East Suffolk Line and further across the network are required but have not been accounted for.

ExQ1	Question to:	Question:
	Response by Woodbridge Town Council at Deadline 3	WTC's comment <i>[on Network Rail's response]</i> - This appears to say that the Applicant will need the dualling between Woodbridge and Saxmundham or new signalling remote from Woodbridge, otherwise the trains may have to stop in Woodbridge Station. For information, Jetty Lane is a popular and much-used public route across the railway between the town (and its car-parks), and the river frontage. It's also used by vehicles to access a boat-building yard and a yacht club. It seems unclear what point NWR is making about trains only going outwards to SZC and not coming back between 7am and 9pm. Again, this point possibly goes away if the line is dualled before construction starts. Not to take anything away from the importance of Bloss crossing to the boatyard, there is also a public crossing at Dock Lane (access also for the boatyard), a private crossing for Anglian Water's Melton sewage works, and another private one at The Maltings. WTC is puzzled that NWR hasn't mentioned trains being held in Woodbridge station in the up direction. As our previous submission mentioned [REP2-198 point 38], this is a realistic scenario. This would block two heavily-used public crossings at Quayside (aka Ferry Quay) and Tide Mill Way (aka Haywards). Also it would prevent any down train (laden freight or passenger service) in Woodbridge station from moving onwards - unless the section of line immediately North of the station is dualled.
	Response by SZC Co. at Deadline 5	Good progress has been made with Network Rail on what were outstanding issues regarding level crossings and the up to date position will be set out in the next version of the Statement of Common Ground between the parties.
HW.1.27	The Applicant, Network Rail	Change Request No. 2 The Change Request could see an increase in the number of freight trains running along the line. Please advise how this could be safely delivered to ensure there would not be unacceptable risks to users of level crossings both for the branch line and the Ipswich to Lowestoft main line.
	Response by SZC Co. at Deadline 2	Risk assessments have been completed on the level crossings on the Sizewell branch line which have identified that major interventions are not necessary from a risk perspective. Upgrades will however be made to level crossings to enhance the operational capability of the line, and avoiding the current requirement for trains to stop while the gates are manually operated. This will have the effect of also further reducing the already low risk at level crossings on the Saxmundham to Leiston branch line. SZC Co. and Network Rail are working together to identify level crossings on the East Suffolk line where there may be an increase in risk. If mitigations are required, these will be pursued by Network Rail as the asset owner and organisation with responsibility for the management of safety risk at the level crossings.

ExQ1	Question to:	Question:
	Response by Network Rail at Deadline 2	Network Rail and the Applicant undertook a high level review of impacts to Level Crossings on the East Suffolk Branch Line between Ipswich and Saxmundham Junction. The review covered all public level crossings, Passive footpaths and User Worked crossings. A systematic review of train lengths, anticipated barrier down times, signaller constraints, sightlines as well as impacts from additional HGV traffic over Level Crossings was undertaken, resulting in a list of impacted crossings. These crossings have mitigating actions identified and we are continuing to work together with SZc and the local authorities to ensure all appropriate actions are taken. For most Level crossings the mitigation interventions involve the installation of Miniature Stop Light and overlay systems. These works are not complex in nature and require relevant agreements to be put in place to ensure timely delivery. Some additional Level Crossings were identified as requiring some mitigation work to manage the risk so far as reasonably practicable. Network Rail will ensure these works have been delivered before any freight trains start to operate. Level Crossing impacts on the branch line from Ipswich to Lowestoft have not yet been reviewed.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Suffolk County Council at Deadline 3	See answer to HW.1.19 above
	Response by SZC Co. at Deadline 5	Please see the response to HW.1.19 above.
HW.1.28	The Applicant, Network Rail, Suffolk Constabulary, East of England Ambulance	Change Request No. 2 In the event the number of trains were to be increased, please explain what implications this may have for the operation of level crossings on the branch line and the main Ipswich to Lowestoft line and the effect on severance of communities or impacts on emergency services.

ExQ1	Question to:	Question:
	Service, Suffolk Fire and Rescue, SCC, ESC	
	Response by SZC Co. at Deadline 2	On the Ipswich to Lowestoft line and Sizewell branch the level crossing barriers would be down for approximately two to three minutes for the passage of each train, seven out of eight of which will operate overnight. This has been assessed in the ES [APP-198] to have a minor adverse effect on driver delay, which would not be significant.
	Response by Suffolk Constabulary at Deadline 2	The Constabulary refer in the first instance to the response given to this question by Suffolk County Council (SCC). The Constabulary is broadly supportive of measures that seek to reduce the volume of HGV movements but does have some concerns as to the impact on level crossing closures and the associated impact on police and other emergency service response times. The way in which policing is delivered across the county means that any additional waiting time at level crossings has the potential to impact on the response times of various policing units including roads and armed policing and dog units in addition to local emergency response units. Even additions short delays can have a significant impact on the Constabulary's ability to meet its response targets. The A1152 forms an important access route for significant parts of East Suffolk i.e. Bawdsey Peninsula, Bentwaters and Rendlesham and is thus particularly sensitive to any disruption.
	Response by Network Rail at Deadline 2	For the East Suffolk Line between Ipswich and Saxmundham Junction Network Rail anticipate that barrier down time will be significant however we believe the Level Crossing risks created by this are tolerable, notwithstanding any separate impacts to Emergency Service operations. Level Crossing impacts on the branch line from Ipswich to Lowestoft have not yet been reviewed.
	Response by East Suffolk Council at Deadline 2	Leiston Branch Line The most significant level crossing on the branch line is on Station Road, Leiston which is hand operated. Any significant delays would require emergency vehicles to divert via King George Avenue and Lovers Lane. However, ESC understands that this level crossing would only be used while the LEEIE sidings are in operation (early years only). The temporary "Green Rail route" level crossing on Abbey Road will impact on traffic, including emergency vehicles using the B1122. While the location will not affect access to Lovers Lane and Sizewell B, it would be a constraint on access to the north of there.

ExQ1	Question to:	Question:
		The temporary "Green Rail route" level crossing on Buckleswood Road west of Leiston will have some localised impact on local movement although this is a minor road with low volumes of traffic. It is understood that the level crossing on King George Avenue will not be used as no trains access the sidings to the south. In terms of importance, the level crossing at Buckleswood Lane, just north of the B1119 Saxmundham Road is of next importance as this is a locally important north south link. This crossing would be affected both by trains using the "Green Rail route" and LEEIE sidings. The remainder of the level crossings are on minor roads and generally used by small numbers of local residents and landowners. A number of rights of way also cross the branch line although barriers are not generally present, and these are not used by emergency service vehicles. An increase in the number trains would have greatest impact on the B1122 Abbey Road and Buckleswood Lane (not Road) Level Crossings. The scale of the impact will depend on the timing of train movement as the majority of road movements at these locations is in the daytime. If additional trains result in long delays, particularly for those locations with manually operated barriers, alternative routes are limited and mostly on minor roads which could significantly increase journey or emergency service response times. Of greatest importance for a small number of residents and the emergency services is that a number of properties (Cottage Farm, Red Cottage Farm and Westhouse Farm) where the sole vehicular access is by private road or minor public highways via a level crossing. East Suffolk Line An increase in the number of trains would have some impact, and this is considered to be greatest if these trains were operated at daytime primarily as they would have a significant impact on timetabling of the passenger service. However, the alternative, which is night-time operation of trains on the East Suffolk Line has potentially significant adverse impacts arising with regards to noise impacts on receptors living close to the railway line. This is discussed further at NV.1.18, 1.19, 1.26, 1.27, 1.28 and 1.29. Issues of delivering five Trains Per Day Network Rail are currently working with the Applicant to understand the level of impact that the operation of the freight trains will have on the branch line and East Suffolk Line. Eight level crossings are required to be upgraded on the Saxmundham to Leiston Line and 21 level crossing on the East Suffolk Line will require mitigation to operate four trains per day. Although paragraph 3.4.38 of Volume 9 Chapter 3 [APP544] states that is possible to run five trains per day on the East Suffolk Line, Network Rail has indicated that the requirement to operate four trains per day (albeit all at night) at speeds of 20mph or 10mph would present challenges for some Level Crossings. Operation during the day would present unacceptable

ExQ1	Question to:	Question:
		circumstances at Melton Road Level Crossings and cause issues at Woodbridge and at Darsham level crossings. No further indication is provided about the likely affect across the rest of the rail network. There is not enough capacity at night to run a fifth train, so the operation of two freight trains during the day would be required. This would disrupt the running of two passenger trains between Lowestoft and Ipswich. ESC would like to see the delivery of a passing loop between Woodbridge and Saxmundham to create the additional capacity required for daytime running of freight trains. Any increase of trains is likely to affect waiting times and risk at level crossings such as Melton, Woodbridge, Darsham, Middleton, Haywards, Ferry Lane and at Westerfield, Bloss and Brick Kiln. For some footpath crossings, if they cannot be mitigated with Miniature Stop Lights, then closure and route diversion would be considered. Discussions are ongoing on this between the Applicant and Network Rail and progress is expected, but this remains a key concern.
	Response by Suffolk County Council at Deadline 2	Leiston Branch Line The most significant level crossing on the branch line is on Station Road, Leiston which is hand operated. Any significant delays would require emergency vehicles to divert via King George Avenue and Lovers Lane. However, SCC understands that this level crossing would only be used while the LEEIE sidings are in operation. The temporary "Green Rail route" level crossing on Abbey Road will impact on traffic, including emergency vehicles using the B1122. While the location will not affect access to Lovers Lane and Sizewell B, it would be a constraint on access to the north of there. The temporary "Green Rail route" level crossing on Buckleswood Road west of Leiston will have some localised impact on local movement although this is a minor road with low volumes of traffic. It is understood that the level crossing on King George Avenue will not be used as no trains access the sidings to the south. In terms of importance the level crossing at Buckleswood Lane, just north of the B1119 Saxmundham Road is of next importance as this is a locally important north south link. This crossing would be affected both by trains using the "Green Rail route" and LEEIE sidings The remainder of the level crossings are on minor roads and generally used by small numbers of local residents and landowners. A number of rights of way also cross the branch line although barriers are not generally present, and these are not used by emergency service vehicles.

ExQ1	Question to:	Question:
		An increase in the number trains would have greatest impact on the B1122 Abbey Road and Buckleswood Lane (not Road) Level Crossings. The scale of the impact will depend on the timing of train movement as the majority of road movements at these locations is in the daytime. If additional trains result in long delays, particularly for those locations with manually operated barriers, alternative routes are limited and mostly on minor roads which could significantly increase journey or emergency service response times. Of greatest importance for a small number of residents and the emergency services is that a number of properties (Cottage Farm, Red Cottage Farm and Westhouse Farm) where the sole vehicular access is by private road or minor public highways via a level crossing. East Suffolk Line An increase in the number of trains would have some impact, and this would be greatest if these trains were operated at daytime. SCC's main concern would be the A1152 level crossing in Melton which is on a part of the highway network under some stress during peak hours. The A1152 forms an important access route for significant parts of East Suffolk i.e. Bawdsey Peninsula, Bentwaters and Rendlesham and is thus sensitive to any disruption. This is particularly true for large vehicles where the alternative route is particularly onerous (A12-A1094-B1069) The impact of additional trains on minor road level crossings and Rights of Way will generally be minor on an individual basis but important when summed up across the route. Issues of delivering five Trains Per Day Network Rail are currently working with The Applicant to understand the level of impact that the operation of the freight trains will have on the branch line and East Suffolk Line. Eight level crossings are required to be upgraded on the Saxmundham to Leiston Line and 21 level crossing on the East Suffolk Line (ESK) will require mitigation to operate four trains per day. Although paragraph 3.4.38 of Volume 9 Chapter 3 states that it is possible to run five trains per day on the East Suffolk Line, Network Rail has indicated that the requirement to operate four trains per day (albeit all at night) at speeds of 20mph or 10mph would present some challenges for some Level Crossings. Operation during the day would present unacceptable circumstances at Melton Road Level Crossings and cause issues at Woodbridge and at Darsham level crossings. No further indication is provided about the likely affect across the rest of the rail network. There is not enough capacity at night to run a fifth train, so the operation of two freight trains during the day would be required. This would disrupt the running of two passenger trains between Lowestoft and Ipswich. SCC would like to see the delivery of a passing loop between Woodbridge and Saxmundham to create the additional capacity required for daytime running of freight trains. Any increase of trains is likely

ExQ1	Question to:	Question:
		to affect waiting times and risk at level crossings such as Melton, Woodbridge, Darsham, Middleton, Haywards, Ferry Lane and at Westerfield, Bloss and Brick Kiln. For some footpath crossings, if they cannot be mitigated with Miniature Stop Lights, then closure and route diversion would be considered. Discussions are ongoing on this between the Applicant and Network Rail and progress is expected, but this remains a key concern.
	Response by SZC Co. at Deadline 3	SZC Co.'s short response to this question at Deadline 2 provides the detail of the number, timing and frequency of closures at level crossings due to the passing of Sizewell C freight trains. The effects are limited in duration and 7 out of 8 movements occur at night (when severance and delay would be less significant), whilst the day time movement occupies an existing train path. These limited impacts are inherent in the use of rail, which the authorities strongly support but have been limited by the use of night time capacity. Network Rail's response is helpful in its assessment of any risk involved. There is some misunderstanding apparent in responses about the scale of level crossing intervention required. The best current understanding of the detail of potential level crossing interventions is provided in the Statement of Common Ground between SZC Co. and Network Rail, submitted at Deadline 2 [REP2-074].
	Response by Woodbridge Town Council at Deadline 3	WTC observes that holdups here already cause long tailbacks at peak times along the A1152. Even with the suggested dualling of the track between Woodbridge and Saxmundham, we expect that operating long, slow freight trains through Melton at peak hours would cause gridlock to reach along the B1438 as well and directly exacerbate congestion in Woodbridge. This would affect Woodbridge people's ability to reach Woodbridge and Melton primary schools by car, bus or cycle. Walking to school would also be more difficult because of crossing the roads (already so many families use the lights-controlled crossing at Melton Primary that there isn't time for all the people waiting to cross in one change of the lights). It would also adversely impact the ability for emergency services to reach many parts of Woodbridge (not to mention other communities). The serious congestion could extend back to Lime Kiln Quay Road, would threaten to undo all the progress made in bringing the air quality within legal limits in the AQMA. Also there could be air quality impacts on Woodbridge County Primary because it would be close to queuing traffic on Melton Road and Pytches Road. Overall, the impact would be so great, that it is unacceptable to run freight trains through Melton at peak hours (commuting and school-run times, 8-9.30am and 2.45-6.00pm). Regarding operating 5 trains per day (in each direction), both SCC and ESC observe that they can't all be scheduled at night and require

ExQ1	Question to:	Question:
		some day-time running, which in turn requires a passing loop in order to keep the hourly passenger service. As ESC's response says, neither day-time nor night-time trains offer a workable way forward without rail infrastructure upgrade. WTC notes this point, and repeats its previous comment that full line dualling between Woodbridge and Saxmundham would be required to give full transport resilience to passenger and freight services. A possible, less resilient option would be two passing loops, one each side of Campsea Ashe. With careful timetabling of trains passing through Melton in both directions simultaneously, hold-ups could be decreased, and there should be time to run most of the freight trains during the day. Thus, in the undesirable event of the Sizewell C project going ahead, the impact of congestion and night-time noise caused by trains could be reduced somewhat. WTC's position is that there would be unacceptable impact on Woodbridge's economy, health and well-being if construction were allowed to start before the East Suffolk Line is dualled between Woodbridge and Saxmundham. NWR's response seems to mention only level crossing barrier times
	Response by SZC Co. at Deadline 5	These issues will be updated in the next version of the Statement of Common Ground with Network Rail.
Chapter 17 - HE.1 Historic environment (terrestrial and marine)		
General		
HE.1.2	ESC, SCCAS, Historic England	Overarching Written Scheme of Investigation (WSI) Please provide a critique of the Overarching WSI contained within Appendix 2.11.A of [AS-210]. Are you satisfied that the content and level of detail would allow you to discharge your responsibilities?
	Response by SZC Co. at Deadline 2	An updated version of Overarching WSI has been produced which addresses comments received from SCCAS since January 2021. This is being finalised and will be submitted at Deadline 3.
	Response by East Suffolk	ESC defers to SCC Archaeological Service and Historic England on this matter.

ExQ1	Question to:	Question:
	Council at Deadline 2	
	Response by Suffolk County Council at Deadline 2	SCC have reviewed the updated Overarching WSI submitted by the Applicant and although are generally satisfied with its content, have requested minor amendments to ensure that it meets requirements and therefore enable this document to be approved by ourselves. The Applicant has subsequently revised this document in accordance with these comments and has indicated that they will submit the amended version of this document as part of the examination. This document provides the overarching strategy for ongoing archaeological assessment and mitigation for the project but will need to be supported by Site Specific WSIs for each phase of assessment and mitigation work for every site within the DCO red line boundary, alongside detailed method statements for each site and phase of work to be produced by the appointed archaeological contractor(s).
	Response by SZC Co. at Deadline 3	A revised Overarching Archaeological Written Scheme of Investigation has been submitted at Deadline 3 (Doc Ref. 6.14 2.11.A (A)) incorporating comments made by SCCAS and Historic England.
	Response by Historic England at Deadline 3	Historic England recently provided commented on this document (3rd Dec 2020) to the applicant. The version provided in the ES is therefore broadly in line with draft versions that we have previously seen. We are comfortable that the proposed archaeological investigation methods are sensible and appropriate. We have provided more detail in our written representation (see Paras 2.76- 2.87) and have recommended and detailed minor changes that need to be made prior to approval of the final WSI.
	Response by SZC Co. at Deadline 5	SZC Co note the response provided to ESC at Deadline 3 and confirm that amendments suggested by Historic England were actioned in the revised WSI submitted at Deadline 3 [REP3-022].
Main Development Site (MDS)		
HE.1.5	ESC, SCCAS, Historic England	Evaluation Trenching At paragraph 16.3.31 [APP-272], the Applicant confirms several limitations in respect of the assessment. One such limitation is that it has not been possible to undertake evaluation trenching on some areas of the site, however most of the site has been subject to a magnetometry survey. Are you satisfied with this approach?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC defers to SCC Archaeological Service and Historic England on this matter.
	Response by Suffolk County Council at Deadline 2	SCC are satisfied with the level of archaeological survey undertaken so far and accept the reasons why the Applicant has been unable so far to access some sites within the DCO red line boundary to complete both magnetometry and trial trenching surveys. SCC are satisfied that the most sensitive archaeological areas within the scheme have been subject to full evaluation already and feel the work undertaken so far is sufficient for decision making purposes. However, the completion of magnetometry and trial trenching surveys across all remaining areas of the DCO red line boundary which have not yet been subject to full archaeological assessment, followed by mitigation (across all areas of the DCO red line boundary) prior to the commencement of any site preparation, landscaping, ecological mitigation or construction works, should still be required going forward. This outstanding assessment and mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording. See LIR Annex J (examination library reference pending).
	Response by SZC Co. at Deadline 3	SZC Co. welcomes SCC's comments and affirms its commitment to completing the evaluation fieldwork ahead of defining a mitigation strategy for any parts of sites to which this applies. SZC Co. is working with SCC Archaeological Service to ensure that Requirement 3: Project Wide - Archaeology and Peat of the DCO clearly reflects this. The revised Overarching Archaeological Written Scheme of Investigation (Doc Ref. 6.14 2.11.A (A)) provides for and defines standards for further archaeological trenching post-consent to determine the scope and nature of further mitigation proposals in areas that have not to date been subject to intrusive investigative work.
	Response by Historic England at Deadline 3	We recommend evaluation should be undertaken prior to the submission of the DCO as following best practice, and industry norms. We have however acknowledged that some parts of the development area could not be fully evaluated prior to the DCO submission. This is due to several limiting factors including land access and COVID 19. We are pleased to see a commitment in the ES to fully evaluate and investigate all archaeological sites at the earliest opportunity.

ExQ1	Question to:	Question:
		Whilst we acknowledge the issues the applicant has faced during this campaign this lack of evaluation does present number of limitations for the applicant, and a potential policy issue that the Examining Authority (ExA) need to be aware of. In particular that the lack of evaluation and testing of known assets and exploration for unknown sites means the significance of known and unknown assets across all part of the development area can not been fully established. This is only in those areas that have not been evaluated. The consideration is with regards to the requirements of the historic environment polices set out in EN-1 (Overarching NPS for Energy) when the ExA seeks to weigh the balance in relation to harm and benefit as set out in paragraph 5.8.15. For example 5.8.12 asks that in considering the impact of a proposed development on any heritage assets, the Examining Authority would need to take into account the level of 'significance' of any heritage assets and that 'account should be taken of the desirability of sustaining and, where appropriate, enhancing the significance of heritage assets'. The Examining Authority would also need to take into account Policy 5.8.14 which states 'There should be a presumption in favour of the conservation of designated heritage assets' and then paragraphs 5.8.4 and 5.8.5 in that regard. We broadly accept an approach that uses site-specific Written Scheme of Investigations (WSI) to approach all sites however we also recommend the examining authority seek from the applicant a commitment to undertaking a full assessment of significance at the earliest opportunity. Furthermore should heritage assets be identified that would meet the criteria set out in para 5.8.4 or 5.8.5 then Historic England and the LPA Archaeological Advisors should be contacted at the earliest opportunity so that discussions can be undertaken with regards to the appropriate method for the conservation of heritage assets as set out in 5.8.14. We also would ask the ExA in relation to this matter to ensure that they are comfortable that the DCO is sufficiently well worded to ensure a full programme of archaeological works will be completed post consent and confirm the applicant's commitment to completing this work.
	Response by SZC Co. at Deadline 5	SZC Co. notes Historic England's comments and note that in cases where pre-determination investigation has not been possible, and where heritage assets of equivalent significance to scheduled monuments are identified in archaeological investigations, consultation with SCCAS and Historic England will be undertaken to determine an appropriate strategy for conservation as far as is reasonably practicable within the approved parameters for development.
HE.1.7	ESC, SCCAS, Historic England	Summary of Survey Status

ExQ1	Question to:	Question:
		Table 16.5 [APP-272] confirms where geophysical surveys and/or evaluation trenching has not been undertaken. In such areas, the Applicant has confirmed that a programme of further work will be set out in a site-specific Written Scheme of Investigation. Do you see any significant limitations with this approach?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC defers to SCC Archaeological Service and Historic England on this matter.
	Response by Suffolk County Council at Deadline 2	SCC are happy with this approach. Site specific WSIs should be required for each phase of assessment and mitigation work for every site within the DCO red line boundary, alongside detailed method statements for each site and phase of work to be produced by the appointed archaeological contractor(s). These documents must also be in line with the final approved Overarching WSI. This outstanding assessment and mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording. See LIR Annex J (examination library reference pending).
	Response by SZC Co. at Deadline 3	SZC Co. notes and agrees with SCC's comments.
	Response by Historic England at Deadline 3	See advice above at HE 1.5.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
HE.1.10	The Applicant	Unrecorded Heritage Assets Paragraph 16.4.69 [APP-272] discusses the potential for heritage assets which have not previously been identified or recorded to be present in areas of the site that have not been subject to geophysical surveys

ExQ1	Question to:	Question:
		and/or evaluation trenching. Please confirm if the SSSI crossing and borrow pit field 2 have been subject to survey? If not, please explain why.
	Response by SZC Co. at Deadline 2	Neither the SSSI crossing nor Borrow Pit Field 2 have been subject to survey. As set out in Volume 2, Chapter 16, paragraph 16.4.69 (Terrestrial Historic Environment) of the ES [APP-272], environmental effects at the SSSI crossing were assessed to be minimal. This conclusion was based on the observed depth of modern made-ground within the former Sizewell B compound area, and areas of dense planting to the north. It is concluded that any near-surface archaeological remains would have been exposed to significant disturbance during the construction of Sizewell B. Given the significant biodiversity sensitivity of this site, it was not considered appropriate to carry out intrusive archaeological works as part of the wider evaluation programme. Access was not possible to Borrow Pit Field 2 without causing disturbance to livestock and crops that would have been unacceptable to the landowner. The results of evaluation from adjacent fields highlight the potential presence of archaeological remains in this area which are assessed at paragraph 16.6.42 [APP-272]. Appropriate provision will be made for archaeological investigation of this area prior to construction.
	Response by Suffolk County Council at Deadline 3	With regards to the SSSI crossing SCC is concerned that this area is not being scoped in for work. Surface disturbance is assumed but not yet proven, but there is also a potential for deep deposits- evaluation is required to determine this. We have previously advised the Applicant of the following, which we maintain is required: Potential for buried surface archaeological deposits, including wet-zone activity, as well as palaeoenvironmental remains. Potential for waterlogged prehistoric settlement, potentially of major significance. For surface archaeology, trial trenched evaluation and palaeo-environmental assessment required, subject to an agreed WSI, with mitigation as appropriate based upon the results. For deeper deposits, assessment required in line with the peat strategy. Further mitigation to be decided pending results of evaluation.
	Response by SZC Co. at Deadline 5	It is not accurate to say that no further archaeological works are planned at the SSSI Crossing. The archaeological potential of this area, albeit limited, is recognised. A site-specific Written Scheme of Investigation will be developed and agreed with SCCAS in general accordance with the Overarching Written Scheme of Investigation [REP3-022] and, where deeper peat deposits are present and would be affected, the Peat Strategy.

ExQ1	Question to:	Question:
HE.1.12	ESC, SCCAS, Historic England, English Heritage	Direct Effects on Heritage Assets – Construction Paragraph 16.6.55 [APP-272] notes that groundworks associated with the construction of the accommodation campus, roundabout and site entrance of the MDS has the possibility of potentially harming buried archaeological remains associated with the Leiston Abbey assets (LB 121573, LB 1215754, LB 1216380 and LB 1268290). Please comment as to whether such assets comprise relatively minor and peripheral elements of the monastic landholding? Would harm to such designated assets discernibly affect the informative potential of them?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC defers to SCC Archaeological Service and Historic England on this matter.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE and ESC to advise regarding impacts to designated heritage assets. Evaluation of the accommodation campus, roundabout and MDS site entrance has defined multi-period archaeological remains (dating from prehistory through to the post-medieval period). Some medieval remains contemporary with the Abbey have been defined, however, we would agree that these are peripheral to the main designated area. SCC would advise that impacts to the defined archaeological remains can be appropriately mitigated by a programme of archaeological mitigation work (as well as post excavation analysis, reporting, publication and archive deposition), secured through appropriate and detailed requirement wording. See LIR Annex J (examination library reference pending).
	Response by English Heritage Trust at Deadline 2	EHT does not have significant comments to make on this matter and defers the technical response to Historic England. However, as part of the strategies to evaluate the archaeological value, and potential value, of the land around Leiston Abbey, and the surveys pre-commencement, EHT would appreciate a record of any significant finds related to the abbey. This would aid in the understanding of Leiston Abbey, and the surrounding contemporary communities. In turn, this would help to better reveal the significance of the abbey site.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	SZC Co. notes SCC's response and clarifies that the potential remains identified at Volume 2, Chapter 16 , paragraph 16.6.55 of the ES [APP-272] are non-designated heritage assets that are not covered by any national or local designations. More detail is set out in the Response to the LIR submitted at Deadline 3. Dissemination of the results of archaeological work, either as formal reports and publications or via outreach is identified as a key element of the Overarching Archaeological Written Scheme of Investigation (Doc Ref. 6.14 2.11.A (A)).
	Response by Historic England at Deadline 3	Historic England would need to defer to the LPA archaeological advisors at SCCAS as we have primarily assessed the impact of the development on the significance of the designated heritage assets at Leiston Abby. However, we would draw the ExA attention to Policy 5.8.4 of EN-1.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
HE.1.13	ESC, SCCAS, Historic England	Peat Strategy Please confirm whether the content of the Peat Strategy contained within Appendix 16G [APP-275] is satisfactory? If required, please provide suggested amendments or additions.
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC defers to SCC Archaeological Service and Historic England on this matter.
	Response by Suffolk County Council at Deadline 2	SCC are happy that the Peat Strategy document is satisfactory. A Peat Strategy Mitigation WSI supplementary to (and in accordance with this document) this will, however, need to be secured through appropriate and detailed requirement wording. See LIR Annex J (examination library reference pending).
	Response by SZC Co. at Deadline 3	SZC Co. notes the general agreement to the principle of the Peat Strategy. More detailed comments on SCCAS comments on the Peat Strategy are set out in the SZC Co. Response to the LIR (Doc Ref. 9.29) submitted at Deadline 3.

ExQ1	Question to:	Question:
	Response by Historic England at Deadline 3	As set out in our written representation we can confirm we support the adoption of the Peat Strategy (Volume 2, Appendix 16G), and have been an advocate of its development and implementation. We have seen several drafts since it was first written and most recently in 2020, and we do not have any further comments at this stage. We have also set this out in our Written Representation.
	Response by SZC Co. at Deadline 5	SZC Co have responded to the comments made by SCCAS on the Peat Strategy in their Response to the LIR [REP3-044].
HE.1.15	The Applicant, English Heritage	Leiston Abbey Second Site – Sustainable Conservation and Management Plan Please provide detail and a progress update on the proposed Sustainable Conservation and Management Plan. To the Applicant - Is the plan to be included as mitigation? If so, how is this to be secured?
	Response by SZC Co. at Deadline 2	English Heritage has provided SZC Co. with a copy of their draft 'Sustainable Conservation, Vision and Stewardship Management Plan' (SCVSMP) to help inform discussions on the heritage contribution for Leiston Abbey (second site). The contribution will be secured in the Deed of Obligation (Doc Ref. 8.17(C)) and be used towards the carrying out of what is currently described in Schedule 8 as the 'Second Leiston Abbey Site Enhancement Scheme', the details of which will be annexed to the Deed of Obligation. This wording may be amended to directly refer to identified measures set out within the SCVSMP as discussions progress.
	Response by Pro Corda Trust for Deadline 2	Pro Corda need to be involved directly and centrally in the production and execution of a sustainable CMP – not least as fulltime managers of the Leiston Abbey site. A CMP is in our view an appropriate tool to guide and manage the change that this site is undoubtedly going to undergo over the next 10 years and beyond during the construction phase. It should also guide the post-construction camp restoration of the area (lighting, sports facilities etc,) which should also be secured by condition and agreement following consultation with Pro Corda and other affected parties.
	Response by English Heritage Trust for Deadline 2	EHT has provided the latest version of the "Sustainable Conservation and Management Strategy" (SCMS) to the applicant. This is a costed plan to help mitigate the effects of the Sizewell C project on Leiston Abbey second site. EHT proposes that the works and projects within the SCMS provide the protection and enhancement needed. This includes advocacy for best practice site maintenance and care, conservation, improving understanding of the site, enhancing the visitor experience, and promoting local community participation.

ExQ1	Question to:	Question:
		The mitigation in the SCMS will predominantly be delivered by EHT (and its contractors), but the funding for it will substantially be secured by S106 obligations. The full scale of these effects and the mitigation required should continue to be discussed through the DCO process. Obligations and S106 discussions continue on a 'without prejudice' basis. This will help to better reveal the significance of the Abbey site, and help protect the site for generations to come.
	Response by SZC Co. for Deadline 3	Detailed discussions with EHT and Pro Corda regarding measures to be included within the Deed of Obligation (Doc Ref. 8.17(D)) are ongoing. As set out within the updated Statement of Common Ground with Pro Corda submitted at Deadline 3 (Doc Ref. 9.10.21(A)), Pro Corda <i>"welcome the joint working of the 3 parties alongside the heritage fund and resilience fund being treated separately"</i>.
	Response by RSPB and SWT at Deadline 3	In relation to the ExA Q HE.1.15 on the Leiston Abbey Second Site – Sustainable Conservation and Management Plan: Question: <i>Please provide detail and a progress update on the proposed Sustainable Conservation and Management Plan. To the Applicant - Is the plan to be included as mitigation? If so, how is this to be secured?</i> And the Applicant's response stating that English Heritage had provided a draft 'Sustainable Conservation, Vision and Stewardship Management Plan' <i>to help inform discussions on the heritage contribution for Leiston Abbey (second site). The contribution will be secured in the Deed of Obligation (Doc Ref. 8.17(C)) and be used towards the carrying out of what is currently described in Schedule 8 as the 'Second Leiston Abbey Site Enhancement Scheme', the details of which will be annexed to the Deed of Obligation. This wording may be amended to directly refer to identified measures set out within the SCVSMP as discussions progress.</i> We note that in Schedule 8, paragraphs 3.2 there is a new provision for SCC to monitor and procure monitoring is now included. As set out in our Written Representations, Section 6, it is worth noting that the RSPB has responsibility to maintain the scheduled monument. Currently we have not discussed with the Applicant and will seek to do with along with SCC and update the Examining Authority following those discussions.
	Response by SZC Co. at Deadline 5	Leiston Abbey (second site) to which this question relates is an English Heritage guardianship site, hence why the heritage contribution for Leiston Abbey (second site) is being discussed with English Heritage. The heritage asset on the RSPB's land is Scheduled Monument (SM 1015687) at Leiston Abbey (first site) with later chapel and pillbox. Discussions are now underway with the RSPB Reserves Archaeologist on the specific measures to be funded and these are likely to include improved interpretation and information, including to help visitors better understand the link between the first and second Leiston Abbey sites.

ExQ1	Question to:	Question:
		The monitoring contribution proposed for SCC relates to the archaeological fieldwork and not to monitoring of the heritage contributions for the Leiston Abbey first and second sites.
HE.1.19	ESC, SCCAS, Historic England, National Trust	Enhancement of the Permanent Beach Landing Facility (BLF) (Change 2) Due to the proposed enhancement of the permanent BLF, it is stated that increased visibility of construction plant is likely from the Coastguard Cottages, Leiston Abbey first site and from the edges of the Aldeburgh and Southwold Conservation Areas. Are you satisfied that, as detailed in [AS-181], such an increase in visibility would not alter the level of significance of effect on the above assets?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by National Trust at Deadline 2	The NT agrees that the changes to the permanent BLF will increase visibility of construction plant from Coastguard Cottages, due to the elevated position of our site with clear views to the south encompassing the construction site. This impact needs to be considered in combination with the increased vessel movements and birthing which it would facilitate, the additional proposed lighting, and the extension further seaward. We note the view of East Suffolk Council in the Local Impact Report which states "This development creates a magnitude of change here greater than experienced by any other heritage asset, resulting from the intensification of the industrialisation of this part of the coastline and subsequent reduction in the undeveloped coastal landscape which currently contributes to an appreciation of the Coastguard Cottages". We agree with the Council's position that challenges the conclusion of the ES with regard to the significance of effect on Coastguard Cottages and we concur that in our view there will be a medium magnitude of impact leading to a moderate adverse effect for our asset of medium heritage significance.
	Response by East Suffolk Council at Deadline 2	Yes, ESC is satisfied that an increased visibility of construction plant in relation to the enhancement of the permanent BLF would not alter the level of significance of effect on the cited heritage assets.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE and ESC to advise regarding this element.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	SZC Co. notes the response of ESC, and considers that the response of National Trust does not consider the visibility of the changes to the permanent BLF in the context of a change to previous proposals, consequently overstating the nature and effect of this change. Further consideration of change to the setting of Coastguard Cottages is set out in the SZC Co. Response to the LIR submitted at Deadline 3 (Doc Ref. 9.29).
	Response by Historic England at Deadline 3	We have limited as per our remit comment to the highly graded asset of Leiston Abbey pt site and defer to the LPA and colleagues with regards to the other assets mentioned under HE.1.19. In relation to Leiston Abbey first site we already consider the impact of the construction phase and the operation of the development to represent a very high degree of harm to its significance through development within its setting, resulting in a significant effect in EIA terms. This is set out in our written representation. The changes to the BLF would not in our view add much to the overall quantum of development and would not raise or change our view on the overall level of harm or the significance of the effect of the development as a whole. The effect on the marine historic environment would not be sufficiently different and would be addressed by the comments as set out in our written representation.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
HE.1.20	ESC, SCCAS, Historic England, National Trust	Temporary Beach Landing Facility (BLF) (Change 2) Are you satisfied that the construction of the temporary BLF would be seen within the wider context of construction related activity and visibility would be relatively limited? Do you concur that as a consequence of such limited visibility the level of significance of the effects on Coastguard Cottages, Leiston Abbey first site and from the edges of the Aldeburgh and Southwold Conservation Areas would not change to that detailed in the initial assessment findings in [APP-272]?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.

ExQ1	Question to:	Question:
	Response by National Trust at Deadline 2	Whilst the construction (and presence) of the temporary BLF would be seen within the context of other construction activity, we do not consider that visibility would be relatively limited. Although it would be located to the south of the permanent BLF, the structure would be approximately 500 metres in length, include a jetty head up to 62 metres in width and a temporary conveyor which would cross the beach into the main development site. Taken together, the cumulative impact of both BLF's and associated infrastructure would significantly increase the amount of development which would be seen on the beach in front of the Sizewell C site and extending seaward. The mooring and movement of large vessels will also add visual clutter within the seascape and the additional lighting required will have a greater impact on the night sky. The development will have a greater footprint and extend over a much larger area than originally proposed. All of this would be visible within the setting of Coastguard Cottages, the location of which affords elevated views of the landscape and seascape towards the Sizewell C site. We do not consider that visibility of the additional temporary BLF and associated infrastructure would be limited. Furthermore, it would not be possible to mitigate the impact of development extending seaward from our site. Accordingly, we are of the opinion that this would have a greater impact on the setting of Coastguard Cottages and level of effects on significance would be greater as referred to by East Suffolk Council in the Local Impact Report which states "This development creates a magnitude of change here greater than experienced by any other heritage asset, resulting from the intensification of the industrialisation of this part of the coastline and subsequent reduction in the undeveloped coastal landscape which currently contributes to an appreciation of the Coastguard Cottages"
	Response by East Suffolk Council at Deadline 2	Yes, ESC is satisfied that the construction of the temporary BLF would result in limited visibility when seen in the wider context of the construction of the Main Development Site. ESC accepts that there would be no change in the level of significance of the effects on the cited heritage assets that are Coastguard Cottages and the Aldeburgh and Southwold Conservation Areas. The area of construction proposed for the temporary BLF will appear relatively minor in scale in relation to the overall MDS and does not contribute to the significance of the aforementioned Conservation Areas.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE and ESC to advise regarding this element.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	SZC Co. notes the response of ESC and considers that the National Trust response overstates the potential visibility of the temporary BLF and associated infrastructure, which would be largely screened by the permanent BLF and seen only in the context of the active construction site. Any change arising to night-time views of the construction site would be minimal. Further consideration of change to the setting of Coastguard Cottages is set out in the Comments on Councils' Local Impact Report (Doc Ref. 9.29) submitted at Deadline 3.
	Response by Historic England at Deadline 3	See our comments in relation to HE.1.19.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
HE.1.21	The Applicant	Additional Fen Meadow Habitat at Pakenham (Change 11) Please confirm what survey work has been undertaken at Pakenham to date.
	Response by SZC Co. at Deadline 2	SZC Co. has not undertaken any archaeological fieldwork on the Pakenham site. It is considered that the effects of the proposed scheme would be limited and localised in any case, and that archaeological investigation targeted on discrete areas of disturbance secured by requirement would be the most appropriate response.
	Response by Suffolk County Council at Deadline 3	All areas at the Pakenham Fen site where ground disturbance is planned will need to be subject to archaeological trial trenched evaluation, followed by mitigation as appropriate. The nature of proposed works in this area is not yet clear, therefore at present, the entire site must be scoped in for post-consent archaeological assessment and mitigation.
	Response by SZC Co. at Deadline 5	SZC Co. notes the response by SCCAS and confirms that an archaeological response to the construction of the Fen Meadow Habitat will be set out in a site-specific WSI produced in accordance with the Overarching Archaeological Written Scheme of Investigation [REP3-022].
HE.1.22	The Applicant	Site of Special Scientific Interest Crossing (Change 6) Both ESC and SCC state that the terrestrial historic environment should be considered because of the change in design [AS-307]. Please expand on why this change does not alter the assessment of effects on the terrestrial historic environment.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	As noted in the response to Question HE 1.10 in this chapter environmental effects at the SSSI crossing were assessed to be minimal (Volume 2, Chapter 16, paragraph 16.4.69 (Terrestrial Historic Environment) of the ES) [APP-272], as near-surface archaeological remains would have been exposed to significant disturbance during the construction of Sizewell B. The changes proposed present an equivalent degree of intrusion such that it is anticipated that any effects would be of equivalent magnitude to the proposals assessed in the ES.
	Response by Suffolk County Council at Deadline 3	Please see SCC comment on HE.1.10
	Response by SZC Co. at Deadline 5	Please see SZC comments on HE.1.10 above.
HE.1.23	ESC, SCCAS, Historic England, English Heritage	Mitigation Alongside of the proposed site-specific WSI and Peat Strategy, is any further mitigation necessary in relation terrestrial heritage effects at the MDS? If necessary, how do you consider such measures should be secured?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC does not consider that further mitigation is considered necessary in relation to non-archaeological terrestrial heritage effects at the Main Development Site.
	Response by Suffolk County Council at Deadline 2	The completion of magnetometry and trial trenching surveys across all remaining areas of the DCO red line boundary at Main Site which have not yet been subject to full archaeological assessment, followed by archaeological mitigation (across all areas of the DCO red line boundary) prior to the commencement of any site preparation, landscaping, ecological mitigation or construction works, should still be required going forward. Site specific WSIs should be required for each phase of assessment and mitigation work for every site within the DCO red line boundary, alongside detailed method statements for each site and phase of

ExQ1	Question to:	Question:
		work to be produced by the appointed archaeological contractor(s). These documents must also be in line with the final approved Overarching WSI. In addition, a Peat Strategy Mitigation WSI (which is in line with the Peat Strategy) needs to be produced and implemented. This outstanding assessment and mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording. See LIR Annex J (examination library reference pending).
	Response by English Heritage Trust at Deadline 2	EHT is concerned about the impact and harm of the MDS on the Leiston Abbey (second site). It is agreed that the impacts are less than substantial but will nevertheless be significant in places. EHT accepts that some embedded mitigation (primarily landscaping and tree buffers) in the Sizewell C Project will reduce the effects. EHT has also proposed a Sustainable Conservation and Management Strategy (SCMS) as mitigation, and this has been shared with SZC Co. The mitigation in the SCMS will predominantly be delivered by EHT (and its contractors), but the funding for it will be secured by S106 obligations. The full scale of these effects and the mitigation required should continue to be discussed through the DCO process. Obligations and S106 discussions continue on a 'without prejudice' basis.
	Response by SZC Co. at Deadline 3	SZC Co can confirm that site-specific WSIs will be produced in accordance with the Overarching Archaeological WSI to set out the scope and methods of investigative works, including additional trial trenching where this is required. A more detailed response to SCC's comments on the Peat Strategy is set out in the Comments on Councils' Local Impact Report (Doc Ref. 9.29) submitted at Deadline 3. Discussions with EHT regarding measures to be included within the Deed of Obligation (Doc Ref. 8.17(D)) are ongoing.
	Response by Historic England at Deadline 3	Historic England would like to be reassured that any additional heritage mitigation proposed would be secured via an appropriately worded legally binding agreement such as a s.106 agreement or similar. This includes any off-site mitigation proposed for Leiston Abbey 1st and 2nd sites. We have for example recommended a programme of mitigation for Leiston Abbey 1st site that could include conservation repairs, education packages, signage and interpretation, this would need to be directed to the site owners and funding 'ring fenced' for heritage matters. We have supported a similar approach be directed to the guardians and site owners at Leiston Abbey 2nd site.
	Response by SZC Co. at Deadline 5	SZC Co notes, with regard to Historic England's response, that discussions with EHT and Pro Corda regarding measures to be included within the draft Deed of Obligation (Doc Ref. 8.17(E)) are ongoing.

ExQ1 Question to: Question:		
Sizewell Link Road (SLR)		
HE.1.25	The Applicant	Ancient and Veteran Trees Please confirm whether ancient and veteran trees would be retained and adequately protected during construction? Would measures employed comply with Natural England's Standing Advice in relation to tree buffer zones?
	Response by SZC Co. at Deadline 2	The trees to be removed are shown on the vegetation removal plans. For Sizewell link road these are included at Figures 6.2.9 to 6.2.12 of the ES Addendum [AS-198]. When any tree is to be retained, the measures defined in Part C of the Code of Construction Practice (CoCP) (Doc Ref. 8.11(B)) would be employed to protect the tree, as follows: <i>"Trees within or adjacent to the site boundary, which are to be retained, will be protected in line with the recommendations in BS 5837: Trees in relation to design, demolition and construction – Recommendations.</i> <i>The following measures will be implemented, as appropriate [edited for relevance]:</i> <i>• provision of appropriate protective fencing to reduce the risks associated with vehicles trafficking over root systems or beneath canopies;</i> <i>• measures to prevent compaction of soils;</i> <i>• maintenance of vegetation buffer strips, where practicable;</i> <i>• standard guidance for working within root protection zones including procedures to follow in the event that significant roots are uncovered during work".</i> There are currently no measures in the CoCP specifically for retained veteran trees. Natural England's standing advice is that a buffer zone around an ancient or veteran tree should be at least 15 times larger than the diameter of the tree. The buffer zone should be 5m from the edge of the tree's canopy if that area is larger than 15 times the tree's diameter. SZC Co. commits to reviewing the location of all retained veteran trees in close proximity to the associated development sites and determining whether Natural England's standing advice can be included with an updated version of the CoCP to further protect these trees.
	Response by Stop Sizewell C at Deadline 3	Ancient and Veteran trees. We are not clear whether the SLR will affect any ancient or veteran trees? We are concerned that the Applicant does not appear know the location of veteran trees and important hedgerows. These are significant landscape features.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	The alignment of the Sizewell link road would result in the loss of two veteran trees, as identified on the Ancient Woodland Inventory. An additional arboricultural survey will be undertaken and will identify if there are additional trees within the Sizewell link road site that could be classed as veteran. The results of the surveys will be submitted at Deadline 8. The Code of Construction Practice (CoCP) (Doc Ref. 8.11(C)) will be updated to include recommendations set out in the arboricultural survey. The locations of important hedgerows (both retained and removed) are shown on the Sizewell Link Road Site Clearance Plan [AS-138]
HE.1.26	ESC, SCCAS, Historic England	Historic Landscape Character - Important Hedgerows Paragraph 9.4.21 [APP-467] confirms that it is likely that most surviving hedgerows within the site would be considered important under the Hedgerow Regulations. Are you satisfied that these hedgerows are best considered of low heritage significance?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	The site route of the Sizewell Link Road mainly falls within the Suffolk Historic Landscape Character Assessment Sub Type 1.1 Pre 18th century enclosure (random fields) which is characterised by fields of an irregular pattern i.e., without a dominant axis. Many are of medieval origin or earlier, and display species rich boundary hedges. Where such field patterns are seen, they are regarded as some of our earliest farming landscapes. Although of some notable antiquity, such landscapes are not exceptionally rare, so ESC considers that the hedgerows in this case are of moderate to low heritage significance. The ES [APP-467] states that, apart from where the road route severs hedge lines, field boundary hedgerows will be retained and protected during the duration of the development, and indeed planted up and enhanced where possible. It is accepted that inevitably a road route will cut through the existing pattern of the landscape, but for the most part, the wider fabric of the landscape remains intact and legible and so in that respect the harm to the heritage significance of the hedgerows is minor, even if ESC would suggest that the overall heritage significance is moderate to minor.
	Response by Suffolk County Council at Deadline 2	The methodology employed in the assessment of impacts on the terrestrial historic environment defines 'Low' significance as 'Asset has significance for elements of archaeological, architectural, historic, or artistic interest.' Hedgerows considered important under the Hedgerow Regulations can reasonably be considered as falling into this level, relative to other historic assets.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No response from SZC Co. is required
	Response by Historic England at Deadline 3	Historic England would defer to the LPA and their specialist heritage advisors with regards to this topic.
	Response by SZC Co. at Deadline 5	No response from SZC Co. is required.
HE.1.29	ESC, SCCAS, Historic England	Primary Mitigation - Theberton Hall Would the proposed woodland planting to the west of the SLR, described at paragraph 9.5.5 [APP-467], in the vicinity of Dovehouse Farmhouse adequately compensate for the loss of woodland in the belt west of Theberton Hall? In addition, would the proposed woodland planting east of the SLR successfully minimise views from Theberton Hall Estate and help integrate the proposed Pretty Road overbridge into the surrounding landscape?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	The proposed woodland planting will compensate for the partial loss and severance of Plumtreehill Covert to the west of Theberton Hall in terms of area. It will still provide a westerly view of a belt of woodland from Theberton Hall over time, albeit in an imposed location. However, this will only indirectly compensate for the further erosion of the historic landscape character and remnant parkland (of which the Covert is a part) to Theberton Hall caused by the route of the Sizewell Link Road (SLR), see paragraph 12.60 of the LIR [REP1-045]. The harm arising will be residual and permanent proposed woodland planting east of the SLR in blocks and belts is typical of the local landscape. It will change the setting to Theberton Hall but still provide woodland in a view from it. However, the planting will be a feature imposed on the landscape rather than arising from it in accordance with the existing historic pattern of hedgerows, fields and woodland.

ExQ1	Question to:	Question:
		It is difficult to understand in what way an overbridge can be 'integrated' into its landscape surroundings. The overbridge, itself, will be semi-remote from Theberton Hall and screened from it and its entrance off Pretty by the proposed tree planting. Much will depend upon the design of the overbridge itself to ensure that it somehow retains the charming rustic character of the countryside lane, if that is possible.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE and ESC to advise regarding this element.
	Response by SZC Co. at Deadline 3	A more detailed response to ESC comments on Theberton Hall is set out in the Comments on Councils' Local Impact Report (Doc Ref. 9.29) submitted at Deadline 3.
	Response by Historic England at Deadline 3	Theberton Hall is a grade II listed building and therefore we have deferred to the LPA in relation to the impact of the development and any proposed planting upon its significance. We have however identified its former parkland as a potentially under-represented non-designated heritage asset in our written representation (please see HE WR paragraph 2.133 to 2.140). We have raised a concern about the impact of the development on the former park and specifically on Plumtreehills Covert in our written rep (see HE WR paragraph 2.133 to 2.140). The loss of significance caused by the harm to the former parkland and the parkland planting belt is regrettable in the context of a non-designated heritage asset. We recommend the applicant reconsider this matter in order that the ExA can undertake the balancing required under (5.8.15).
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on Theberton Hall in the Response to Written Representations [REP3-042].
HE.1.31	ESC, SCCAS, Historic England	Historic Landscape Character - Construction Are you satisfied that although the construction of the SLR would bisect several fields and truncate historic boundaries it would not eliminate the overall landscape pattern or ability to understand it (paragraph 9.6.67 [APP-467])?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	ESC can accept that the construction of the Sizewell Link Road would not eliminate the overall landscape pattern, but it will affect the ability to understand it by being a dominant element in what was otherwise an undeveloped landscape. Erosion of the historic landscape character in the area of the SLR's development will adversely affect the ability to understand it.
	Response by Suffolk County Council at Deadline 2	SCC notes the assessment of the impact of the SLR on historic landscape character. Based on this, it does appear that whilst elements of that character will be lost, the underlying landscape pattern will still be legible.
	Response by SZC Co. at Deadline 3	No response from SZC Co is required.
	Response by Historic England at Deadline 3	Historic England would defer to the LPA and their specialist heritage advisors with regards to this topic area.
	Response by Stop Sizewell C at Deadline 3	Impact on historic landscape character. The proposed link road would have a significant local impact on the landscape: field boundaries, cuttings and embankments, PRoW which may not eliminate the landscape pattern but will eliminate the use of it by humans and wildlife – patterns which would have been recognisable back to the Middle Ages.
	Response by SZC Co. at Deadline 5	SZC Co. notes that the suggestion that the use of the historic landscape would be 'eliminated' by Sizewell C is not an accurate characterisation of the anticipated effects. The issues raised by Stop Sizewell C are not matters for the historic environment assessment, but are more appropriately addressed by the assessments of effects on biodiversity, landscape and visual effects, recreation and socio-economic matters.
HE.1.33	The Applicant and ESC	Moat Farmhouse (LB 1228246) To the Applicant - Please respond to the statement made by ESC in respect of Moat Farmhouse in [RR-0342] that the assessment findings cannot be supported as the land to the north is one of the earliest farming landscapes in Suffolk. Noting this, please consider whether a review of the finding of no significant adverse effects is required?

ExQ1	Question to:	Question:
		To the ESC - Please provide further detail in support of your concerns regarding the assessment of Moat Farmhouse. If additional mitigation is considered necessary, please provide detail.
	Response by SZC Co. at Deadline 2	Pre-18th century enclosure, as identified north of Moat Farm, has been characterised across various parts of the Sizewell link road study area and indeed other parts of Suffolk. These fields preserve the legibility of some of the oldest surviving farming landscapes in the county and therefore have heritage significance, but they are neither rare, either in Suffolk or nationally, nor unchanged, having experienced varying degrees of alteration over the 19th and 20th centuries. The assessment of low heritage significance is drawn primarily from the survival of a coherent, albeit altered, pre-18th century field boundaries and wooded copses and acknowledges that these field systems have significance as heritage assets within a locally important historic landscape. The proposed development would traverse this pre-18th century landscape in the area around Moat Farm and Anneson's Corner and would involve the removal of sections of historic hedgerows. Direct impacts to copses would be largely avoided. This would reduce the legibility of the form and character of these fields, but would not prevent that character and historic development from being read. The form of the proposed development, however, being sinuous with long, shallow curves would reduce the impact to the landscape as a whole, and while individual fields would be affected, the legibility of this pre-18th century enclosed landscape would still remain. The assessment of a medium magnitude of change remains valid.
	Response by East Suffolk Council at Deadline 2	Moat Farm is discussed in further detail in the LIR [REP1-045], Section 12, paragraph 12.65. Given that the Applicant's assessment identifies land to the north of Moat Farm as one of the earliest farming landscapes in Suffolk, ESC consider that the historic landscape has more than 'low heritage significance'. The proposed link road would cross this pre-18th century landscape in the area around Moat Farm and Anneson's Corner without regard to field boundaries and the field pattern and would involve the removal of sections of historic hedgerows. This would have an impact on the legibility of the form and therefore the age and character of these fields. This would arise from the construction and route of the new road which will ignore and disrupt the irregular pattern of pre-18th century enclosure in that area affected by the development, to its detriment.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further response from SZC Co is required.
	Response by Stop Sizewell C at Deadline 3	Farming landscapes at Moat Farmhouse. We find the Applicant's response that it does not consider the landscape to be of significant value as it is not rare in Suffolk or nationally questionable. If the Applicant applied this to all such landscapes, it could set a precedent that would result in the erosion and eventual loss of all of them.
	Response by SZC Co. at Deadline 5	SZC Co. has assessed the significance of the historic landscape in this area in line with the valuation criteria and appropriate best-practice guidance as set out within Volume 1, Appendix 6L of the ES [APP-171]. This assessment identified that this historic landscape has heritage significance in the definition set out by NPS EN-1, and has been assessed accordingly as a heritage asset. It is therefore not correct to state that this historic landscape has not been considered to be of value.
HE.1.34	ESC, SCCAS, Historic England	Mitigation Alongside of the proposed site-specific WSI, is any further mitigation considered necessary in relation terrestrial heritage effects at the SLR? If necessary, how do you consider such measures should be secured?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC does not consider that further mitigation is necessary in relation to non-archaeological terrestrial heritage effects at the Sizewell Link Road.
	Response by Suffolk County Council at Deadline 2	The completion of magnetometry and trial trenching surveys across all remaining areas of the DCO red line boundary along the SLR which have not yet been subject to full archaeological assessment, followed by archaeological mitigation (across all areas of the DCO red line boundary) prior to the commencement of any site preparation, landscaping, ecological mitigation or construction works, should still be required going forward. Site specific WSIs should be required for each phase of assessment and mitigation work for every site within the DCO red line boundary, alongside detailed method statements for each site and phase of work to be produced by the appointed archaeological contractor(s). These documents must also be in line

ExQ1	Question to:	Question:
		with the final approved Overarching WSI. This outstanding assessment and mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	Historic England would defer to the LPA and their specialist heritage advisors with regards to this topic.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
HE.1.35	ESC, SCCAS, Historic England	Outline Landscape and Ecological Management Plan (oLEMP) Would the proposed landscape measures within the oLEMP [AS-264] minimise impacts on cultural heritage resources? If not, please detail why.
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	Generally, yes, as far as these measures can achieve that – mainly due to the extent of broadleaved woodland and hedgerow planting that is proposed intermittently along the route.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE and ESC to advise regarding this element. SCC would highlight that archaeological assessment and mitigation work must be undertaken prior to the implementation of any landscaping, tree planting or ecological mitigation work.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.

ExQ1	Question to:	Question:
	Response by Historic England at Deadline 3	Historic England do not wish to offer any further comment in relation to this point. We have raised concerns that mitigation proposals can in some cases result in a degree of harmful in there own right, and have noted concerns with regards to the impact of the mitigation for the rail route on the significance of Leiston Abbey second site - however this is detailed further in our written representation.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on the Leiston Abbey Second Site in the Response to Written Representations [REP3-042].
Freight Management Facility (FMF)		
HE.1.37	ESC, SCCAS, Historic England	Historic Landscape Character - Construction Please comment on the effectiveness of the proposed planting at the eastern, northern and western borders of the FMF in ensuring that any change to existing landscape would be kept internal to the field (paragraph 9.6.15 [APP-528].
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC accepts that the proposed planting to the eastern, northern and western boundaries of the FMF will contain the fundamental landscape change arising from the construction of the FMF within the site boundaries i.e., internalising it. The planting (subject to final approved details) will be expected to reflect prevailing local landscape character such that when viewed from surrounding viewpoints, will appear as an integrated element of the local landscape fabric, and this containing the effects of landscape change within the site.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE and ESC to advise regarding this element. SCC would highlight that archaeological assessment and mitigation work must be undertaken prior to the implementation of any tree planting work.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic	Historic England has raised some concerns with regards to the impact of the construction and operation of the FMF on the significance of designated heritage assets in our written representation (see HE WR

ExQ1	Question to:	Question:
	England at Deadline 3	paragraph 2.153 to 2.160). The retention of hedgerows and landscape bunds does not necessarily address our concerns. As we have set out in our advice (at paragraph 2.159) even taking into consideration the negative elements of the current setting, we found that the effect of construction and operational elements to be significant for the designated assets which in policy terms equates to harm, but less than substantial. We have recommended that the applicant consider other ways of providing for the mitigation of effects in relation to these assets. For example, contribution to the conservation of the remaining assets, interpretation and more detailed assessment of the assets with a view to public dissemination. We would like to see the comments we set out here and in our Written Rep addressed.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on the Freight Management Facility in the Response to Written Representations [REP3-042].
HE.1.38	ESC, SCCAS Historic England	Historic Landscape Character - Operation Would the retention of existing boundary vegetation, the 10m buffer zone around the north, east and west site boundaries and the addition of three landscape bunds be effective in adding a visual screen and close the operational facility off from the rest of the agricultural landscape (paragraph 9.6.25 [APP-528])?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC considers that the existing boundary vegetation, the 10m buffer zone around the north, east, and west site boundaries, and the addition of three landscape bunds be substantially effective in adding a visual screen to the freight management development site and will largely close the operational facility off from the rest of the agricultural landscape. The main exception to this conclusion is likely to be the lighting infrastructure and lighting effects at night, which would appear as an incongruous element in association with the farmed landscape, but arguably less so when seen with the A14 dual carriageway as the backdrop.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE and ESC to advise regarding this element. SCC would highlight that archaeological assessment and mitigation work must be undertaken prior to the implementation of any landscaping work

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	See comments at HE.1.37 above.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on the Freight Management Facility in the Response to Written Representations [REP3-042].
HE.1.39	ESC, SCCAS, Historic England	Effect on Setting of Heritage Effects - Operation In respect of assets located to the south west of Redhouse Farm (SM 1011344), would the provision of additional planting in existing hedgerows and the landscape bund on the eastern boundary be sufficient in order to reduce any sense of intrusion experienced during operation (paragraph 9.6.20 [APP-528])?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	These assets are Scheduled bowl barrows and a ring ditch. ESC defers to SCC Archaeological Service and Historic England on this matter.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE and ESC to advise regarding this element. SCC would highlight that archaeological assessment and mitigation work must be undertaken prior to the implementation of any tree planting or landscaping work.
	Response by SZC Co. at Deadline 3	No further comment from SZC Co is required.
	Response by Historic	See comments at HE.1.37 above.

ExQ1	Question to:	Question:
	England at Deadline 3	
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on the Freight Management Facility in the Response to Written Representations [REP3-042].
HE.1.40	ESC, SCCAS, Historic England	Secondary Mitigation Measures Would the proposed secondary mitigation measures detailed in paragraph 9.7.4 [APP-528] reduce the low magnitude of adverse impact on the bowl barrow south west of Redhouse Farm (SM 1011344) to a residual minor adverse effect that would be not significant?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC defers to SCC Archaeological Service and Historic England on this matter.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE to advise regarding this element. Archaeological evaluation of the FMF has been completed (See HE 1.41). SCC would support mitigation through archaeological excavation and recording at this site.
	Response by SZC Co. at Deadline 3	More detailed comments on mitigation measures for this effect are set out in the Response to the Historic England Written Representation, Chapter 9 in Comments on Written Representations submitted at Deadline 3 (Doc Ref. 9.28).
	Response by Historic England at Deadline 3	See comments at HE.1.37 above.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on the Freight Management Facility in the Response to Written Representations [REP3-042].

ExQ1	Question to:	Question:
HE.1.41	ESC, SCCAS, Historic England	Mitigation Alongside of the proposed site-specific WSI, is any further mitigation considered necessary in relation terrestrial heritage effects at the FMF? If necessary, how do you consider such measures should be secured?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	In the LIR [REP1-045], ESC did not identify any impacts on nonarchaeological terrestrial heritage within our remit arising from the FMF. Therefore, no further mitigation is required necessary from our consideration.
	Response by Suffolk County Council at Deadline 2	Archaeological assessment work has been completed at the FMF. Archaeological remains (relating to three prehistoric funerary moments) have been defined. Archaeological mitigation at this site prior to the commencement of any site preparation, landscaping, ecological mitigation or construction works, should therefore be required going forward. A Site specific WSIs should be required for the mitigation work at this site, alongside a detailed method statement to be produced by the appointed archaeological contractor(s). These documents must also be in line with the final approved Overarching WSI. This outstanding mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	Historic England would like to be reassured that any additional heritage mitigation proposed would be secured via an appropriately worded legally binding agreement such as a s.106 agreement or similar. This includes any off-site mitigation for the barrows adversely affected by the FMF. We consider further work is needed to address concerns.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on the Freight Management Facility in the Response to Written Representations [REP3-042].
Southern Park and Ride (SPR)		

ExQ1	Question to:	Question:
HE.1.42	ESC, SCCAS, Historic England	Landscaping Scheme Would the proposed landscaping scheme, as detailed on the illustrative masterplan [AS-196], minimise the impact on setting of historic assets and the historic landscape character?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	In the LIR [REP1-045], ESC did not identify any significant operational effects on heritage assets including Wickham Market and Marlesford Conservation areas. Landscaping proposals shown on the illustrative masterplan including perimeter landscape bunds, buffer zones, and enhanced hedgerow will, generally, minimise the impact on the setting of heritage assets and the historic landscape character as far as is possible for these kinds of features for the duration of the SPR.
	Response by Suffolk County Council at Deadline 2	SCC defer to HE and ESC to advise regarding this element. SCC would highlight that archaeological assessment and mitigation work must be undertaken prior to the implementation of any tree planting or landscaping work.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	We have made additional representation with regards to the impact of the development including effect of mitigation on reducing visibility in relation to Leiston pt and 2nd Sites in our written representation.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on the Leiston Abbey First and Second Sites in the Response to Written Representations [REP3-042].
HE.1.43	ESC, SCCAS, Historic England	Historic Landscape Character - Important Hedgerows Hedgerows on the site boundary to the east and in a small enclosure in the south-west [AS-196] are considered important under the Hedgerow Regulations. Are you satisfied that these hedgerows are best considered of low heritage significance?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	The site of the Southern Park and Ride falls within the Suffolk Historic Landscape Character Assessment Sub Type 1.1 Pre 18th century enclosure (random fields) which is characterised by fields of an irregular pattern i.e., without a dominant axis. Many are of medieval origin or earlier, and display species rich boundary hedges. Where such field patterns are seen, they are regarded as some of our earliest farming landscapes. Although of some notable antiquity, such landscapes are not exceptionally rare, so ESC considers that the hedgerows in this case are of moderate to low heritage significance. The ES states that boundary hedgerows will be retained and protected during the duration of the development, and indeed planted up and enhanced where possible. With the clearance of the site postconstruction phase, the hedgerows can resume their role in historic landscape characterisation.
	Response by Suffolk County Council at Deadline 2	The methodology employed in the assessment of impacts on the terrestrial historic environment defines 'Low' significance as 'Asset has significance for elements of archaeological, architectural, historic, or artistic interest.' Hedgerows considered important under the Hedgerow Regulations can reasonably be considered as falling into this level, relative to other historic assets.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	Historic England would defer to the LPA and their specialist heritage advisors with regards to this topic.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
HE.1.44	ESC, SCCAS, Historic England	Mitigation Alongside of the proposed site-specific WSI, is any further mitigation considered necessary in relation terrestrial heritage effects at the SPR? If necessary, how do you consider such measures should be secured?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC does not consider that further mitigation is considered necessary in relation to non-archaeological terrestrial heritage effects at the SPR.
	Response by Suffolk County Council at Deadline 2	Archaeological assessment work has been completed at the Southern Park and Ride site. Archaeological remains (relating to a Roman Small town) have been defined. Evaluation has confirmed that important archaeological remains associated with this site, as well as prehistoric and medieval remains, are present across the development area. The level of archaeological preservation, particularly to the south-west of Whin Belt, is very good. The site is arguably of national importance but has suffered considerable damage (A12 construction, intensive agriculture, metal detecting rallies). Evaluation has confirmed that the part of the site which would be impacted upon by this development is not of schedulable quality, however, it will need full and thorough mitigation prior to Archaeological mitigation at this site prior to the commencement of any site preparation, landscaping, ecological mitigation or construction works, should therefore be required going forward. A Site specific WSIs should be required for the mitigation work at this site, alongside a detailed method statement to be produced by the appointed archaeological contractor(s). These documents must also be in line with the final approved Overarching WSI. This outstanding mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	Historic England have not made any detailed representation on the SPR and would defer to the LPA and their specialist heritage advisors with regards to this topic.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.

ExQ1 Question to: Question:		
Marine Historic Environment		
HE.1.46	ESC, SCCAS, Historic England	Enhancement of the Permanent BLF and Construction of Temporary BLF (Change 2) Are you satisfied that the proposed changes in respect of BLFs would not alter the assessment conclusion detailed in [APP-334]? If not, please provide detail.
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC has no remit for the marine historic environment.
	Response by Suffolk County Council at Deadline 2	SCC defers to Historic England to advise regarding this element.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	See our comments in relation to HE.1.19.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
Two Village Bypass (TVB)		
HE.1.48	ESC, SCCAS, Historic England	Outline Landscape and Ecological Management Plan (oLEMP) Would the proposed landscape measures within the oLEMP [AS-263] minimise impacts on cultural heritage resources? If not, please detail why.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	It is ESC's view that the proposed landscape measures within the oLEMP [APP-588] would be inadequate to minimise the impact of the proposed new roundabout adjacent Parkgate Farm on the wider setting of and intervisibility between St Mary's parish church (Farnham). Views from the church into its surrounding landscape are tree dominated and we suggest that woodland planting is included to the immediate east of the roundabout to reinstate such a character. This would take the place of a view from the church of the roundabout, the proposed hedgerow around which will offer very limited screening. The red line area suggests that there is sufficient space to provide for this woodland planting. With respect to Farnham Hall, it is difficult to see what further landscape measures can be taken that will minimise impacts arising from the imposition of the route of the TVB, the cutting, the disrupted footpath route, the footbridge and the loss of the visual connection between the Hall and Foxburrow Wood, all of which will adversely impact the Hall's setting and, therefore, its significance.
	Response by Suffolk County Council at Deadline 2	SCC defers to Historic England and ESC to advise regarding this element. SCC would highlight that archaeological assessment and mitigation work must be undertaken prior to the implementation of any landscaping, tree planting or ecological mitigation work.
	Response by SZC Co. at Deadline 3	SZC Co notes that any mitigation landscaping would take place within the Order Limits and that any archaeological assessment and mitigation would therefore be provided for with the relevant site-specific WSI. SZC Co notes that the oLEMP sets out a mitigation scheme that balances the need to retain of the open views across the Alde Valley with the need to minimise visibility of the proposed roundabout. Therefore the proposed scheme responds to landscape character to maximise the effect of existing screening. A more detailed response to ESC comments is set out in the Comments on Councils' Local Impact Report (Doc Ref. 9.29) submitted at Deadline 3.
	Response by Historic England at Deadline 3	We have made additional representation with regards to the impact of the development including effect of mitigation on reducing visibility in relation to Leiston pt and 2nd Sites in our written representation. We consider further information is needed to help illustrate the effect of the development upon Leiston pt site and this will be useful to the ExA in determining the visual effect of the development. This is set out in more detail in our Written Rep.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on the Leiston Abbey First and Second Sites in the Response to Written Representations [REP3-042].
HE.1.49	The Applicant	Extension and Reductions of Order Limits (Change 12) Both ESC and SCC state that the terrestrial historic environment should be considered because of the change in design [AS-307]. Please provide a response.
	Response by SZC Co. at Deadline 2	The change in the order limits and configuration of the Two Villages Bypass in the Accepted Changes are very limited and, as such, it is not considered that effects would be materially different from those assessed in Volume 5, Chapter 9, section 9.6 (Terrestrial Historic Environment) of the ES [APP-432] with regards to the disturbance of archaeological remains and change to setting of heritage assets.
	Response by Suffolk County Council at Deadline 3	All areas within the revised Red Line Boundary for the Two Village Bypass which have yet to be fully evaluated will need to be scoped in for post-consent archaeological assessment and mitigation.
	Response by SZC Co. at Deadline 5	The site-specific WSI for the two village bypass would consider appropriate survey and mitigation works for all areas within the consented Order Limits.
HE.1.50	ESC, SCCAS, Historic England	Mitigation Alongside of the proposed site-specific WSI, is any further mitigation considered necessary in relation terrestrial heritage effects at the TVB? If necessary, how do you consider such measures should be secured?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC does not consider that further mitigation is considered necessary in relation to non-archaeological terrestrial heritage effects at the Two Village Bypass.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 2	The completion of magnetometry and trial trenching surveys across all remaining areas of the DCO red line boundary along the TVB which have not yet been subject to full archaeological assessment, followed by archaeological mitigation (across all areas of the DCO red line boundary) prior to the commencement of any site preparation, landscaping, ecological mitigation or construction works, should still be required going forward. Site specific WSIs should be required for each phase of assessment and mitigation work for every site within the DCO red line boundary, alongside detailed method statements for each site and phase of work to be produced by the appointed archaeological contractor(s). These documents must also be in line with the final approved Overarching WSI. This outstanding assessment and mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	We have made additional representation with regards to the impact of the development including effect of mitigation on the Church at Farnham. We do not consider appropriate information has been provided to allow the ExA to fully examine the impact of the development upon this asset nor the likely effect. Further planting and direct mitigation may be appropriate. Likewise, any additional heritage mitigation proposed would be secured via an appropriately worded legally binding agreement such as a s.106 agreement or similar.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's comments on the Church of St Mary at Farnham in the Response to the Written Representations [REP3-042].
Northern Park and Ride (NPR)		
HE.1.51	ESC, SCCAS, Historic England	Oak Hall (LB 1030664) – Operational Effect on Setting Considering the assessment findings and the representative viewpoint provided at Figure 6.14 [APP-362] do you concur that during operation of the NPR there would be no change to heritage significance?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	In the LIR [REP1-045], ESC stated that from a heritage and conservation perspective there are no significant operational effects on the Grade II listed Oak Hall (see paragraph 12.91). ESC accepts that the artificial bunds of 3 metres height will mitigate some of the visual and acoustic impact of the northern park and ride on the extended setting of the Grade II listed Oak Hall, into which the project site will fall. The application site contributes modestly to the significance of Oak Hall by forming a small part of its rural setting and embracing agricultural landscape. There will be an adverse impact arising from the development of the new access, bunding, hard surfacing, lighting, and noise from increased traffic movements on this area of the Hall's setting which is currently an arable field. The position of the Hall so close to the busy A12 onto which it faces means that transport movement and vehicle noise are already present factors arising from its setting which will be somewhat intensified by the park and ride, but which will not be new. ESC judge that this adverse impact on the Hall's setting will give rise to a small level of less than substantial harm to the Hall's significance. The harm that ESC identify will be transient, in that the park and ride facility will not be permanent but, nonetheless, harm will persist for its medium-term duration. ESC does not, therefore, concur that there would be no change to heritage significance during operation of the Northern Park and Ride.
	Response by Suffolk County Council at deadline 2	SCC defers to ESC to advise regarding impact on designated assets
	Response by SZC Co. at Deadline 3	SZC Co. considers that the assessment provided in Volume 3, Chapter 9 of the ES [APP-368] remains valid.
	Response by Historic England at Deadline 3	Historic England would defer to the LPA and their specialist heritage advisors with regards to this asset.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.

ExQ1	Question to:	Question:
HE.1.52	ESC, SCCAS, Historic England	Old Hall (LB 1198815) – Operational Effect on Setting Due to the existing landscaping and buildings located to the north and west of Old Hall, do you concur that there would be no change to either the non-designated parkland or setting of the building?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	In the LIR [REP1-045], ESC stated that from a heritage and conservation perspective there are no significant operational effects on the Grade II listed Old Hall (see paragraph 12.92). ESC agrees that, due to intervening topography and existing mature trees to the west and north-west, there will be no change to the setting of Old Hall. The associated former parkland to the Old Hall did not extend to the west side of the turnpike road (London Road/A12) and did not, therefore, include, the application site. The parkland, itself, has lost its original designed qualities such that it is not included on our local list of Historic Parks and Gardens (SPG6). ESC agrees that there will be no change to the remnant parkland.
	Response by Suffolk County Council at Deadline 2	SCC defers to ESC to advise regarding impact on designated assets.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	Historic England would defer to the LPA and their specialist heritage advisors with regards to this asset.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.

ExQ1	Question to:	Question:
HE.1.53	ESC, SCCAS, Historic England	Mitigation Alongside of the proposed site-specific WSI, is any further mitigation considered necessary in relation to terrestrial heritage effects at the NPR? If necessary, how do you consider such measures should be secured?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC does not consider that further mitigation is considered necessary in relation to non-archaeological terrestrial heritage effects at the NPR.
	Response by Suffolk County Council at Deadline 2	Archaeological assessment work has been completed at the Northern Park and Ride. Archaeological remains (of Roman and medieval date) have been defined. Archaeological mitigation at this site prior to the commencement of any site preparation, landscaping, ecological mitigation or construction works, should therefore be required going forward. A Site specific WSI should be required for the mitigation work at this site, alongside a detailed method statement to be produced by the appointed archaeological contractor(s). These documents must also be in line with the final approved Overarching WSI. This outstanding mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Historic England at Deadline 3	We do not have any specific comments to offer with regards to the NPR and we would defer to the LPA and their specialist heritage advisors with regards to this element of the scheme.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
Rail		

ExQ1	Question to:	Question:
HE.1.57	ESC, SCCAS, Historic England, English Heritage, Pro Corda Trust/Leiston Abbey	Mitigation Alongside of the proposed site-specific WSI and Heritage s106 agreement to provide for enhancements to the visitor experience for the two Leiston Abbey sites, is any further mitigation considered necessary in relation terrestrial heritage effects? If necessary, how do you consider such measures should be secured?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by Pro Corda Trust at Deadline 2	Here, we have had joint discussions with EDF and EH about EDF “start- up” investment in a new “Visitor Entrance” facility at Leiston Abbey which we would run (and to lever Lottery funding.) This new “Gateway” would serve the joint purpose of allowing increased control over footfall (with the vastly increased numbers now living opposite the site in the construction worker campus) as well as forming part of the enhanced visitor experience legacy (mentioned above) which proper mitigation for Leiston Abbey can enable. Within the above, initial discussion has taken place around the siting of such a facility on the “Burnt out House” plot to the west of the Lady Chapel as the visitor enters the Abbey ruins from the main car park side. Within enhancements to the visitor experience (and managing the increased access / impact of the proposed construction worker campus) Pro Corda’s position is that a main entrance gate and improved driveway and car park need to be part of this area of mitigation.
	Response by English Heritage Trust at Deadline 2	To help mitigate the effects of the Sizewell C project on Leiston Abbey second site, EHT is proposing a comprehensive Sustainable Conservation and Management Strategy (SCMS). EHT proposes that the works and projects within the SCMS provide the protection and enhancement needed. This includes advocacy for best practice site maintenance and care, conservation, improving understanding of the site, enhancing the visitor experience, and promoting local community participation. This will help to better reveal the significance of the Abbey site, and help protect the site for generations to come. Obligations and S106 discussions continue on a ‘without prejudice’ basis, but EHT would expect to see direct links between conditions of the DCO and the S106 when drafted, and the SCMS

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	The attenuation of noise arising from the Green Rail Route is provided by the proposed 3-metre-high bunds which, themselves, will have a visual impact. There is clearly a balance between visual and noise impacts arising that affect the identified tranquil rural land which forms an important part of Leiston Abbey's setting. Reducing further the perceptible noise levels from the rail extension when in operation may require increased physical measures and concomitant impacts that are undesirable. On this basis, therefore, ESC does not suggest any further mitigation in relation to terrestrial heritage effects upon which ESC commented in the LIR [REP1-045].
	Response by Suffolk County Council at Deadline 2	The completion of magnetometry and trial trenching surveys across all remaining areas of the DCO red line boundary along the Green Rail route which have not yet been subject to full archaeological assessment, followed by archaeological mitigation (across all areas of the DCO red line boundary) prior to the commencement of any site preparation, landscaping, ecological mitigation or construction works, should still be required going forward. Site specific WSIs should be required for each phase of assessment and mitigation work for every site within the DCO red line boundary, alongside detailed method statements for each site and phase of work to be produced by the appointed archaeological contractor(s). These documents must also be in line with the final approved Overarching WSI. This outstanding assessment and mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording.
	Response by SZC Co. at Deadline 3	SZC Co. notes that the principle of mitigation measures as proposed by SCC are provided for in the Overarching WSI and a detailed scope of such measures will be set out in the relevant Site-Specific WSI.
	Response by Historic England at Deadline 3	Likewise, Historic England would like to be re-assured by the ExA that the additional heritage mitigation proposed can be secured via an appropriately worded legally binding agreement such as a s.106 agreement or similar, and that it is appropriately worded and deliverable.
	Response by SZC Co. at Deadline 5	SZC Co. notes Historic England's comments and will address these through consultation on the specific wording of the Deed of Obligation.
Yoxford Roundabout and Other Highway Improvements (YROHI)		
HE.1.58	ESC, SCCAS, Historic England	Mitigation

ExQ1	Question to:	Question:
		Alongside of the proposed site-specific WSI, is any further mitigation considered necessary in relation terrestrial heritage effects at the YROHI? If necessary, how do you consider such measures should be secured?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC stated in our LIR [REP1-045] that the designed mitigation for Yoxford roundabout should address localised adverse impacts in terms of embanking, hedging and field edges. Suggested mitigation for the proposed Yoxford roundabout could include: minimising the extent of associated signage to the remodelled junction; reinstatement of hedgerow and tree planting to the new boundary alignments; and avoiding an overtly urban engineered junction design in terms of materials choices including kerbing, planting, road lining, highway boundary fencing and lighting – all to acknowledge that the majority of this new highways feature will be within the Yoxford Conservation Area which should be either preserved or enhanced. These measures should be secured through detailed design of the Yoxford roundabout.
	Response by Suffolk County Council at deadline 2	Archaeological assessment work has been completed at the Yoxford Roundabout Site. Archaeological remains (of prehistoric date) have been defined. Archaeological mitigation at this site prior to the commencement of any site preparation, landscaping, ecological mitigation or construction works, should therefore be required going forward. A Site specific WSIs should be required for the mitigation work at this site, alongside a detailed method statement to be produced by the appointed archaeological contractor(s). These documents must also be in line with the final approved Overarching WSI. For any other highway improvement works involving areas of significant ground disturbance (including compounds or landscaping works), full archaeological assessment, should be required going forward. Site specific WSIs should be required for each phase of assessment and mitigation work for every site within the DCO red line boundary, alongside detailed method statements for each site and phase of work to be produced by the appointed archaeological contractor(s). These documents must also be in line with the final approved Overarching WSI. This outstanding assessment and mitigation work (as well as post excavation analysis, reporting, publication and archive deposition) should be secured through appropriate and detailed requirement wording.
	Response by SZC Co. at Deadline 3	SZC Co notes that detailed design of the roundabout, including the response to local character set out by ESC would be in line with the plans in Volume 7, Chapter 2, Appendices 2A - 2B [APP-481]. SZC Co. note that the principle of mitigation measures as proposed by SCC are provided for in the Overarching WSI and a detailed scope of such measures will be set out in the relevant Site-Specific WSI.

ExQ1	Question to:	Question:
	Response by Historic England at Deadline 3	Historic England would defer to the LPA and their specialist heritage advisors with regards to this element of the scheme. We have made some minor comments in or Written Representation.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to Historic England's Written Representation in the Comments on Written Representations [REP3-042].
Chapter 18 - LI.1 Landscape impact, visual effects and design		
General		
LI.1.1	The Applicant, ESC, SCC, Historic England, Natural England, Suffolk Coast & Heaths AONB Partnership, Parish and Town Councils, Together Against Sizewell C, Stop Sizewell C	Design Approach It is imperative that the proposal represents a good quality sustainable design which can be effectively integrated into the landscape. As such, please comment on whether the following measures would ensure this would be achieved in the detailed design, construction and operation phases: i) A 'design champion'. Such a role would advise on the quality of sustainable design and the spatial integration of the both the Main Development Site and Associated Development Sites A 'design review panel' to provide a 'critical friend' role. Such a role would provide comment on the development of sustainable design proposals The production of an approved 'design code' or 'design approach document' which would establish the approach to delivering the detailed design specifications to ensure good quality sustainable design (as approved in the Hinkley Point C Connector Project (EN020001)). Please advise on how such measures could be secured. In addition, please comment as to whether any other measures or approaches are considered necessary?
	Response by SZC Co. at Deadline 2	Please refer to Appendix 18B of the written responses.
	Response by Walberswick	Parish Councils have been asked to comment on whether a "design champion", a "design review panel" or a "design code" would ensure that a sustainable, good quality design can be effectively integrated into the landscape.

ExQ1	Question to:	Question:
	Parish Council at Deadline 2	The immediate answer is that none of these measures will counteract the impact of two nuclear reactors and all the ancillary construction proposed in the DCO. It is precisely because this infrastructure project is impossible to build in a sustainable, good quality design to integrate into the landscape that it cannot be given approval to proceed. The landscape currently consists of an AONB and SSSI, bordered by the Minsmere RSPB site, by National Trust's Dunwich Heath, by small villages, farmland, and heritage sites like Leiston Abbey amongst others. How could something as devastating to the environment as Sizewell C possibly be 'integrated' into the landscape? This project should be a non-starter and rejected on this point alone. What can a design champion or review panel do about two of the world's biggest nuclear reactors in such a landscape besides influence the most minor issues in some of the ancillary developments? Throughout the Consultation Period, EDF never addressed this central point but instead proposed over and over largely unchanged plans? One already has ample evidence of EDF's approach in the destruction of the 100 year old Coronation Wood – completely destroyed in order to try to make room for Sizewell C which doesn't even have approval! There is no option for the construction of Sizewell C but to largely destroy everything in its path at the building site, to create 30 foot slag heaps on its edges, to create a workers campus that will overwhelm and wipe out the hamlet of Eastbridge and make the walking and cycling in the entire area unpleasant at best and inaccessible at worst
	Response by Woodbridge Town Council at Deadline 2	With respect to i) 'design champion'. This role would encompass a vast array of engineering, architecture, environmental and other design and planning aspects and would require the engagement of a design and construction project manager/director as a co-ordinator with extensive practical experience through design and construction phases of large and complex infrastructure projects. Access to support to address specific, sometimes complex, issues would be essential and as such it is likely that the person will reside within a large 'multi-disciplinary' consultancy with the ability to cover the majority of such tasks in-house under his/her leadership. The precise contractual relationship between the 'design champion' and the developer would require careful drafting to ensure that the advice and guidance is not given lip service by the Applicant or its successor in title. Further As design is never finished until completion of a project of the complexity that will be Sizewell C the 'design champion' would need to be engaged during the construction phase as well as the pre-construction phase ii) 'design review panel'.

ExQ1	Question to:	Question:
		This approach is reasonably common on many major overseas infrastructure projects and UK projects. It can be a highly effective tool to provide comments and advice and would be suitable for the development of sustainable design guidelines and proposals as design progresses and issue arise. The precise authority of the design review panel decisions on the developer design development would, as with the design champion, would need careful drafting. iii) an approved 'design code' or 'design approach document' It is unclear who would be the approving authority/body for such codes or documents as there is no statutory, governmental or quasi-governmental body that we are aware of that could encompass all the aspects of design within their capabilities to be a suitable and qualified approver. Further it is questionable if any such body has the in-house capacity to adequately perform such a role which will require intense upfront development prior to detailed design. It is likely such a document would lead to substantive delay compared to utilising option i) and ii) where such development can progress and develop as design proceeds. Woodbridge Town Council would anticipate that the ONR and other regulators would have regular design review meetings with the Applicant but in this instance given the close proximity of the site to many sensitive receptors we consider it would be appropriate and necessary that these organisations managing those receptors also have such review meetings with the 'design champion' or 'design review panel' to discuss means by which the most appropriate sustainable design can be achieved.
	Response by Stop Sizewell C and Theberton and Eastbridge Parish Council at Deadline 2	i) We consider that if a 'design champion' is employed to advise on the quality of design and spatial integration that the advice should consider the location of the proposed Main Development Site development being in a nationally designated landscape and not simply functional design. Given the purpose of the AONB the primary concern should be to minimise the inevitable negative impacts on the AONB. ii) We consider the role for a design review panel should include an overriding purpose of minimising any negative environmental impact, including landscape impacts. The defined qualities of the AONB such as landscape quality, scenic quality and tranquillity should be maintained as a result of their deliberations and recommendations. iii) We note the design code at Hinkley Point C Connector project but given the fact that Sizewell sits in the national landscape of the AONB and on the Suffolk Heritage Coast, with the highest level of protection from inappropriate development in planning policy, comparisons to Hinkley Point cannot be regarded as remotely similar.

ExQ1	Question to:	Question:
		We endorse the recommendations of the Suffolk Coast & Heaths AONB Partnership in establishing a review structure and panel to ensure that any resultant design meets the obligations as required for such a designated landscape. It is regrettable that matters of design critical to minimising impacts on the AONB have not formed part of the proposed Development Consent Order and instead have been left as a requirement within the draft DCO. The AONB Partnership and other stakeholders should be given a role in the agreement of such a requirement.
	Response by Leiston Town Council at Deadline 2	LI.1.1 Design issues and Landscape It seems to LTC highly unlikely that the design can be sympathetically integrated into the landscape visually and we are not qualified to comment on sustainability and quality. However, the suggestions put forward might all help to lessen the adverse impact of the building. A code drawn up by people with relevant professional expertise, a review panel of stakeholders to comment and discuss and a 'design champion' whose job would be to advise and make sure recommendations were implemented. Concerns have been expressed about the grey concrete domes compared with the white cladding on Sizewell B and also about the height of the stacks on the turbine buildings and the new pylons.
	Response by Together Against Sizewell C at Deadline 2	TASC is opposed to the proposal to build any new nuclear plants in the UK, but of all the potential sites identified, Sizewell in almost certainly the worst for reasons TASC has detailed in its WRs. To construct Sizewell C in its proposed location would be an act of folly which no amount of designing would justify. The questions of a 'design champion', 'panel', 'code' or 'approach' are therefore beyond TASC's contemplation. It is clear that any design will have major adverse impacts on all the attributes that gave rise to the AONB and the Heritage Coast designations: landscape value, scenic quality, relative tranquillity, relative wildness, wildlife value. It is TASC's view that any attempt to incorporate 'good design' would be akin to rearranging the deckchairs on the Titanic - the end result would be an industrial building whose function, purpose and presence would be totally at odds with its environment.
	Response by AONB Partnership at Deadline 2	i) The AONB Partnership consider it to be imperative that if a 'design champion' is employed to advise on the quality of design and spatial integration that the advice should consider the location of the proposed Main Development Site development being in a nationally designated landscape and not simply the design and function of the development. The development should seek to meet the purpose of the AONB and seek to avoid and minimise the inevitable negative impacts on the AONB. ii) The AONB partnership consider there could be a role for a design review panel if the terms of reference for the panel include the remit to minimise any negative environmental impact, including landscape

ExQ1	Question to:	Question:
		impacts. This should seek to minimise the impact of the development on the defined qualities of the AONB such as landscape quality, scenic quality and tranquillity. iii) The AONB Partnership note the design code at Hinkley Point C Connector project but consider that any design code or design approach document should acknowledge that the proposals for Sizewell C sit in a nationally designated landscape, unlike Hinkley Point C, and as such has the highest level of protection from inappropriate development in planning policy. To deliver the aspirations outlined above the AONB Partnership consider that the applicant should facilitate a design champion and associated design review panel and design code/design approach document. The appointment of such a design champion, panel appointees and terms of reference for design code/design approach document should require the endorsement of the AONB Partnership and local authorities. The AONB Partnership considers that matters of design are critical to minimising impacts on the AONB and should have formed part of the proposed Development Consent Order and not as a requirement. The AONB Partnership and other stakeholders should be given a role in the agreement of such a requirement.
	Response by Kelsale-cum-Carlton Parish Council at Deadline 2	Extract from Response by Kelsale-cum-Carlton Parish Council at Deadline 2: <i>"1.1 No, sufficient weight has not been given to the statutory purpose and need for protection of the landscape, character and special qualities of the Suffolk Coast and Heaths AONB both within and outside its boundary, in accordance with paragraphs 5.9.9 and 5.9.12 of NPS EN-1.</i> <i>1.2 The Parish of Kelsale-cum-Carlton has many connections to Minsmere and the AONBs, the adverse impact on all these areas will be significant. Further details on this is provided in our Written Representation on Community Impacts. In essence whilst noting that the premise of NPS EN-1 is that such a project would cause some harm, the sheer scale of it here means that it gives designations little or no protection and therefore approval should not be granted.</i> <i>1.3 The proposed route for the SLR and its design (of little or no merit) has a direct and profound impact on the setting of the ANOB and can only be described as incongruous with other routes leading further into the Suffolk Coast & Heaths AONB. It is difficult to think of an uglier route to an AONB than the proposed SLR.</i> <i>1.4 The landscape here is rural and the proposed 'other developments' including a number of roundabouts with lighting outside of the main development, are urban in nature, and make no concession to the existing complementary landscape and setting."</i>

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	Please refer to REP2-347 for full response. ESC can comment from direct and recent experience of a NSIP project at the Third Crossing in Lowestoft (PINS reference TR010023), promoted successfully by SCC. i) For the Third Crossing project, advice to appoint a design champion was made by Design Council CABE. One was appointed by the project promoter to objectively critique the quality of detailed design as it was being produced. This champion was an architect but was not the designer of the scheme. Such a role was invaluable in providing interested parties not involved in project implementation that agreed sustainable design principles would not be lost, watered down or misinterpreted as detailed design, design changes, budgeting and (significant) contractor input evolved. Such a champion for this project would need to have the confidence of interested parties and would need to have access and influence over design quality at a strategic level. Such a champion would need also to exhibit experience and understanding of this type and scale of project. The champion would need to be accountable to the design review panel (ii) to ensure that the design code (iii) was being adhered to. There is also a question of what the champion's discipline would be, as sustainable design includes architectural, landscape and ecological aspects amongst others, often cross-cutting. ii) A design review panel is an excellent suggestion and would include the design champion, who could report to it, for example. Such a panel was established for the Third Crossing project and met on a 3-monthly basis to receive feedback directly from the project manager, project designer and the design champion. The panel's remit included the production of what is suggested here at (iii) which ensured that it was actively useful beyond providing a 'critical friend' role. Membership of that panel was narrow, and it may be that a wider membership for this project would be more appropriate and include a balance between expert and lay opinion. The panel was serviced by the project promoter to ensure that it was well organised, with agendas and minutes provided. iii) A design approach document or code is an excellent suggestion. For the Third Crossing project, a 'Design Guidance Manual' was developed by the design review panel and formed part of the DCO submission, such that it became an embedded and approved design quality control document. In the case here, such a code would be derived from and complement the DAS. For all these suggestions, a willing Applicant is essential to manage, fund and be responsive to the implementation of all the above (and below). There is also a question of the continuing involvement of the Design Council. Only two high-level reviews have been undertaken over the extended design genesis of this project (2014 and 2019, both included in

ExQ1	Question to:	Question:
		the DAS). It remains unclear, for example, how the current proposals responded to the most recent review, as there is no ongoing involvement with the Design Council that we are aware of. We strongly recommend, therefore, that a mechanism is established whereby the nationally eminent expertise and capacity of the Design Council is embedded in continuing phases of the project, where detailed design issues are being considered for the landscape masterplan, operational service centre and workers' accommodation. Perhaps the Design Council can provide the Design Champion. It could also provide the design review panel, although other local representation would still be required. This would need to be secured through the Section 106 if a Design Champion is to be appointed and a Design Review Panel enabled and funded by the Applicant.
	Response by Suffolk County Council at Deadline 2	Whilst a Design Champion has the potential to contribute to consideration of sustainable design issues this would probably need to be incorporated into the discharge of requirements related to design which is a matter for ESC. A design review panel to review the detailed design to support the discharging Authority has the potential to provide useful comment on sustainable design issues. A design code type document has the potential to establish useful parameters and support the discharge of requirements and test any minor modifications that may be made to the finishing and detailing discussed with discharging Authority, particularly given the length and complexity of this project
	Response by Natural England at Deadline 2	This is a nuclear power station proposed for the highly sensitive setting of an Area of Outstanding Natural Beauty, and the largest scheme of its type ever proposed for an AONB. Unlike Sizewell B, this is not a bespoke design for the AONB, but an existing power station design with some modifications deemed deliverable and compatible with the operational and safety needs of the nuclear facility. Design measures can of course enable the scheme to be integrated into the landscape to some extent (and that is welcome) but not 'effectively' if that means reducing the adverse effect on the landscape, and consequently the statutory purpose, of the AONB to a below significant level. Its individual presence, and the combined effect with the existing power stations and other energy infrastructure would, we believe, be too great to achieve that outcome. However, this does not mean that all potential design mitigation measures should not be explored and assessed to reduce, as far as possible, the effect on the AONB and its statutory purpose. An exhaustive exercise of that sort is commensurate with this nationally designated landscape. The design of the scheme has already been guided by a set of agreed design principles. The Design Council has also reviewed the scheme, although Natural England was not involved and not briefed on whether and

ExQ1	Question to:	Question:
		how the statutory purpose of the AONB led that exercise. A limitation to design modifications is that operational and safety requirements take precedent. Therefore, for the reactor buildings and associated major structures a design champion or review panel would either need to accept the assurances of the developer that all possible design measures had been identified and applied, or have enough knowledge of nuclear facility operational design parameters to be able to challenge that. Regarding the Hinkley Point C scheme. If the 'Connector' Project refers to the Hinkley Connection Project that was a National Grid cabling scheme rather than the power station itself and therefore of very limited or no relevance to Sizewell. The Hinkley C power station is not in a designated landscape and so the same planning and design considerations do not apply. The design bar for an AONB is much higher.
	Response by SZC Co. at Deadline 3	SZC Co. note the responses by stakeholders to the issue of design governance. SZC Co. provided a response on design governance matters raised/suggested by the ExA for ExAQ1 LI 1.1 which was prepared in conjunction with the project design team for Deadline 2 [REP2-100]. SZC Co. wish to secure a deliverable design governance model for key stakeholders that secures proper accountability and the correct resources to enable the planning authority in its role. For SZC Co's part, we consider the retention of the key members of our design team in a design guardianship role to mark our commitment for consistent high quality advice and direction in delivering good design through the discharge of requirements and that this would complement properly qualified officer time funded by SZC Co, working in conjunction with key stakeholders including the AONB Partnership in a consultative role. We believe our suggestion provides the basis for further discussions. SZC Co. are content to explore other options in reaching agreement acknowledging comments from stakeholders. Regarding the specific reference to the effects of the Sizewell Link Road on the setting of the Suffolk Coast and Heaths AONB, SZC Co. refer the Examining Authority to its response to ExQ1 LI.1.85 [REP2-100].
	Response by Historic England at Deadline 3	The proposals sound broadly sensible and appropriate however Historic England do not have any specific comments and would defer to the LPA and their specialist advisors with regards to these matters.
	Response by SZC Co. at Deadline 5	SZC Co. acknowledges the response from Historic England. No further response from SZC Co. is required.

ExQ1	Question to:	Question:
LI.1.2	ESC, SCC, Historic England, Natural England, Suffolk Coast & Heaths AONB Partnership, Parish and Town Councils, Together Against Sizewell C, Stop Sizewell C	AONB – Adverse Effects Has sufficient weight has been given to the statutory purpose and need for protection of the landscape, character and special qualities of the Suffolk Coast and Heaths AONB both within and outside its boundary, in accordance with paragraphs 5.9.9 and 5.9.12 of NPS EN-1? Please qualify your answer. If not, please identify what additional measures are required?
	Response by SZC Co. at Deadline 2	SZC Co. has given substantial weight to the conservation of the natural beauty of the landscape and countryside in the Suffolk Coast and Heaths AONB in accordance with paragraphs 5.9.9 and 5.9.12 of the NPS EN-1³. SZC Co. has: • Consulted the Suffolk Coast and Heaths AONB (in its role as a consultee on the landscape and visual impact assessment, along with East Suffolk Council, Suffolk County Council and Natural England) on the approach to assessing the landscape and visual effects, and effects on the agreed natural beauty and special qualities of the AONB. • Engaged with the Suffolk Coast and Heaths AONB on matters related to the design of the proposed development, including the estate-wide landscape masterplan, design of the turbine halls and other embedded mitigation. • Sought to avoid or mitigate adverse impacts on the natural beauty and special qualities of the AONB wherever practicable through the design of the proposed development (see below for more details). • Assessed and documented the potential impacts of the proposed development on the natural beauty and special qualities of the AONB. This is set out in Tables 13.14 and 13.17 within Volume 2,

³ DECC (2011) Overarching National Policy Statement (NPS) for Energy (NPS EN-1)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf [Accessed May 2021]

ExQ1	Question to:	Question:
		Chapter 13 of the ES [APP-216], and updated by the ES Addendum in Volume 1, Chapter 2 [AS-181] and Volume 3, Appendix 2.8.A [AS-206]. - Agreed an appropriately defined fund in the Draft Deed of Obligation (Doc Ref. 8.17(C)) to mitigate the residual landscape and visual effects of the proposed development on the AONB and its setting, and the wider landscape beyond the area designated. Measures to avoid or mitigate adverse impacts of development within the main development site on the natural beauty and special qualities of the AONB include: - A considered site selection process, as set out in Section 3 of the Site Selection report, Appendix A of the Planning Statement [APP-591]. - Reducing as much as reasonably practicable the extent of physical disturbance to the landscape and the visual prominence of development within and in the setting of the AONB, as set out in Paragraphs 13.5.9 and 13.5.12 in Volume 2, Chapter 13 of the ES [APP-216]. This includes lighting, which is controlled through the Lighting Management Plan included in Volume 2, Appendix 2B of the ES [APP-182]. SZC Co. recognises that an AONB can also be affected by non-visual factors, such as noise. A Tranquillity Assessment, which considers the effect that noise associated with construction work on the main development site would have on the tranquillity of the surrounding area (including the AONB) has been undertaken and is set out at Volume 2, Appendix 15E of the ES [APP-270]. SZC Co. is not proposing development within the AONB beyond the main development site. There would also be no views of that proposed development from within the AONB and, therefore, no potential for visual effects on the AONB. This is shown by the Zones of Visual Influence in Figure 6.4 of Chapter 6 of Volumes 3 to 9 of the ES relating to the associated development sites [APP-362], [APP-392], [APP-423], [APP-459], [APP-492], [APP-522], [APP-553]. Tranquillity Assessments have also been undertaken for the two village bypass and Sizewell link road, which identify that the AONB is too distant from the proposed roads to have any material effect on tranquillity through increased noise levels, provided in Appendix 8A in Volumes 5 and 6 of the ES [APP-430 and APP-465]. SZC Co. has sought to minimise and mitigate effects on the natural beauty and special qualities of the AONB through an extensive iterative assessment and design process. Indeed, to ensure that a comprehensive assessment and design process would be possible, SZC Co. worked with the Suffolk Coast and Heaths AONB Partnership, Suffolk County Council and East Suffolk Council to identify and agree the AONB's natural beauty and special qualities. The final and agreed version of the Suffolk Coast and Heaths

ExQ1	Question to:	Question:
		AONB Natural Beauty and Special Qualities Indicators document is presented at Volume 2, Appendix 13C of the ES [APP-217].
	Response by Walberswick Parish Council at Deadline 2	Parish Councils have been asked to comment on whether sufficient weight has been given to the statutory purpose and need for protection of the landscape, character and special qualities of the Suffolk Coast and Heaths AONB both within and outside its boundary, in accordance with NPS EN-1. If not, please identify what additional measures are required? This is the key question in the process and the answer is an overwhelming “NO” – sufficient weight has not been given. One must assume in reading NPS EN-1 that only in the most extraordinary circumstances should an AONB be disturbed. It is clearly stated that the AONB (not to mention SSSI) must have the highest status of protection in relation to landscape and scenic beauty. The conservation of the natural beauty of the landscape and countryside should be given substantial weight by the IPC in deciding on applications for development consent in these areas. As with our answer to the first question above, it is clear that building Sizewell C in Suffolk’s AONB should be prohibited. It is impossible to protect the landscape and scenic beauty of the AONB and SSSI if Sizewell C is built within it and on its borders. Everything that Sizewell C will do will overwhelm the natural environment including the land, water and sea. The night sky, a critical part of the natural environment for wildlife and humans, will be lost to the construction. The wildlife that depends on the AONB and Minsmere, including the Marsh Harrier, will be severely impacted and cannot be addressed through any mitigation except not to build Sizewell C. The slag heaps will be visible and environmentally destructive, the light, noise and air pollution will be felt not only in the AONB, but on all villages and towns that border it. Moreover, the proposal for Sizewell C fails on other aspects of the policy. As quoted in Walberswick’s and other Councils written representations, the development’s impact will be detrimental on the local economy by making tourism, the mainstay of our local economy, unsustainable at least for the duration of the construction. This will impact the area with the loss of jobs and businesses. The ability to walk and cycle, to visit the AONB and appreciate the natural and delicate beauty of the coastal area will be extraordinarily impacted by the construction of the workers’ campus, the Northern Park and Ride, the by-pass road and the huge number of HGVs and other vehicles on the road, even if EDF were able to secure the marine and rail options proposed. Finally, EDF has not provided any sufficient information on the impact on coastal processes and erosion. These impacts not only fail NPS EN-1, but could potentially be calamitous for communities up and down the

ExQ1	Question to:	Question:
		Suffolk coast that are already threatened by climate change. This would have impacts far beyond the AONB and adjoining areas.
	Response by Stop Sizewell C and Theberton and Eastbridge Parish Council at Deadline 2	Paragraph 5.9.9 of the NPS EN-1 requires the former IPC (now Examining Authority (ExA)) to give substantial weight to the impacts on the AONB when deciding on applications. The paragraph is reproduced below: <i>National Parks, the Broads and AONBs have been confirmed by the Government as having the highest status of protection in relation to landscape and scenic beauty. Each of these designated areas has specific statutory purposes which help ensure their continued protection and which the IPC should have regard to in its decisions¹²⁶. The conservation of the natural beauty of the landscape and countryside should be given substantial weight by the IPC in deciding on applications for development consent in these areas.</i> Throughout the pre-application consultation and even within the DCO application, we do not consider that the applicant has given sufficient weight to the statutory purpose of the AONB and its environs. Whilst suggestions have been made regarding changes in cladding and other relatively simple changes have been made by the applicant, the fact of the matter is that both the cumulative size of all the buildings plus the unforgiving nature of the concrete reactor shell cannot really be adapted in a sympathetic way. Paragraph 5.9.12 recognises that development outside nationally designated areas can compromise the purposes of adjacent designations and that such projects should be sensitively designed. We agree with the AONB Partnership that the accommodation campus and temporary beach landing facility/jetty, but would add that the increased height of the Hard Coastal Defence and the lengthened and more substantial design of the permanent beach landing facility, which will be on the coast for close to a century, in the setting of the AONB will compromise the purpose of the AONB designation as the defined characteristics of the AONB, including landscape quality, scenic quality, relative wildness and tranquillity, will be significantly negatively impacted. We agree with the AONB Partnership and consider that the applicant should further review these elements of the application and seek to redesign those aspects that have a significant negative impact on the AONB.
	Response by Leiston Town Council at Deadline 2	LI.1.2 AONB – Adverse Effects Leiston Town Council has always expressed concerns about the siting of another nuclear power station of this scale within the AONB. The aim of the AONB is to “conserve and enhance” a landscape that has special qualities. The development of SZC will do nothing to conserve or enhance the landscape qualities, scenic value, relative wildness or the tranquility of the area. Indeed, during construction, the landscape, character and special qualities will be lost completely for the duration of the construction and the restoration will take

ExQ1	Question to:	Question:
		decades and the generations currently enjoying this environment will never see a return to its current character. Splitting the AONB into two parts is also seen as detrimental to the whole. While recognizing there will be an attempt to screen the buildings from both the land and seaward sides and the ambition to enhance the estate in the long term, without question, it will lead to the total destruction of our much loved and enjoyed section of the Suffolk Coast and Heaths AONB. During construction, the view of high cranes will be seen from Leiston itself and for miles along the coast, including within close proximity to RSPB Minsmere and National Trust Dunwich Heath. Light pollution will affect the residents within the local area and also its ecology. In addition, noise and dust and the loss of clean air, will mean the enjoyment of the AONB in this area is deemed impossible. We can evidence the above views by observing the site at Hinkley Point C, which despite the topography in Somerset, can still be seen for miles around – even from Dunkery Beacon on Exmoor National Park, which is 30 miles away. Also by the experience of the Sizewell B construction which was on a smaller scale. It would therefore, in our view, be impossible to protect the landscape, character and special qualities of the SC&H AONB should this project go ahead. Furthermore, experience has shown (with Coronation Wood for example) that mitigation or safeguards built in at this stage cannot be guaranteed for the long term should future unforeseen needs involve further demand for land from the AONB. Leiston Town Council concurs with the Relevant Representation and other submissions by Suffolk Coast and Heaths AONB to further evidence these observations and concerns.
	Response by Together Against Sizewell C at Deadline 2	The construction of Sizewell C, creating 12 years of light, noise and air pollution on a 900 acres site within the AONB will impair the ability of the AONB to deliver its core values to the area. TASC refer PINS to the TASC document 'AONB and landscape' for further assessment of the impact the development will have and the inadequacy of the weight given to the need to protect the landscape and the special qualities of the Suffolk Coast and Heaths AONB.
	Response by AONB Partnership at Deadline 2	The AONB Partnership consider that paragraph 5.9.9 of the NPS EN-1 requires the former IPC (now Planning Inspectorate) to give substantial weight when deciding on applications. The paragraph is reproduced below: <i>National Parks, the Broads and AONBs have been confirmed by the Government as having the highest status of protection in relation to landscape and scenic beauty. Each of these designated areas has specific statutory purposes which help ensure their continued protection and which the IPC should have regard to in its decisions¹²⁶. The conservation of the natural beauty of the landscape and countryside should be given substantial weight by the IPC in deciding on applications for development consent in these areas.</i>

ExQ1	Question to:	Question:
		The AONB Partnership anticipates that the Examining Authority will give substantial weight to the statutory purpose of the AONB when making decisions. Furthermore, the AONB Partnership do not consider that the applicant has given sufficient weight to the statutory purpose of the AONB as it has repeated the design from Hinkley Point C, which is not in a nationally designated landscape and has therefore not sought to significantly adapt the design to avoid and minimise the landscape character, natural beauty and special qualities of the AONB. The AONB Partnership considers that the applicant should seek to avoid and minimise negative impacts on the AONB by the design and not simply replicate a design from Hinkley Point C. Therefore the AONB Partnership does not consider that sufficient weight has been applied to the statutory purpose of the AONB, its landscape, character and special qualities. Paragraph 5.9.12 recognises that development outside nationally designated areas can compromise the purposes of adjacent designations and that such projects should be sensitively designed. The AONB Partnership consider that the accommodation campus and temporary beach landing facility, in the setting of the AONB will compromise the purpose of the AONB designation as the defined characteristics of the AONB, including landscape quality, scenic quality, relative wildness and tranquillity, will be significantly negatively impacted. The AONB Partnership consider that the applicant should further review these elements of the application and seek to redesign those aspects that have a significant negative impact on the AONB.
	Response by East Suffolk Council at Deadline 2	Early in the consultation stage it was realised that this issue needed to be addressed, and in response, the Applicant commissioned its landscape consultants (LDA) to draw up a document that described all the special qualities of the AONB that justified its designation as a protected landscape of the highest level of designation. The preparation of the document followed a rigorous criteria-based approach that built on the existing Natural England process for the designation of protected landscapes. The final approved version was published in November 2015. That Special Qualities document went on to be adopted by Suffolk Coast and Heaths AONB and is now universally applicable to all planning and AONB management processes. It has been submitted to the ExA as Appendix 1:19 [REP1- 079] of the LIR. The DCO must comply with this document to demonstrate significant weight has been given to the special qualities of the AONB.
	Response by Suffolk County Council at Deadline 2	The Applicant commissioned its landscape consultants (LDA) to draw up a document that described all the special qualities of the AONB that articulated the reasons for its designation by explaining how natural beauty in the terms of s82 of CROW Act 2006 is expressed in the Suffolk Coast and Heaths AONB. The preparation of the document followed a rigorous criteria-based approach using the existing Natural England

ExQ1	Question to:	Question:
		process for the designation of protected landscapes. See https://www.suffolkcoastandheaths.org/wp-content/uploads/2021/01/Natural-Beauty-and-Special-Qualities-of-the-Suffolk-Coast-and-Heath.pdf Whilst this work has informed the design and approach to the Applicant's proposals, SCC considers that the Applicant has not given appropriate weight to the sensitivity of the receiving environment with respect to the power export solution proposed, the design of non-nuclear buildings and the location of the outage car park within the AONB, as set in in the Local Impact Report [REP1-049] at section 7 and Table 2, and in SCC's Written Representation submitted at Deadline 2.
	Response by Natural England for Deadline 2	Firstly, a fundamental point. The national importance, status and statutory purpose of the AONB should have been reflected in a bespoke design for the proposed power station, as was delivered for the Sizewell B station. In those terms sufficient weight has not been given to the statutory purpose and related matters of landscape character and quality. Moving on to the assessment of landscape effects and proposed mitigation measures. We do not consider that the developer's assessment of the effect of this scheme on the delivery of the area's statutory purpose is realistic, both for the construction and operational phases of the power station. In that context it can be argued that insufficient weight has been given to the statutory purpose, or to put it another way the vulnerability of the statutory purpose to this proposed development may have been under played. A combination of the extent and long duration of the construction phase, the scale of the operational scheme, and its in-combination effect with the existing power stations, all within a narrow neck of the AONB presents a risk that this part of the AONB will no longer be contributing to the statutory purpose. We have no 'additional measures' to add but anticipate that the examination process will give appropriate (i.e. significant) weight to the statutory purpose.
	Response by SZC Co. at Deadline 3	SZC Co. has reviewed Chapter 7 of the Local Impact Report prepared by ESC and SCC and has prepared a response to the issues and comments presented including matters related to use of pylons and the siting of the outage car park at Goose Hill, see Comments on Councils' Local Impact Report (Doc Ref. 9.29). SZC Co. is also engaging with the AONB, SCC and ESC to prepare Statements of Common Ground, which include matters related to the location of the proposed Sizewell C development within the Suffolk Coast and Heaths AONB, the design of the proposed development and embedded mitigation, the findings of the LVIA

ExQ1	Question to:	Question:
		in regards to the effects on the natural beauty and special qualities of the AONB and the scope of the Natural Environment Fund to mitigate the residual landscape and visual effects of the proposed development on the AONB and wider landscape beyond the designated area.
	Response by Historic England at Deadline 3	Historic England do not have any specific comments in relation to the AONB, which is outside of our statutory remit. We would defer other experts in this matter.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
Main Development Site (MDS)		
LI.1.45	The Applicant	Outage Car Park SCC consider that the staff car parking and outage car parking at Goose Hill represents additional development within the AONB for which there is no overriding need in the proposed location ([RR-1174] and [AS-307]). What consideration has been given to less sensitive locations, including the shared use of the Sizewell B outage car park?
	Response by SZC Co. at Deadline 2	The outage car park is part of the critical infrastructure required to operate and maintain the power station. By extension, the adjacency of the outage facility to the Power Station is fundamental to delivering planned and unplanned maintenance without compromise to safety and efficiency of operation. If the facility were to be substantially detached from the main site (and by necessity associated with a park and ride facility) the operator would be severely restricted in terms of maintaining responsiveness and flexibility for the workforce, particularly in the event of unplanned or emergency situations where time and cost are critical. Equally, there are significant logistical problems in ensuring a large workforce, often on different shift patterns, can be properly served by a P&R facility, which by necessity would be required to frequently run on a 24hour cycle. On grounds of practicality, flexibility and efficiency the Goose Hill site is considered to provide the optimal location and therefore no other sites outside of the AONB have been considered. This judgement is not blind to the impact on the AONB of the car park and the land take required to provide operational and

ExQ1	Question to:	Question:
		outage parking in an area already generally impacted by the power station and access to it. However, as demonstrated within the submission, impacts can be appropriately mitigated by the approach to design and siting through the extension of existing woodland planting extending from existing perimeter planting and by breaking up the extent of hard standing with planting, different surface materials and walking routes. With regard to the potential to share an outage facility with Sizewell B the operational arguments against this approach are set out below: • A single station outage car park would require planned and coordinated outages avoiding overlap which is not possible to guarantee and could very quickly, be disrupted due to unforeseen circumstances: ○ An outage could overrun ○ Forced/un-planned outage – these are unpredictable by their very nature and therefore you cannot anticipate when they will arise, resulting in potentially concurrent outages ○ Delaying an outage in order to avoid a clash would be a huge commercial risk, with a significant cost to the operator if a restart was delayed ○ Following a forced outage, this then results in the planned outages having to be changed to allow for the 18 month period between each outage (per unit), which will then lead to the gaps previously planned between outages to be altered and come closer together or overlapping. ○ SZC Co. cannot be sure when Unit 1 Sizewell C will be operational and the refuelling cycle times in the early phases of the operation are variable in order to obtain the correct fuel mix in the core. It is therefore not economic or environmentally responsible to forego months of operation to enable gaps in outages to remain spaced out. ○ Should one of the station’s operating cycles change in the future (e.g. move to a two year cycle), then outages could clash and therefore the need for two separate car parks is essential. To help illustrate the point, Plate 18.1 shows a schedule of outages for the 3 units once all in operation. There will typically be a 3 - 4 month gap between each outage (each Unit will have an 18-month gap between planned outages). This would mean that (if there was only one joint car park) either Goose Hill or the Sizewell B outage car park would potentially be permanent in use, which is not the intention.

ExQ1	Question to:	Question:																																																																																																																																																								
		Plate 18.1: Illustration of schedule of proposed outages for all 3 Units <table><tr><th>Month</th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>18</th><th>19</th><th>20</th><th>21</th><th>22</th><th>23</th><th>24</th><th>25</th><th>26</th><th>27</th><th>28</th><th>29</th><th>30</th><th>31</th><th>32</th><th>33</th><th>34</th><th>35</th><th>36</th><th>37</th></tr><tr><td>SZB</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>SZC-1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>SZC-2</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> It is operationally unacceptable to not hold safety related outages when they need to be held with restrictions arising from parking limits. The outage car park forms part of the operational functional, safety and security requirements and as such cannot be compromised. Under the terms of the Nuclear Safety License, there is a 'hard' safety limit within which the operator cannot operate the reactor resulting in plant shut down. A remote car park would pose a risk to this hard safety limit.	Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	SZB																																						SZC-1																																						SZC-2																																					
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	Response by Suffolk County Council at Deadline 3	SCC wishes to refer the ExA to its Written Representation [REP2-189] setting out its position in respect of whether there is an overriding need to locate the proposed outage car park within the AONB. That Written Representation was based on having seen the Pre-Submission arguments raised here and challenges a number of the points made in the Applicant’s answer.																																																																																																																																																								
	Response by SZC Co. at Deadline 5	SZC Co. has responded to SCC’s Written Representation in the Comments on Written Representations [REP3-042], cross referring to SZC Co’s Comments on Local Impact Report [REP3-045].																																																																																																																																																								
LI.1.46	The Applicant	SSSI Crossing – Design (Change 6) The MDS Flood Risk Assessment Addendum [AS-157] states that by 2090 the maximum crest height of the SSSI crossing is likely to need to be increased to 10.5m AOD. Noting the comments made by SCC in [AS-307], please explain why no further change is proposed in respect of the height of the crossing to mitigate against future flood overtopping? What consideration has been given to any future disturbance in respect of established landscaping on the embankments if an increase in height is required in the future?																																																																																																																																																								
	Response by SZC Co. at Deadline 2	As stated in our answer to question G.1.33 , in response to feedback from stakeholders following our January 2021 change application, SZC Co. commissioned a design review to determine if the structure could be optimised to further reduce impacts on Sizewell Marshes SSSI. This has included consideration of the adaptive design. Whilst this work is still being finalised, SZC Co. is satisfied that we can reduce the width of the structure from 40m to approximately 15m at the end of the construction phase by removal of the eastern side of the bridge deck. Should the crossing need to be adapted in the future to reduce the																																																																																																																																																								

ExQ1	Question to:	Question:
		risk of overtopping, we are satisfied that this could be carried out within the retained 15m operational deck of the bridge. The optimised adaptive approach is not expected to significantly affect established landscaping. SZC Co. intend to submit details of the optimised SSSI crossing at Deadline 4.
	Response by Suffolk County Council at Deadline 3	While we await the revised proposals anticipated for D4, SCC will wish to see the degree to which it can be shown that this reduces the "barrier effect" for ecology. These changes do not though address the concerns about the loss of a greater amount of SSSI with the causeway proposal than the bridge.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to SCC's comments in the Comments on Written Representations [REP3-042].
Li.1.49	The Applicant	Independent Environmental Trust In respect of the proposed independent Environmental Trust, please provide further detail on the following areas: ii) Governance and Implementation iii) Financing iv) Membership Would the Trust form part of any mitigation for the proposed development?
	Response by SZC Co. at Deadline 2	As stated in response to question BIO.1.43, SZC Co. is seeking to explore additional legacy and enhancement measures beyond those to be secured in the draft DCO (Doc Ref. 3.1(C)) (through the measures embedded into the scheme and secured through the Deed of Obligation (Doc Ref. 8.17(C))) through an environment trust. SZC Co. has now established a working group of external stakeholders who met for the first time on 25 May 2021, with a focus on shaping the objectives of the trust. Meetings scheduled for later in 2021 will consider matters relating to financing, membership and other matters needing to be considered to enable a formal launch of the ambition in late 2021. The next meeting is scheduled for July, and SZC Co. will provide an update on the environment trust at Deadline 4. As confirmed in response to question BIO.1.43, the trust is not necessary to make the proposed development acceptable in planning terms, those measures are already secured through the measures described above. Therefore, it is not the intention for the Trust to form part of the mitigation.
	Response by Suffolk County	Given that there the Applicant will provide an update on this at D4, SCC will comment in response to that.

ExQ1	Question to:	Question:
	Council at Deadline 3	
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required at this time.
LI.1.51	The Applicant	Pylons – Alternatives and Impact The change to both the location of pylon parameter zone P3 and reduction in height of the southernmost pylon from 79m AOD to 59m AOD is noted. Nonetheless, concern has been raised by several IPs, including [RR-0877, RR-0878, RR-1170, RR-1174], regarding the impact within a sensitive landscape and whether all alternatives to pylons have been adequately discounted. Noting the comment made at paragraph 3.2.82 of Appendix 8.4A [APP-591] please confirm the outcome of any further assessment regarding undergrounding options. Please also confirm what consideration has been given to the use of Gas Insulated Lines.
	Response by SZC Co. at Deadline 2	In order to present a robust planning case for the project, the scope of undergrounding the power export connections has been reviewed in detail. In carrying out this review, SZC Co. has drawn on the collective experience of the EDF Group's global power transmission engineering centre in Paris, the fleet of operational nuclear power stations in the UK, and the organisations currently engaged in the construction of Hinkley Point C. The Power Export Connection Technical Recommendation Report (Appendix 5E) of the written responses) comprehensively considers the potential options for the power export connection including: • Underground cables • Gas insulated lines • Overhead lines The evaluation has been guided by safety as the overriding priority for the project. Issues of constructability and schedule impact were brought out by detailed analysis of potential underground and overhead routes through the main development site. The impact of selecting a particular option on nuclear safety was assessed, recognising the significant role that the power export connection plays in ensuring power is always available to the plant from National Grid. Please refer to this report (at Appendix 5E of the written responses) for a detailed assessment of the options considered.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 3	SCC wishes to refer the ExA to its Written Representation [REP2-189] setting out its views, and the evidence from its technical consultants, on the potential of the use of Gas Insulated Lines as an alternative to pylons and overhead lines. SCC had the opportunity to see a pre-submission version of the report included by the Applicant at Appendix 5E and the Council's WRs address the matters referred to here.
	Response by SZC Co. at Deadline 5	SZC Co. has responded to SCC's Written Representation in the Comments on Written Representations [REP3-042], cross referring to SZC Co's Comments on Local Impact Report [REP3-045].
Freight Management Facility (FMF)		
No further comments received at Deadline 3.		
Sizewell Link Road (SLR)		
No further comments received at Deadline 3.		
Two Village Bypass (TVB)		
No further comments received at Deadline 3.		
Northern Park and Ride (NPR)		
LI.1.112	The Applicant	Landscape – Legacy Marlesford Parish Council have requested the delivery of a long-term legacy of landscape improvements within/around the site of the SPR [AS-307] and have provided specifics relating to this. Please provide a response.
	Response by SZC Co. at Deadline 2	Since the submission of the application, SZC Co. have engaged with Marlesford Parish Council and other interested parties to work together to reduce and/or avoid the impacts, where possible, associated with the construction, operation and removal and reinstatement of the of the southern park and ride at Wickham Market. SZC Co. has sought to reduce any impacts of the proposed development through a range of mitigation measures embedded through the Associated Development Design Principles (Doc Ref. 8.3(A)). Those of specific relevance to landscape and design are as follows: The creation of landscape bunds up to 3m high to the southern, eastern and northern boundaries of the site using on-site material removed due to earthworks associated with the levelling of the site and top soil storage.

ExQ1	Question to:	Question:
		• The retention of existing woodland and hedgerows where appropriate, as well as additional temporary soft landscaping and suitably sited tree and shrub planting within the car parking areas. • Permanent supplementary hedgerow planting proposed along the southern and eastern boundaries of the site to screen views from Footpaths E-387/008/0 and E-288/007/0. • Temporary hedgerow planting would also be planted along the access road, whilst the park and ride is operational, to replace hedgerows lost during construction, and would be re-planted as close as possible to the original hedgerow line during the removal and reinstatement phase. • Lighting columns within the car parking areas and along the access road would be restricted to 6m in height to minimise visibility during day and night-time. • Lighting columns, to a maximum height of 10m including lanterns, would be provided from the roundabout with the B1078 and along the slip road leading to the site and the northbound A12. • Lighting columns would utilise LED base lights with zero-degree tilt to minimise light spill and along the perimeter would be fitted with demountable shield to reduce backward spill of light. • Use of a central management system for the lighting which would be capable of dimming of parts of the site independently from other parts. • A general design approach aiming to create an unimposing appearance, with the buildings screened as far as possible. The layout aims to maximise the benefit of existing screening provided by Whin Belt and the other blocks of woodland located to the north, west and east. Where visible the buildings would adopt natural colours to allow their appearance to harmonise with the surroundings. In addition to the Associated Development Design Principles, the approved changes set out in Volume 1, Chapter 4 of the ES Addendum [AS-183] included moving the security fence along the western boundary of the site further east to allow for sufficient space between the PRoW and the security fence for the proposed planting to establish and provide appropriate screening. The listed measures aim to control and limit views of the proposed development from neighbouring receptors, including local residential properties, the A12 and local PRoW. In addition, mitigation measures listed within the Code of Construction Practice (Doc Ref. 8.11(B)) will help to minimise landscape and visual effects during construction and the removal and reinstatement phases. SZC Co. note the following responses to each of the specific points raised. <i>Provision of new hedgerows and/or woodland planting on all site boundaries (including the cross field northern boundary) where there is no existing vegetation</i>

ExQ1	Question to:	Question:
		As noted within the applicable design principles above, SZC Co. will provide permanent supplementary hedgerow planting proposed along the southern and eastern boundaries. In addition, temporary hedgerow planting would be implemented along the access road, whilst the park and ride is operational, to replace hedgerows lost during construction, and would be re-planted as close as possible to the original hedgerow line during the removal and reinstatement phase. Furthermore, provision of new hedgerow trees (to give height) where there are already hedgerows (as on the east boundaries) would help screen views into the site. <i>Space provided for suitable landscape mitigation, as above and mounding on the west boundary where there are open views towards the site</i> As noted within the applicable design principles above, SZC Co. will provide permanent supplementary mitigation. In addition, effects to the west of the site would reduce rapidly to small scale during construction due to existing vegetation (woodlands and hedges) which would soften and/or screen the presence of construction and the emerging security fencing and landscape bunds and restrict views to the roofs of taller construction vehicles and emerging buildings. <i>We support the provision of soiled mounds to provide visual mitigation</i> SZC Co. note the support. <i>Wider landscape enhancement of the B1078 from the roundabout to the site</i> The site is already well screened from views to the west but the extension of the landscape bund to the north-west of the site [AS-183] will help to provide some additional screening to views from the west. Hedgerow planting will also be provided along the access road whilst the park and ride is operational, as stated in the Associated Development Design Principles (Doc Ref. 8.3(A)) and retained important hedgerows along the B1078 slip road, accessing the site, will be augmented by additional hedgerow planting as shown on the proposed landscape masterplan [AS-125]. <i>The DCO proposals for the SP&R include surface water drainage and open swales. MPC has previously asked for further details and until these are received, it cannot make a judgement on the effectiveness of the drainage proposals.</i> The final details of on-site drainage will be controlled by Requirement 5 of the draft DCO (Doc Ref. 3.1(C)). However, section 4 (Associated Development Sites) of the Outline Drainage Strategy (Doc Ref. 6.3 2A(A)) and the Associated Development Design Principles (Doc Ref. 8.3(A)) provide the further detail of the parameters which will inform the design of the final drainage strategy. This includes SuDS to attenuate surface water run-off and minimise sediment generation. SuDS measures, including swales, geo-

ExQ1	Question to:	Question:
		cellular storage within the landscape bunds and infiltration basins, will be incorporated within the site to allow for surface water run-off to be returned to ground, ensuring there will be no changes to the local hydrology regimes. Permeable surfaces will be used where feasible in the main car parking area to minimise surface water run-off.
	Response by Marlesford Parish Council at Deadline 3	The Applicant responds that, "Since the submission of the application, SZC Co. have engaged with Marlesford Parish Council and other interested parties to work together to reduce and/or avoid the impacts, where possible, associated with the construction, operation and removal and reinstatement of the of the southern park and ride at Wickham Market. SZC Co. has sought to reduce any impacts of the proposed development through a range of mitigation measures embedded through the Associated Development Design Principles (Doc Ref. 8.3(A))." The last and only formal meeting that MPC and neighbouring villages held with the Applicant regarding LVI issues at the Southern Park and Ride was 8th October 2020. Apart from the extension (reinstatement) of the bund to the north west of the Park and Ride, we have seen no other substantive changes to the proposals. We await further detail on mitigation measures to address the concerns and legacy issues raised at the meeting last October.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required at this time.
Southern Park and Ride (SPR)		
LI.1.115	The Applicant	Dark Skies Area Both Hacheston Parish Council and Marlesford Parish Council [AS-307] and [RR-0758] state that the location of the SPR is within a Dark Skies Area. Please confirm what consideration has been given to this?
	Response by SZC Co. at Deadline 2	SZC Co. has held discussions with DASH Astro and other local astronomical societies to present the lighting proposals for both the main development site and associated development sites, as well as receive feedback on ways to minimise lighting impacts. Members of these astronomical societies have been responsible for obtaining dark sky status in areas of Suffolk further to the north, but none have been applied for in the vicinity of Hacheston or Marlesford. SZC Co. have found no formal designation covering Hacheston or Marlesford Parishes that denotes it as a dark sky village. The closest Dark Sky Discovery Site is located approximately 16.5km to the north east of the village at Westleton Common as shown by Figure 6B.1 at Volume 4, Appendix 6B of the ES [APP-391]. Figure 6B.1 indicates that there is a low level of artificial light within much of the study area, including the site itself. To the south-west, the settlement of Wickham Market, creates a much higher

ExQ1	Question to:	Question:
		degree of light pollution and there is a further area of higher light pollution around Campsea Ashe to the southeast of the site. Marlesford is indicated to have relatively dark skies and Hacheston slightly less dark skies. However, both settlements are located in areas that are less dark than the designated Dark Sky Discovery Sites. The night- time appraisal takes into account the existing lighting levels identified by the Light Pollution Map website⁴, as recorded in March 2019. It considers the study area for the southern park and ride site to be relatively dark, but not to contain any designated dark skies.
	Response by Marlesford Parish Council at Deadline 3	The Applicant states "SZC Co. have found no formal designation covering Hacheston or Marlesford Parishes that denotes it as a dark sky village." The Applicant points out that Wickham Market is a source of light pollution at night and the Applicant goes on to explain its lighting strategy. MPC argues that simply because the skies around the village are not designated Dark Skies, there is no reason not to protect the darkness that we have and which is highly valued by residents. From the details given by the Applicant (and in the absence of expert interpretation), it is difficult for us to assess the proposals, but MPC remains concerned that with 6m lighting columns in the site and a bund of only 3m and given the fact that the Southern Park and Ride site is on a prominent hill, we find it difficult to accept that there will not be adverse impacts on our dark skies. We ask the ExA to continue to press the Applicant to provide the best measures in order to preserve the dark skies around Hacheston and Marlesford.
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required at this time.
Rail		
No further comments received at Deadline 3.		
Yoxford Roundabout and Other Highway Improvements		
No further comments received at Deadline 3.		

⁴ Juri Stare. Intensity of Artificial Lighting (Visible Infrared Imaging Radiometer Suite 2018). (Online) Available from: <https://www.lightpollutionmap.info/> [Accessed May 2021].



Application by NNB Generation Company (SZC) Limited for an Order Granting Development Consent for The Sizewell C Project

The Examining Authority's written questions and requests for information (ExQ1)

ExQ1 Part 5 of 6

Chapter 19 Ma.1	Marine water quality and sediment
Chapter 20 MN.1	Marine Navigation
Chapter 21 NV.1	Noise and Vibration
Chapter 22 R.1	Radiological considerations

ExQ1 Question to: Question:		
Chapter 19 - Ma.1 Marine water quality and sediment In the following questions, unless otherwise stated, paragraph numbers are to [APP-314] with section references drawn from [AS-034] (A.b.b and so on)		
Ma.1.8	The Applicant	Para 21.6.166, Section C.d.d.b. The PNEC (Predicted No Effect Concentration) for bromoform is 5µg/l as a 95th percentile (para 21.6.160). The average concentration from 10 power stations is 16.3 µg/l, with range of 1-43 µg/l (para 21.6.164). How does the ES conclude that discharges which are on average four times the PNEC and up to almost nine times are minor adverse, not significant?
	Response by SZC Co. at Deadline 2	The values quoted in paragraph 21.6.165 of Volume 2, Chapter 21 of the ES [AS-034] represent concentrations at the point of discharge and in discrete plume areas for other power stations. The predicted bromoform discharge at Sizewell C (reported at paragraph 21.6.161) intersects an area of 52 hectares at the surface and 0.15 hectares at the seabed based on 95th percentiles. Exceedance areas of 10s to 100s of hectares for a discharge during the spring and summer months only is judged to be of medium/low magnitude (paragraph 21.3.40). Bromoform is volatile and short-lived and the waters off Sizewell are well mixed leading to a conclusion of low sensitivity. Low sensitivity receptor experiencing a medium impact (paragraph 21.3.44) is predicted to experience a minor adverse effect that is judged as not significant. This judgement is made in the context of water quality which is evaluated against specific benchmark values. However, benchmark thresholds, for example Environmental Quality Standards (EQS), are applied to trigger further ecological investigation and do not necessarily infer sensitivity of all receptor groups (paragraph 21.3.36). Further assessment of the potential influence of the predicted bromoform concentration plumes upon specific receptor groups is therefore evaluated in the Marine Ecology and Fisheries ES chapter (see paragraphs 22.6.333 to 22.6.337 of Volume 2, Chapter 22 of the ES [AS-035]).
	Response by RSPB at Deadline 3	We wish to highlight our concerns raised in our Written Representations submitted at Deadline 2 around the need for greater consideration of impacts of bromoform on bird features of the Outer Thames Estuary, Minsmere-Walberswick and Alde-Ore Estuary SPAs through effects on fish prey species and potential for direct toxicity to birds. We support

ExQ1	Question to:	Question:
		Natural England's comments that further assessment of these issues is required. Please note that similar concerns also apply to the discharge of hydrazine during commissioning and operation (also noted by Natural England)
	Response by SZC Co. at Deadline 5	Indirect effects on food webs through the potential of chemical bioaccumulation were considered in Chapter 22 Marine Ecology and Fisheries Section 22.10 of the ES [APP-317]. Bioaccumulation of hydrazine was tested on freshwater guppies (0.5mg/l test concentration). Results showed a bioconcentration factor of 288l/kg observed. In Europe substances with bioconcentration factors ≥ 2000 are considered bioaccumulative. Hydrazine does not meet the criteria for bioaccumulation as it has a low bioconcentration factor meaning the bioaccumulation potential is low. No indirect food webs effects from hydrazine bioaccumulation are therefore predicted. Chlorination products are rapidly degraded in the marine environment and bioaccumulation is not an important consideration. Bromoform is the most abundant chlorination by-product and has a low bioconcentration factor. The log bioconcentration factor ranges from 1-4 in most species except for shrimps where values of >8 have been reported in the literature. However, studies have shown that following cessation of chlorination, depuration of bromoform was complete after two days from mussels. Food web effects are therefore not considered significant. BEEMS Scientific Advisory Report. BEEMS Expert Panel. 2011. Chlorination by-Products in Power Station Cooling Water. Scientific Advisory Report SAR009. Lowestoft, UK:2011.
Chapter 20 - MN.1 Marine Navigation		
No Interested Party responses received at Deadline 3.		
Chapter 21 - NV.1 Noise and Vibration		
NV.1.8	The Applicant	Requirements Do you agree the requirement suggested by ESC at 1.33 of their RR is appropriate? If not please explain your position.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	SZC Co. does not agree that such a requirement is appropriate. In particular, SZC Co. does not agree that British Standard 4142: 2014+A1: 2019¹ requires an outcome where rating levels are 5dB below the background sound level. Reference to rating levels being below the measured background was taken out of British Standard in the 2014 revision. Such an approach is not required by the National Policy Statement (NPS), nor is it SZC Co.'s understanding that a requirement to achieve rating levels 5dB below the background sound level is a policy requirement applied elsewhere by East Suffolk Council. Noise conditions or requirements based on the British Standard 4142 methodology must be capable of enforcement, and detecting whether a rating level post-development is 5dB below the background is verging on impossible. Either the rating level has to be measured closer to the source and extrapolated back, or highly complex measurement systems capable of directional/narrow band noise measurement are required. The least onerous outcome defined in British Standard 4142: 2014+A1: 2019² is a 'low impact', which occurs where the rating level does not exceed the background sound level. British Standard 4142: 2014+A1: 2019 sets out an assessment method for considering fixed plant noise, provides indicative outcomes based on a numerical assessment, and requires relevant contextual elements to be taken into account before reaching a conclusion on the outcome. The application of British Standard 4142: 2014+A1: 2019 is discussed in paragraphs 1.3.33 to 1.3.39 in Volume 1, Appendix 6G of the ES [APP-171] and paragraphs 4.21 to 4.35 in Volume 1, Appendix 6G, Annex 6G.1 of the ES [APP-171].
	Response by East Suffolk Council at Deadline 3	The requirement suggested by ESC at 1.33 of the RR is our default starting point for noise of this type. ESC agree with the Applicant's explanation of the assessment method for fixed plant noise, and in particular the requisite consideration of context. However, ESC also reiterate our previous comments (including in relation to questions NV.1.4 and NV.1.7) regarding the use of absolute noise limits as part of the contextual consideration. In accordance with BS 4142:2014+A1:2019 it may be appropriate to consider absolute

¹ British Standard BS4142: 2014+A1: 2019 – Methods for rating and assessing industrial and commercial sound

² British Standard BS4142: 2014+A1: 2019 – Methods for rating and assessing industrial and commercial sound

ExQ1	Question to:	Question:
		noise levels where background and rating sound levels are low, but ESC consider that these should be derived in accordance with BS 4142 (and the accompanying guidance note issued by the Association of Noise Consultants in March 2020) and should consider potentially distinctive characteristics of the sound, rather than the 40 dB Lnight value adopted by the Applicant based on the WHO Night Noise Guidelines, which address noise-related effects on health but are largely based on research of health effects from transportation noise, with fewer distinguishing characteristics and which also do not consider the local context.
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add, other than to note that this point remains under discussion between the parties.
NV.1.11	The Applicant	Rail Noise The assessment [APP-546] does not appear to make clear how the mitigation of speed restriction, and stopping of trains at certain points along the line will be delivered through the DCO. (i) Please clarify how this would be achieved/delivered through the DCO. (ii) A train pulling 20 trucks is suggested to be what is likely to be used. Is this due to a physical constraint on site/on the line? If not, what controls would be in place to ensure this were the maximum size of train? (iii) What would the implications be if the train were to be longer? Has this been assessed? (iv) A train travelling at 20mph with 20 trucks would take how long to pass a single point? (v) How will the restriction on the number of trains and the timetable they are to operate to be adhered to/delivered through the DCO? (vi) Please describe how you envisage a typical timetable for delivery and departure of trains to and from the site would occur, so the effect on the site and the receptors along the rail routes can be fully understood. It may be helpful to support this with a plan indicating the locations and times the trains would be expected to be at each location.
	Response by SZC Co. at Deadline 2	(i) The necessary controls over train speeds and stopping would be secured both within the DCO and contractually. Within the DCO, Requirement 25 specifies that night-time trains cannot be operated except in accordance with a Rail Noise Mitigation Strategy (RNMS) first submitted to

ExQ1	Question to:	Question:
		and approved by ESC. It is the night-time timing of the Sizewell C train services which generates the requirement for control. A draft of the RNMS is provided in Volume 3, Appendix 9.3.E of the ES Addendum [APP-258], submitted in January 2021. It sets out the precise nature of the controls necessary and would be enforceable against the Applicant. Contractually, the train services will be secured through the following: - A contract between SZC Co. and a freight operating company, in which SZC Co. will align its DCO obligations with the terms on which it contracts with the supplier of rail services; - A Freight Customer Track Access Contract entered into between SZC Co. and Network Rail. This is a standard form of agreement which sets out the terms on which the customer is entitled to have services on the specified routes. Where the customer requires to take up those services, it issues a drawdown notice to Network Rail and its appointed freight operator who then enter into a Freight Track Access Contract aligned with the terms of this customer contract. This sequence allows SZC Co. to be indirectly involved in the terms of the Track Access Contract. - A Freight Track Access Contract entered into between Network Rail and the freight train operator. SZC Co. would not be a party. The Office of Rail and Road (ORR) – the rail regulator has published standard forms for the Track Access contracts, which allow for “special terms”, including matters such as train speeds which apply to particular services. It is through these terms that the speed restrictions would be imposed, rather than a general speed limit on the line – as the restrictions are only required for the Sizewell C night-time trains. (ii) Network Rail’s Freight Loads Book specifies a maximum train length of 339m for the East Suffolk Line. This would provide the necessary control. It is understood that this relates to the limitations of the signalling system, and safe operation of some types of level crossing. Assuming a train is made up of JNA or HOA wagons then it would consist of 20 wagons and one locomotive. HYA wagons are also being considered, and as these are slightly shorter, a train of the maximum permitted length would consist of 21 wagons. (iii) It would not be possible to operate a longer train so this has not been assessed.

ExQ1	Question to:	Question:
		(iv) A maximum length 339m train would take approx. 38 seconds to pass a single point. (v) The DCO and contractual controls described at (i) above would also specify the number of trains and their timetable. (vi) An illustrative timetable is provided in Chapter 11 of the Consolidated Transport Assessment (Doc Ref. 8.5 (B)).
	Response by East Suffolk Council at Deadline 3	The Applicant's response is considered to be reasonable, though we would emphasise that the Rail Noise Mitigation Scheme (RNMS), of which this specific mitigation measure is a part, is proposed as primary mitigation which is intrinsic to the current assessment of effects. Should this, or other parts of the RNMS not be deliverable, then the assessment of effects might need to be revised, and more emphasis potentially put on other means of mitigation, including noise screens/barriers and/or the Noise Mitigation Strategy (NMS) thresholds.
	Response by SZC Co. at Deadline 5	SZC Co. is confident that the Rail Noise Mitigation Strategy , the current draft of which appears at [AS-258] , is deliverable. ESC's position is protected by Requirement 25.
NV.1.12	The Applicant, Network Rail(part iii only)	Rail Noise (i) The mitigation proposed appears to rely upon welds not being within a certain distance of sensitive receptors. What distance is required between receptor and the track to achieve the LOAEL and SOAEL levels? (ii) Please clarify where the measurements are taken from and to. (iii) How would this be delivered through the DCO?
	Response by SZC Co. at Deadline 2	(i) The specification and implementation of mitigation does not rely on the proximity and type of rail welds, rather, the potential effects are influenced by these factors. A range of values is set out in paragraph 4.3.26 in Volume 3, Appendix 9.3.A of the ES Addendum [AS-257], stating the distances between track and receptor at which the LOAEL and SOAEL are attained, for specific combinations of train speed, track type and rail joint type. Where there are properties that fall within the distance stated for SOAEL for the particular combination of train speed, track type and rail joint type that is relevant to them, the expectation is that the Noise Mitigation Scheme (the original version of which was set out in Volume 2, Appendix 11H of the ES [APP-210] with a revised version provided as

ExQ1	Question to:	Question:
		Doc Ref. 6.3 11H(A)), will apply and a sufficient reduction in noise entering the property via the airborne path is achieved so that the combined total of groundborne noise and low frequency airborne noise will be below SOAEL. Examples of where this outcome is expected are stated in paragraphs 9.3.81 to 9.3.83 in Volume 1, Chapter 9 of the ES Addendum [AS-188]. As the expectation is that SOAEL will be avoided even where properties are within the distances stated, SZC Co. does not rely on the proximity of specific weld types to comply with policy. (ii) The distances are measured from the track centreline to the façade of the receptor building, unless stated otherwise, for instance, some distances are quoted between the nearside rail and the receptor façade. (iii) The implementation of track renewal along sections of the line between Woodbridge and Saxmundham, which would permit the removal of aluminothermic welds, is the subject of active discussion with Network Rail. If those discussions demonstrate the benefit and deliverability of the improvements, they could be incorporated into the draft Rail Noise Mitigation Strategy (Volume 3, Appendix 9.3.E of the ES Addendum [APP-258]), which is secured through via Requirement 25.
	Response by Network Rail at Deadline 2	iii Network Rail are currently working with SZC on proposals for Track enhancements to SZC between Westerfield and Saxmundham Junction. In addition discussions includes status and potential alterations to sleepers, fasteners and welds to assist with noise mitigation. This work is ongoing and as such no further comments can be provided at this stage. However, we agree with the suggestion of the use of requirement 25 to secure any details agreed ahead of the close of the Examination, along with the inclusion of the Network Rail requested Protective Provisions
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	ESC's main comment is as per NV.1.11. However, ESC would also query the Applicant's statement that; "As the expectation is that SOAEL will be avoided even where properties are within the distances stated, SZC Co. does not rely on the proximity of specific weld types to comply with policy". ESC consider that this statement can only be true if the

ExQ1	Question to:	Question:
		policy aims of NPS EN-1 and the Noise Policy Statement for England (NPSE) are met. If the RNMS is not deliverable (which is currently uncertain based on the Network Rail SOCG dated 2 June 2021) then this would increase the emphasis on other forms of mitigation, including possible noise screens/barriers and/or the NMS thresholds, which might need to be lowered to offset this. This would need to be fully explored and discussed.
	Response by SZC Co. at Deadline 5	SZC Co. refers to its Deadline 5 response at NV.1.11 regarding the deliverability of the draft Rail Noise Mitigation Strategy [AS-258]. Discussions regarding noise barriers or screens are ongoing with both Network Rail and ESC. If they are practical, useful and deliverable, they will be provided but achieving a policy consistent noise outcome does not rely on them.
NV.1.13	The Applicant, Network Rail part iii only)	Rail Noise (i) The placement of matting under the ballast would appear to be required for all locations where a sensitive receptor is within 20m of the centreline of the railway, and this matting should extend 10m beyond the end of the receptor building. How would this be delivered through the DCO? (ii) Does this require a specific standard of matting to be provided and method of laying of the matting and the ballast to meet the minimum noise absorption required and therefore is a specific minimum specification required? If so, how is this to be secured? (iii) Do Network Rail agree to this method of installation?
	Response by SZC Co. at Deadline 2	(i) Works to the Saxmundham to Leiston branch line are secured in the draft DCO (Doc Ref 3.1(C)) as Works 4C and through Requirement 18. The particular characteristics referenced in the question, however, are specified in the draft Rail Noise Mitigation Strategy which forms Volume 3, Appendix 9.3.E of the ES Addendum [APP-258]. Requirement 25 requires the detail of the Rail Noise Mitigation Strategy to be submitted to and approved by ESC before the operation of night-time trains and subsequently implemented. (ii) The under-ballast mat is required to achieve a specific standard, and an example of a product which has the required properties is included in Appendix A of the draft Rail Noise Mitigation Strategy, which is contained in Volume 3, Appendix 9.3.E of the ES Addendum [APP-258]. The principal requirement to be specified is the dynamic stiffness modulus. The proposed product must have achieved Network Rail “product acceptance”

ExQ1	Question to:	Question:
		which will specify certain performance and installation requirements. The chosen product, with those performance and installation characteristics, will be part of the Track Approval In Principle documentation (the "Form A") accepted by Network Rail at the end of the next design phase which secures their place in the design. (iii) SZC Co. is engaging with Network Rail through a Basic Asset Protection Agreement (BAPA) to achieve successful Approval in Principle which will demonstrate their acceptance of this solution.
	Response by Network Rail at Deadline 2	iii NR have an active BAPA in place which facilitates the design approval process. At present Network Rail does not have sufficient information to confirm this
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	Please see response to NV.1.11.
	Response by Suffolk County Council at Deadline 3	The Applicant and Network Rail need to clarify what noise mitigation infrastructure will be provided on the East Suffolk Line. It appears that it is assumed that continuously welded track on the East Suffolk Line is enough to reduce noise on the rail line, but this has not been assessed by Network Rail. Further information is also required on what mechanism will be used to deliver these improvements as they are not currently included within the DCO.
	Response by Woodbridge Town Council at Deadline 3	WTC comment – this shows the Applicant’s proposal for rail transport needs more work before it can be considered ready for DCO.
	Response by SZC Co. at Deadline 5	Any improvements to the track infrastructure on the East Suffolk line will be delivered through the Rail Noise Mitigation Strategy , the current draft of which appears at [AS-258] , and which is itself secured through Requirement 25 of the draft DCO (Doc Ref. 3.1(D)).

ExQ1	Question to:	Question:
		The improvements to the East Suffolk line track infrastructure currently under discussion are the replacement of fishplate joints and aluminothermic welds with continuously-welded track and flash-butt welds. The improvements are not relied upon in the Applicant's noise assessment – please see the deadline 2 response to NV.1.12. however, they would produce benefit (including legacy benefit) for the East Suffolk line communities and SZC Co. is working closely with Network Rail to understand what may be deliverable. Under-ballast mats are not proposed on the East Suffolk line and Network Rail is not required to assess the acoustic performance of any particular proposals.
NV.1.14	The Applicant	Rail Noise/Freight Management (i) The information provided in support of the train noise assessment indicates [APP 545] that a typical truck has the capacity to carry 77.9t of cargo. Assuming this to be the case a train with 20 trucks would have a payload of 1,558t. Please explain why this figure exceeds the quantum of material said to be imported per train as set out in the Freight Management Strategy? (ii) Assuming trains were loaded to full capacity what implications would this have for the noise assessment?
	Response by SZC Co. at Deadline 2	(i) For the purposes of the rail bulk import capacity an import payload of 1,250t per train has been assumed. This has been derived based on the published operational parameters of the rail infrastructure. The Network Rail Sectional Appendix³ states a Route Availability (RA) of the East Suffolk line and Saxmundham to Leiston branch line as RA7 and a trailing weight of 1,730t (rounded to 1,800t as route planning assessed in 200t increments) per train. The RA7 category limits the axle load of each wagon to 21.5t, resulting in a gross wagon load of 86t. There are several different types of rail wagons that could be used to haul bulk materials via rail, each of these has slightly differing capacities and tare weights which impact of payload available. A typical JNA open wagon has a tare weight of 23.7t,

³ Network Rail Sectional Appendix, Anglia Route, Last Updated 15/04/2017;
<https://sacuksprodnrdigital0001.blob.core.windows.net/sectional-appendix/Sectional%20Appendix%20full%20PDFs/Anglia%20Sectional%20Appendix%20February%202021.pdf#page=333>

ExQ1	Question to:	Question:
		therefore a maximum payload of 62.3t can be carried before the axle load limit is exceeded. This results in the wagon being only partially filled as the design capacity of a JNA wagon is 77.9t payload (101.6t gross) i.e. the total capacity would exceed the permitted axle load of the branch line. An alternative HOA hopper wagon (bottom discharge) may also be used. This has a tare weight of 24.2t allowing a max payload of 61.8t. As with the JNA wagon, this wagon is only partially full as a HOA wagon has a design capacity of 77.8t payload (102t gross). The trailing weight restriction places a maximum gross weight of the wagons hauled by the locomotive to ensure sufficient traction and braking on the gradient of the line. The 1,800t limit on the Saxmundham to Leiston branch line results in a maximum of 20 wagons per train ($20 \times 86 = 1,720\text{t}$). Therefore assuming 20 wagons this results in a rail import of between 1,236 and 1,246t, assumed as 1,250t per train. Considerable further rail enhancement beyond that being considered by the project, such as rail underbridge replacement and track bed renewals, would be required to permit the full capacity of the wagons to be utilised, therefore the maximum wagon payload capacity of 77.9t will not be achieved. For the purposes of noise and vibration assessment the theoretical maximum capacity of the rail wagons has been used, i.e. 77.9t payload. While this cannot be achieved due to the condition of the rail infrastructure it represents a conservative worst case for the assessment. (ii) The assessment assumed a payload of 77.9t per wagon, i.e. 1558t for a 20-wagon train, even though that total payload will not materialise in practice, as set out above. Further, the source of groundborne noise is unevenness of the surfaces of the rail head and the vehicle wheels, including both roughness (which occurs all along the rail and around the wheel tread) and discrete discontinuities such as joints and some types of weld. The magnitude of the effect caused by these features is primarily dependent on the unsprung mass of the wheelsets of the wagons and locomotives. Unsprung mass is not dependent on load. There is a small additional effect in the case of joints and welds due to the sprung mass, which includes the load, but it is dependent on the weight of individual wagon loads and not on the total payload of the full length train. Increasing the

ExQ1	Question to:	Question:
		payload of the train as a whole has no effect on groundborne noise levels over and above the effect of any increase in the load on individual axles. The assessment of airborne railway noise has taken account of the range of locomotive power settings that may be required to move fully-loaded trains. The source data on which the airborne noise assessment is based is set out in Volume 1, Chapter 9 of the ES Addendum [AS-188] and its associated Appendix 9.3.A (Volume 3 of the ES Addendum [AS-257]).
	Response by East Suffolk Council at Deadline 3	ESC's main comment is as per NV.1.11. However, ESC would also query The Applicant's statement that; "As the expectation is that SOAEL will be avoided even where properties are within the distances stated, SZC Co. does not rely on the proximity of specific weld types to comply with policy". ESC consider that this statement can only be true if the policy aims of NPS EN-1 and the Noise Policy Statement for England (NPSE) are met. If the RNMS is not deliverable (which is currently uncertain based on the Network Rail SOCG dated 2 June 2021) then this would increase the emphasis on other means of mitigation, including possible noise screens/barriers and/or the NMS thresholds, which might need to be lowered to offset this. This would need to be fully explored and discussed.
	Response by SZC Co. at Deadline 5	Please see SZC Co.'s Deadline 5 responses at NV.1.11 and NV.1.12.
NV.1.16	The Applicant	Rail Noise In undertaking the noise assessment, a test train was run in August 2020, it is understood this was unladen. (i) How representative of the noise of a fully loaded train would this be? (ii) Please explain what differences in acoustic terms you could expect for acceleration and breaking, relative to a fully laden train.
	Response by SZC Co. at Deadline 2	(i) In addition to the unloaded wagons that were used during the August 2020 tests, the train also included a locomotive at each end. The August 2020 tests are described in Volume 3, Appendix 9.3.A of the ES Addendum [AS-257] and its associated appendices.

ExQ1	Question to:	Question:
		For each traverse, the engine at the front pulled the train, while the engine at the rear was effectively a dead load. The total train weight was approximately 772 tonnes and was considered sufficiently similar to real-life conditions that the tests could be considered representative. The train operators confirmed that the operational characteristics of the leading engine in each traverse reflected the expected operation with a fully-loaded train. The source data that was used in the assessment of railway noise was collected prior to the submission of the DCO application, based on numerous measurements of freight trains. The source data and surveys were set out in Volume 9, Appendix 4B, Annex B of the ES [APP-546]. The testing in August 2020 found that lower source noise levels would be appropriate, however, the assessment retained the original, higher noise levels. (ii) As stated in answer to (i) above, the operational characteristics of the leading engine in the test runs reflected the expected operation with a fully-loaded train. Accordingly, differences between the testing undertaken, and a fully-loaded train, are not expected. The locomotive is noisiest part of a freight train, and it is at its noisiest when operating under full power. The survey work that informed the noise assessment, as illustrated in Tables 1.4 and 1.5 in Volume 9, Appendix 4B of the ES (Doc Ref. 6.10) [APP-546] found that decelerating trains, i.e. braking trains, were found to generate lower sound levels than trains running at a steady speed, which were in turn quieter than trains running at full power.
	Response by East Suffolk Council at Deadline 3	Response noted. ESC are currently undertaking further reviews of the rail groundborne noise and vibration assessments and expect to provide further comment on this in due course.
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add to its previous responses.
NV.1.18	The Applicant, ESC, SCC	Rail SOAEL and LOAEL The SOAEL and LOAEL is based at least in part on the assessment for HS2, and the justification of a higher rating appears to be based on the quantum and speed of rail traffic associated with HS2 as opposed to here.

ExQ1	Question to:	Question:
		(i) Do the Councils agree this is a reasonable position to take in setting the SOAEL and LOAEL for rail noise? (ii) In the event the Councils do not agree, what method would be considered would provide a reasonable approach in the circumstances of this case?
	Response by SZC Co. at Deadline 2	Reference is made to High Speed Two (HS2) in two contexts: • The derivation of a SOAEL for airborne railway sound in terms of L_{AFmax}; and • The derivation of SOAEL for groundborne noise. In both respects, the Sizewell C noise assessment is more stringent than the HS2 assessment. In particular, for airborne railway noise, the L_{AFmax} SOAEL references HS2, but the value adopted in the SZC noise assessment is a more stringent value than adopted for HS2. HS2 adopted two values for the L_{AFmax} SOAEL, which varied according to the number of trains per night; a value of 85dB L_{AFmax} was adopted where there were 20 trains or fewer, or 80dB L_{AFmax} where there were more than 20 trains per night. For SZC, the more stringent 80dB L_{AFmax} was adopted even though there are expected to be less than 20 trains per night. Volume 9, Chapter 4 of the ES [APP-545] adopted a value for SOAEL of 50dB L_{ASmax} for groundborne noise considered in isolation; this is 5dB less stringent than HS2's equivalent figure, although it is noted that in the HS2 case there may be 20 or more groundborne noise events per hour. Groundborne noise was developed further in Volume 1, Chapter 9 of the ES Addendum [AS-188] and Volume 3, Appendix 9.3.A of the ES Addendum [AS-257] where it is proposed that combined groundborne noise and airborne noise should be assessed against the LOAEL and SOAEL values for groundborne noise alone, namely 35 dB L_{ASmax} and 50 dB L_{ASmax} respectively. This approach effectively lowers the SOAEL for groundborne noise alone, by an amount dependent on the relative levels of groundborne and airborne noise as received.

ExQ1	Question to:	Question:
		This change in approach was considered appropriate in this instance due to the unique circumstances at Sizewell C, where airborne and groundborne noise are likely to combine in a manner not addressed in previous groundborne noise assessments.
	Response by East Suffolk Council at Deadline 2	Notwithstanding the obvious differences between a new high-speed rail line and rail traffic serving the construction of a power station, the technical basis for the adopted LOAEL and SOAEL is accepted. However, the overarching policy aims of NPS EN-1 require that all efforts are taken to mitigate adverse effects above LOAEL and to avoid significant adverse effects above SOAEL. As such, adequate consideration of mitigation is critical to the correct use of these parameters. ESC does not currently consider that the Applicant has adequately explored and exhausted all mitigation options to “mitigate and minimise” adverse impacts, or that the Rail Noise Mitigation Scheme and the Noise Mitigation Scheme provide adequate protection for residents. Specifically, we consider that the Noise Mitigation Scheme should be triggered at a level below SOAEL, which simply represents a threshold to be avoided. Discussions are ongoing on this between the Applicant and ESC and progress is expected, but this remains a key concern.
	Response by Suffolk County Council at Deadline 2	Although there are differences between the operation of a passenger railway line and a freight railway line, The Applicant has modelled and surveyed the level of rail noise anticipated to occur on the Leiston Branch Line and the East Suffolk Line and compared against the noise and vibration levels generated by HS2. Therefore, the technical basis for the adopted LOAEL and SOAEL is accepted. It is expected though that The Applicant will ensure that all efforts are taken to mitigate adverse effects above LOAEL and to avoid significant adverse effects above SOAEL, as set out in the NPS EN-1. As such, adequate consideration of mitigation is critical to the correct use of these parameters. SCC would like to see The Applicant explore all mitigation options to “mitigate and minimise” adverse impacts. This should be reflected in the Draft Rail Noise Mitigation Strategy and Noise Mitigation Strategy, which should provide adequate protection for local residents above a standard offer of double-glazing. Specifically, we believe that mitigation should be triggered at a level below SOAEL, which simply represents a threshold to be avoided. Discussions are ongoing on this between The Applicant and ESC and progress is expected, but this remains a key concern.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	SZC Co. welcomes ESC's and SCC's confirmation that the LOAEL and SOAEL values for railway noise are appropriate. Both councils requested that noise insulation be offered at a lower sound level than the SOAEL for railway noise, and the recent revision of the Noise Mitigation Scheme submitted at Deadline 2 [REP2-034] included this change. SZC Co. has committed to a number of practical mitigation measures in the draft Rail Noise Mitigation Strategy [AS-258] and discussions with Network Rail are ongoing regarding the potential for track replacement along sections of the East Suffolk line.
	Response by East Suffolk Council at Deadline 3	We agree with the Applicant's overarching point that the derivation of SOAEL for airborne and groundborne rail noise are more stringent than those adopted for HS2, although we do not consider the updated approach to assessing groundborne noise from rail to represent a lowering of the SOAEL, more that this approach is more onerous because two simultaneous sources (airborne/groundborne) are assessed against the previously nominated LOAEL and SOAEL values, rather than one. This does not however, affect our agreement that this is more onerous than previously.
	Response by Woodbridge Town Council at Deadline 3	WTC concurs with the response by ESC and SCC at Deadline 2. We are keen to see how quiet these trains can be. Based on our current experience, night-time freight trains pose an unacceptable threat to the health and well-being of people living in Woodbridge.
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add to its previous responses.
NV.1.19	The Applicant, ESC, SCC, PHE	Rail SOAEL and LOAEL As currently assessed, the LOAEL would be exceeded at receptors within 42m of the line with trains travelling at 10mph and within 50m of the line for trains travelling at 20mph. In light of the need to protect human health from noise, and length of construction period should not the potential for noise mitigation be made available to all receptors where the LOAEL would be exceeded?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	It is a requirement of the Noise Policy Statement for England⁴ and the Overarching National Policy Statement for Energy (NPS EN-1)⁵ to mitigate and minimise noise falling between LOAEL and SOAEL, with the NPS stating that all reasonable steps should be taken in this endeavour while also taking into account the guiding principles of sustainable development (paragraph 2.24). The draft Rail Noise Mitigation Strategy, which is contained in Volume 3, Appendix 9.3.E of the ES Addendum [AS-258], sets out the proposed operational and physical measures to limit railway noise and vibration, which has effect at properties affected by railway noise irrespective of whether they fall above or below LOAEL or SOAEL. The measures include: • Installation of a crossover north of Saxmundham station and upgrades to the signalling system to permit trains to join or leave the Saxmundham to Leiston branch line without stopping, known as the 'change arrangements at Saxmundham'. • The Saxmundham to Leiston branch line will be upgraded with a refurbished trackbed, concrete or steel sleepers, and welded rails to provide a consistent rail cross-section consistent gauge, and smooth running surface. • The proposed rail extension route will be constructed using the same approach as the upgraded Saxmundham to Leiston branch line. • Under ballast mats will be installed where the Saxmundham to Leiston branch line or proposed rail extension route pass within 15m of a residential receptor, and will be installed for a minimum of 10m either side of the property. An alternative design may be substituted, if its effectiveness is equal and approved. • Night-time speed limits of 10mph will apply at three locations along the East Suffolk line: Woodbridge/Melton, Campsea Ashe, and Saxmundham.

⁴ DEFRA (2010) Noise Policy Statement for England

⁵ DECC (2011) Overarching National Policy Statement (NPS) for Energy (NPS EN-1)

ExQ1	Question to:	Question:
		• Speed on the Saxmundham to Leiston branch line will be limited to 10mph during the early years. • Pending the results of further assessment of the upgraded and mitigated Saxmundham to Leiston branch line during the early years operation, the speed limit on Saxmundham to Leiston branch line may be increased to 20mph. This further assessment work is described later in this section. • The speed limit on the proposed rail extension route will match that applied to the Saxmundham to Leiston branch line. This enables constant train speeds to be maintained, thereby avoiding accelerating locomotive noise close to the north-western corner of Leiston. • Class 66 locomotives will be used in preference to Class 68 locomotives, where there is equivalent choice. • Night-time construction trains will not travel into or out of Leiston, instead being held on the Saxmundham to Leiston branch line to the west of the Saxmundham Road level crossing, at defined locations. • Construction trains stabled overnight on the branch line will not be permitted to keep their engines idling. These measures, together with the extensive associated development proposed as part of the application which is primarily aimed at mitigating transport effects, are considered to be a reasonable and proportionate response to the potential adverse effects identified to result from the use of trains as part of the SZC project. Together with insulation where necessary, as provided by the Noise Mitigation Scheme (the original version of which was set out in Volume 2, Appendix 11H of the ES [APP-210] with a revised version provided as Doc Ref. 6.3 11H(A)), it provides a comprehensive mitigation package.
	Response by East Suffolk Council at Deadline 2	Ideally, setting the threshold for noise insulation mitigation at LOAEL would represent the most robust possible means of protecting amenity. However, there is no clear basis for this, and ESC recognise that other forms of mitigation exist that could negate the need for improved noise insulation, which should be a last resort. However, ESC considers that eligibility for noise insulation should be triggered at a level below SOAEL, which simply

ExQ1	Question to:	Question:
		represents a threshold to be avoided. Discussions are ongoing on this between the Applicant and ESC and progress is expected, but this remains a key concern.
	Response by Suffolk County Council at Deadline 2	Setting the threshold for noise insulation mitigation at LOAEL would represent the most robust possible means of protecting amenity. However, there is no clear basis for this and both SCC and ESC recognise that other forms of mitigation exist that could negate the need for improved noise insulation, which should be a last resort. There is a need to ensure that rail infrastructure aimed at reducing noise is delivered and maintained to the highest standard on the Branch Line and the East Suffolk Line. A clear agreement between the Applicant and Network Rail is required. Both SCC and ESC believe that eligibility for noise insulation should be triggered at a level below SOAEL, which represents a threshold to be avoided. Discussions are ongoing on this between The Applicant and ESC and progress is expected, but this remains a key concern.
	Response by Public Health England at Deadline 2	In preparing this response, PHE has assumed that this question is with reference to the LOAEL specified for the maximum noise level (L_{Amax}). The second aim of the Noise Policy Statement for England (Defra, 2010) is to “mitigate and minimise adverse impacts on health and quality of life” through the effective management and control of environmental noise. The health effects attributable to transportation noise are associated with both the longterm averaged noise, and the maximum noise level of each passby [1]. The latter is particularly relevant to physiological sleep disturbance (sometimes known as EEG awakenings). The scientific evidence has shown that every noise event above a certain threshold has an associated probability of disrupting sleep[1]. Therefore when carrying out a risk assessment for physiological sleep disturbance above the LOAEL it is important to take into account both the maximum levels and the number of events that occur during the night [2,3]. PHE considers the dose-response relationships derived for the systematic review commissioned by the WHO [1] to be the most scientifically robust for estimating noise induced physiological sleep disturbance. Using these relationships, and assuming a conservative 10dB outdoor to indoor level difference (equivalent to windows wide open, for example to mitigate overheating), PHE has translated the levels assigned to “Low”,

ExQ1	Question to:	Question:																
		"Medium" and "High" magnitude of impact associated with new or altered railway lines (cf. Table 4.7 in ES_V9_Ch4). <table><thead><tr><th>Maximum noise level outside (L_{Amax,outside})</th><th>Maximum noise level inside bedroom (L_{Amax,inside})</th><th>Probability of noise-induced sleep state change</th><th>Minimum no. of train passbys required to result in one additional awakening per night*</th></tr></thead><tbody><tr><td>60</td><td>50</td><td>3.8%</td><td>26</td></tr><tr><td>70</td><td>60</td><td>6.9%</td><td>15</td></tr><tr><td>77</td><td>67</td><td>9.5%</td><td>11</td></tr></tbody></table> * Note: Whilst there is evidence that sleep fragmentation is associated with health morbidity [4] and mortality [5], it is not yet possible to directly link average number of noise-induced awakenings with chronic health outcomes. One health-based approach that has been used for controlling night-time movements at a German airport has three principles [2]: • On average, there should be less than one additional awakening induced by noise. • Awakenings recalled in the morning should be prevented as much as possible. For aircraft noise this meant avoiding noise events in the bedroom exceeding 65dB L_{Amax}, inside. • There should be no relevant impairment of the process of falling asleep again. It is important to note that the noise and sleep data that informed this evidence is primarily from studies based on physically-healthy subjects free of intrinsic sleep disorders. There are non-negligible inter-individual differences in the susceptibility to noise-induced sleep disturbance even amongst this subset of the general population [6]. The effect of transportation noise on sleep in those with pre-existing medical conditions is	Maximum noise level outside (L _{Amax,outside})	Maximum noise level inside bedroom (L _{Amax,inside})	Probability of noise-induced sleep state change	Minimum no. of train passbys required to result in one additional awakening per night*	60	50	3.8%	26	70	60	6.9%	15	77	67	9.5%	11
Maximum noise level outside (L _{Amax,outside})	Maximum noise level inside bedroom (L _{Amax,inside})	Probability of noise-induced sleep state change	Minimum no. of train passbys required to result in one additional awakening per night*															
60	50	3.8%	26															
70	60	6.9%	15															
77	67	9.5%	11															

ExQ1	Question to:	Question:
		unknown. Therefore the results in the table above may underestimate the effect of noise on sleep in the general population[1]. Another consideration is that in practice maximum noise levels may differ significantly from what was predicted. PHE encourages the Applicant to a) be clear on the assumptions made to arrive to the numbers in Table 4.27 b) what is the expected variation around the “typical” levels reported in Table 4.28 c) how much control would the Applicant have on which rolling stock would be running on these lines – for example a single wagon on a freight train with poorly maintained wheels may give rise to significantly higher maximum noise levels [7] These uncertainties could be addressed by widening the scope of the monitoring system described in 4.5.11. PHE is not able to dictate which mitigation measures would be appropriate for the properties identified in Table 4.27. The Applicant states that these will be “mitigated and minimised through the use of the quietest trains available, strategically located speed restrictions, changes to the operational practices on the line, and the measures described in section 4.5.” PHE would recommend that “the use of the quietest trains available” is clarified to mean that a system would be put in place to ensure that the levels specified in Table 4.28 will be relevant in practice. Consideration should also be given to what happens if the frequency of trains needs to be increased in the future, as this will change the risk of sleep disturbance. [1] M. Basner, S. McGuire. WHO Environmental Noise Guidelines for the European Region: A Systematic Review on Environmental Noise and Effects on Sleep. Int. J. Environ. Res. Public Health 2018, 15, 519. [2] M. Basner, A. Samel, U. Isermann. Aircraft noise effects on sleep: Application of the results of a large polysomnographic field study. J. Acoust. Soc. Am. 119 (5), May 2006. [3] M. Basner, U. Müller, B. Griefahn. Practical guidance for risk assessment of traffic noise effects on sleep. Applied Acoustics 71 (2010) 518–522. [4] WHO Regional Office for Europe. Night Noise Guidelines for Europe. 2009.

ExQ1	Question to:	Question:
		[5] S. Shahrababaki et al. Sleep arousal burden is associated with long-term all-cause and cardiovascular mortality in 8001 community-dwelling older men and women. <i>European Heart Journal</i> (2021) 00, 1–12. [6] S. McGuire et al. Inter-individual Differences in the Effects of Aircraft Noise on Sleep. <i>SLEEP</i>, Vol. 39, No. 5, 2016. [7] D. Thompson. On the relationship between wheel and rail surface roughness and rolling noise.
	Response by SZC Co. at Deadline 3	As noted in SZC Co.'s Deadline 3 response to Question NV.1.18, the threshold at which noise insulation is offered for railway noise has been reduced to a threshold below the SOAEL, as a result of discussions between SZC Co. and ESC and SCC. This is reflected in the current version of the Noise Mitigation Scheme submitted at Deadline 2 [REP2-034]. SZC Co. also welcomes both councils' recognition that there is no clear basis for amending the Noise Mitigation Scheme to trigger noise insulation at the LOAEL. PHE has presented some detailed information on the relationship between noise and sleep disturbance, the key message of which concurs with SZC Co.'s understanding and approach to the assessments. In particular, PHE cites an example of an airport in Germany where night-time aircraft noise is controlled by avoiding noise levels within bedrooms of more than 65dB L_{AFmax}. This threshold forms the basis of the derivation of the SOAEL for railway noise, as SZC Co. seek to avoid the same effect. The values set out in Table 4.27 in Volume 9, Chapter 4 of the ES [APP-545] were determined by counting the number of properties in each noise level band, as explained in paragraphs 4.6.79 to 4.6.82 in Volume 9, Chapter 4 of the ES [APP-545]. The values set out in Table 4.28 in Volume 9, Chapter 4 of the ES [APP-545] were determined through a series of noise measurements, as reported Volume 9, Appendix 4B, Annex B of the ES [APP-546]. As stated in both SZC Co's and Network Rail's responses to Question NV.1.20 at Deadline 2, Freight Track Access Contracts are the standard mechanism for specifying rolling stock. It is expected that faulty rolling stock will be replaced at the earliest

ExQ1	Question to:	Question:
		opportunity. Standard freight track access contracts impose obligations to maintain rolling stock. PHE has requested that <i>"Consideration should also be given to what happens if the frequency of trains needs to be increased in the future, as this will change the risk of sleep disturbance."</i> The assessment of railway noise presented in Section 9.3 of Volume 1, Chapter 9 of the ES Addendum [AS-188] was based on the largest practical number of freight movements to ensure a reasonable worst-case assessment was undertaken.
	Response by East Suffolk Council at Deadline 3	The Applicant emphasises the draft Rail Noise Mitigation Strategy (RNMS) as a "reasonable and proportionate response to the potential adverse effects" due to rail, and that together with the enhanced insulation to properties that would be offered "where necessary" as part of the Noise Mitigation Scheme (NMS), that this provides a comprehensive mitigation package. However, ESC remains concerned that there is uncertainty regarding the deliverability of the full package of measures forming the RNMS. We understand that the RNMS is proposed as primary mitigation and therefore the updated assessment of effects assumes that these would be adopted in their entirety. If these measures are not deliverable, then this would presumably change the assessment of effects. Furthermore, the revised NMS eligibility thresholds (in line with the EIA significance) are welcomed, but if the RNMS is not deliverable then no other physical mitigation is currently proposed between LOAEL and SOAEL. This would emphasise the policy aim to exhaust all other forms of mitigation before considering enhanced insulation, particularly in terms of noise barriers/screening. Based on the current Network Rail (NR) SOCG (2 June 2021) we understand NR have no objection in principle to acoustic fencing on their land if required, provided this was funded by the Applicant. ESC have already requested that the Applicant explore this mitigation option (as noted in the noise and vibration SOCG) and are currently awaiting a response from the Applicant on this. If it ends up the case that there are very few practical mitigation measures that could be used to "mitigate and minimise" effects above LOAEL, then ESC also consider that the NMS thresholds for airborne rail noise might need to be reduced further to offset this limitation.
	Response by Woodbridge Town Council at Deadline 3	WTC concurs with the response by ESC and SCC at Deadline 2. We are keen to see how quiet these trains can be. Based on our current experience, night-time freight trains pose an unacceptable threat to the health and well-being of people living in Woodbridge.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	Please see SZC Co.'s Deadline 5 responses at NV.1.11 and NV.1.12.
NV.1.25	The Applicant	Rail Noise In light of the length of time that the construction period would last, would not occupiers of properties within close proximity of the rail line need to be rehoused for the duration to avoid being subject to regular significant disturbance? (Currently the ES suggests that the SOAEL would be exceeded at a distance of 5m at 10mph but this would not yet appear to be an agreed position.) The s106 agreement [PDB-004] explains on pg 77 that the Noise Mitigation Scheme will either be secured through the DCO or the s106 agreement, but this is still under consideration please explain the latest position on how this mitigation would be secured
	Response by SZC Co. at Deadline 2	The effects of noise, vibration and groundborne noise have been fully assessed against the principles of the National Policy Statement for Energy (NPS EN-1)⁶ and the Noise Policy Statement for England⁷, particularly in terms of LOAEL and SOAEL. As set out in Volume 3, Appendix 9.3.A of the ES Addendum [AS-257] no receptors will experience effects greater than SOAEL, and mitigation proposed will minimise noise above LOAEL. This being the case, there is no need for rehousing. Having reflected on the nature of the steps set out in the Noise Mitigation Scheme (the original version of which was set out in Volume 2, Appendix 11H of the ES [APP-210] with a revised version provided as Doc Ref. 6.3 11H(A)) and discussed the matter in the Noise topic meetings with ESC and SCC, SZC Co. believes it would be sensible to secure the Scheme via Schedule 12 of the draft Deed of Obligation (Doc Ref. 8.17(C)). ESC and SCC have recognised that may be the most appropriate route. It is intended that the Scheme be 'de-constructed' into a series of discrete, sequential steps within the draft Deed of Obligation (Doc Ref. 8.17(C)) to ensure that each step is clear. The use of the draft Deed of Obligation (Doc Ref. 8.17(C)) will also enable the

⁶ DECC (2011) Overarching National Policy Statement (NPS) for Energy (NPS EN-1)

⁷ DEFRA (2010) Noise Policy Statement for England

ExQ1	Question to:	Question:
		parties to enforce against each other as some of the steps require action from ESC before the next step in the sequence can be implemented. These principles are not controversial between the parties although the precise final terms of the Scheme are the subject of discussions as part of the Statement of Common Ground and progressing the Deed of Obligation.
	Response by East Suffolk Council at Deadline 3	The Applicant's comments regarding the draft Deed of Obligation are noted. The Applicant also states in their response that "no receptors will experience effects greater than SOAEL, and mitigation proposed will minimise noise above LOAEL". ESC do not currently consider that the mitigation proposals do meet the policy aim to mitigate and minimise noise above LOAEL or to exhaust all other forms of mitigation before considering enhanced noise insulation, such as might need to be provided through the NMS. The revised NMS eligibility thresholds are welcomed, but no other physical mitigation is currently proposed between LOAEL and SOAEL, except the RNMS. The RNMS is presented as primary mitigation, but Network Rail have not yet committed to being able to deliver these measures. This further emphasises the importance of achieving the policy aim to exhaust all other forms of mitigation before considering enhanced insulation, particularly in terms of noise barriers. Based on the current Network Rail (NR) SOCG (2 June 2021) we understand NR have no objection in principle to acoustic fencing on their land if required, provided this was funded by the Applicant. ESC have already requested that the Applicant explore this mitigation option to ensure that noise above LOAEL would be minimised as far as practicable (as noted in the noise and vibration SOCG) and are currently awaiting a response from the Applicant on this. If some or all of these measures cannot be delivered, then ESC also consider that the NMS thresholds for airborne rail noise might need to be reduced further to offset this limitation.
	Response by SZC Co. at Deadline 5	Please see SZC Co.'s Deadline 5 responses at NV.1.11 and NV.1.12.
NV.1.26	The Applicant, Network Rail, ESC, SCC	Rail Noise In order to minimise disturbance to receptors in close proximity to the rail line, particularly at night, would a period excluding train operations be reasonable and or enforceable?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	The timing of trains would be specified in the Freight access contracts, which are explained in response to Question NV.1.11 in this chapter and therefore enforceable. However, there is limited ability to 'choose' the timing of train operations. Night-time operations are necessary due to the absence of pathing capacity in the day. At night the scheduling of trains will be a function of the capacity available within the network timetable. The work undertaken on this has shown the ability to secure 7 train movements. The addition of timing limitations would be very likely to reduce that number – especially as the slowed speed of the trains means that each one takes a considerable time to travel from the main line at Ipswich to site. Limiting train numbers would act against the policy imperative in the NPS to prefer train-borne freight where cost effective. The Applicant's view is that the balance lies in favour of securing the available capacity at night but ensuring that impacts are appropriately mitigated. Once established, the timetable would be fixed, creating certainty about the timing of the Sizewell C freight trains. An illustrative timetable is provided in Chapter 11 of the Consolidated Transport Assessment (Doc Ref 8.5(B)).
	Response by East Suffolk Council at Deadline 2	Ideally, from a noise impact perspective, ESC would prefer there to be no freight train movements at night because this is a new source and there is clearly much greater potential for disturbance at night. However, ESC understands that the Applicant has engaged with Network Rail extensively on this point and that there is insufficient capacity during the day to accommodate the freight paths. Running all trains during the daytime would clearly negate any potential night-time impacts, but the Applicant has stated that this would not be practicable within the constraints on the line. We also understand that the timetable for the night rail, particularly at peak use, is relatively restricted however if a period where movements were excluded in the most sensitive part of the night could be accommodated and this did not unreasonably increase impact from movements in the more condensed periods before and after it would be worth considering but would require assessment first. In terms of enforceability, it should be a relatively simple matter as other than survey and maintenance trains we understand the only night rail traffic is as a result of the Sizewell C project, if trains were moving within any exclusion period then it would be easier to determine the source.

ExQ1	Question to:	Question:
	Response by Network Rail at Deadline 2	Network Rail could only restrict train movements based on safety or capacity issues. However, if the Examiner felt it was necessary, we understand a restriction could be included in the DCO as a requirement. However, to optimise freight train movements overnight paths are necessary. The Applicant will need to comment on their impacts as a result of excluding train operations.
	Response by Suffolk County Council at Deadline 2	SCC's wish is to maximise rail movements and to have as many trains as are operationally possible; however, this must be balanced against causing a detrimental impact on residents. There is a balance to be struck between operational practicalities and the amenity of residents. In that spirit, SCC is supportive of a period of no train operations. By our estimation, under the current proposals there will be a short window between 01:30am and 04:30am when there will be no train movements. Such a provision would need to include a clause for emergencies, but subject to that it should in principle be reasonable and enforceable. On the mechanics of enforcement, SCC defer to the expertise of ESC.
	Response by SZC Co. at Deadline 3	SZC Co. has nothing further to add to its response at Deadline 2, other than to note in reply to SCC's response that limiting the number train paths would not be practical for the reasons set out at Deadline 2, and that the potential for gaps between trains is reduced after the early years where there are two trains per day. The gaps between trains are decreased as the number of trains increases.
	Response by East Suffolk Council at Deadline 3	ESC agree with the Applicant's explanation of why a night-time exclusion period would be impractical. However, this again emphasises the importance of the RNMS and NMS (and potentially noise barriers/screens) in mitigating airborne rail noise impacts. If the RNMS cannot be delivered as currently proposed and/or noise barriers are demonstrated to be impractical/ineffective, then ESC consider that the NMS thresholds for airborne rail noise may need to be reduced further to offset this and ensure the policy aims of NPS EN-1 are met, as this would affect the balance of acceptability.
	Response by Suffolk County Council at Deadline 3	As per our original response to this question, SCC's wish is to maximise rail movements and to have as many trains as are operationally possible; however, this must be balanced against causing a detrimental impact on residents. There is a balance to be struck

ExQ1	Question to:	Question:
		between operational practicalities and the amenity of residents. If, as indicated by the Applicant in its response, timing limitations would reduce the number of train deliveries possible this would be of concern to SCC, as it would be likely to result in an increase of HGV deliveries. However, we have not seen the evidence that timing limitations necessarily lead to less trains being deliverable, so would seek further consideration of the possibility of a period during the night of no train operations, without impacting on the number of train deliveries. The Applicant should also set out how provision will be made (considering the night-time operation of freight trains, for maintenance of the railway, much of which is normally carried out at nights and weekends?
	Response by Woodbridge Town Council at Deadline 3	SCC's response at Deadline 2 supports a quiet period at night and suggests it could be between 01.30 and 04.30. WTC welcomes the intention of this suggestion, but we are unclear on the actual benefit Woodbridge would see from it. It represents only a short period of undisturbed sleep. Also, it's unclear whether the quiet period applies to the whole length of track between Felixstowe and Sizewell, or just one end, or a point in the middle. If it were at one end, this would still mean trains were passing Woodbridge (and other communities on the line) well into this supposed quiet period. ESC's response at Deadline 2 says that enforcement should not be difficult (which is welcome), but seems to prioritise the timetable of construction above the health and well-being of people living near the railway. NWR's response at Deadline 2 offers no view on this, other than saying it's not for them to impose restrictions for reasons other than safety or capacity.
	Response by SZC Co. at Deadline 5	In response to Woodbridge Town Council's Deadline 3 response, a regularly-occurring gap in rail services is not proposed as it would prevent delivery of the proposed rail freight provision. The illustrative timetable provided in Chapter 11 of the Consolidated Transport Assessment [REP4-005] shows the need for trains to operate through the night, particularly given the speed restrictions set out in the draft Rail Noise Mitigation Strategy [AS-258].
NV.1.27	ESC, SCC	Rail Noise

ExQ1	Question to:	Question:
		In the Additional information supplied by the Applicant in [AS 257] an assessment of sleep disturbance has been set out. Do the Councils agree the methodology of assessment and the subsequent justification for the setting of the LOAEL and SOAEL in this respect?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	Notwithstanding the obvious differences between a new high-speed rail line and rail traffic serving the construction of a power station, the technical basis for the adopted LOAEL and SOAEL is accepted. However, the overarching policy aims of NPS EN-1 require that all efforts are taken to mitigate adverse effects above LOAEL and to avoid significant adverse effects above SOAEL. As such, adequate consideration of mitigation is critical to the correct use of these parameters. ESC does not currently consider the Applicant has adequately explored and exhausted all mitigation options to "mitigate and minimise" adverse impacts, or that the Rail Noise Mitigation Scheme provides adequate protection for residents. Specifically, we consider that the scheme should be triggered at a level below SOAEL, which simply represents a threshold to be avoided. Discussions are ongoing on this between the Applicant and ESC and progress is expected, but this remains a key concern.
	Response by Suffolk County Council at Deadline 2	Notwithstanding the obvious differences between a new high-speed rail line and freight rail traffic serving the construction of a power station, the survey and modelling work undertaken by the Applicant makes the technical basis for the adopted LOAEL and SOAEL acceptable. However, the overarching policy aims of NPS EN-1 require that all efforts are taken to mitigate adverse effects above LOAEL and to avoid significant adverse effects above SOAEL. As such, adequate consideration of mitigation is critical to the correct use of these parameters. SCC does not currently believe that the Applicant has adequately explored and exhausted all mitigation options to "mitigate and minimise" adverse impacts, or that the Rail Noise Mitigation Scheme provides adequate protection for local residents. Specifically, we believe that the scheme should be triggered at a level below SOAEL, which simply represents a threshold to be avoided. Discussions are ongoing on this between The Applicant and ESC and progress is expected, but this remains a key concern. Further commitments are also needed between The Applicant and Network Rail to secure noise reducing rail infrastructure.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	As noted in SZC Co.'s Deadline 3 response to Question NV.1.18 , the threshold at which noise insulation is offered for railway noise has been reduced to a threshold below the SOAEL, as a result of discussions between SZC Co. and the councils. This is reflected in the current version of the Noise Mitigation Scheme submitted at Deadline 2 [REP2-034]. Discussions with Network Rail, and with both councils, are ongoing regarding the potential for track replacement in key locations along the East Suffolk line.
	Response by Woodbridge Town Council at Deadline 3	WTC doesn't agree with the SCC/ESC assessment of the Applicant's methodology, as detailed in our Deadline 2 submission [REP2-198]. Public Health England has a different view which in part utilises different methodology
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add to its previous responses, other than to note that a response to comments on Woodbridge Town Council's Deadline 2 submission submitted at Deadline 5, can be found at SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) (Doc Ref 9.54).
NV.1.28	ESC, SCC, PHE	Rail Noise It would appear that the ES recognises a significant harm to between 100 and 110 properties. Would this accord with NPS EN1 Policy to avoid harm to human health, or the aims of the Noise Policy Statement for England? Do the Councils or PHE consider the approach justified in seeking to set a SOAEL at a higher level than the significant level identified through the ES assessment?
	Response by SZC Co. at Deadline 2	While not a question for SZC Co. to respond to, it should be clear that the number of 100 to 110 properties relates to the number of properties expected to have night-time L_{AFmax} noise levels of between 70 and 77dB, which would be considered to be subject to a significant adverse effect, in an EIA context. There is no direct link between a medical 'harm' and these outcomes and it is not SZC Co.'s position that the occupants of these properties will be subject to "significant harm".
	Response by East Suffolk Council at Deadline 2	The overarching policy aims of NPS EN-1 require that all efforts be taken to mitigate adverse effects above LOAEL and to avoid significant adverse effects above SOAEL. As such, adequate consideration of mitigation is critical to the correct use of these parameters. ESC does not consider the Applicant has adequately explored and exhausted all mitigation options to "mitigate and minimise" adverse impacts, or that the Rail Noise

ExQ1	Question to:	Question:
		Mitigation Scheme provides adequate protection for local residents. Specifically, we consider that the scheme should be triggered at a level below SOAEL, which simply represents a threshold to be avoided. Discussions are ongoing on this between the Applicant and ESC and progress is expected, but this remains a key concern.
	Response by Suffolk County Council at Deadline 2	The overarching policy aims of NPS EN-1 require that all efforts be taken to mitigate adverse effects above LOAEL and to avoid significant adverse effects above SOAEL. As such, adequate consideration of mitigation is critical to the correct use of these parameters. SCC do not currently believe that The Applicant has adequately explored and exhausted all mitigation options to "mitigate and minimise" adverse impacts, or that the Rail Noise Mitigation Scheme provides adequate protection for local residents. Specifically, we believe that the scheme should be triggered at a level below SOAEL, which simply represents a threshold to be avoided. Discussions are ongoing on this between The Applicant and ESC and progress is expected, but this remains a key concern. Further commitments are also needed between The Applicant and Network Rail to secure noise reducing rail infrastructure.
	Response by Public Health England at Deadline 2	In preparing this response, PHE has assumed that this question is with reference to the SOAEL and the levels associated with "Low", "Medium" and "High" magnitude of impact expressed in terms of the maximum noise level (L_{Amax}). PHE is not able to provide an evidence-based general recommendation for a single SOAEL that is able to achieve the aims and objectives of the Noise Policy Statement for England and the Planning Practice Guidance on noise. As noted in our response to question NV.1.19, consideration of physiological sleep disturbance from train pass-bys need to take into account both the maximum levels and number of events. For ES assessments, PHE welcomes judgements of significance that take into consideration a number of additional factors that are relevant to the noise-health association. For transportation schemes these factors can include: • The existing noise exposure of affected communities – in particular, consideration of any designated Noise Important Areas identified in proximity to the scheme; • The size of the population affected – for example an effect may be deemed significant if a large number of people are exposed to a relatively small noise change; • The relative change in number and type of vehicle pass-bys;

ExQ1	Question to:	Question:
		• Changes in the temporal distribution of noise during day/evening/night, or between weekdays and weekends; • Soundscape and tranquillity, in particular the value that communities put on the lack of environmental noise in their area, or conversely, on the lack of public areas within walking distance that are relatively free from environmental noise; • Opportunities for respite (predictable periods of relief from noise), either spatially or temporally; • Cumulative exposure to other environmental risk factors, including other sources of noise and air pollution, Local health needs, sensitivities and objectives.
	Response by SZC Co. at Deadline 3	As noted in SZC Co.'s Deadline 3 response to Question NV.1.18, the threshold at which noise insulation is offered for railway noise has been reduced to a threshold below the SOAEL, as a result of discussions between SZC Co. and the councils. This is reflected in the current version of the Noise Mitigation Scheme submitted at Deadline 2 [REP2-034]. Discussions with Network Rail, and with both councils, are ongoing regarding the potential for track replacement in key locations along the East Suffolk line. SZC Co. can confirm that no Noise Important Areas were identified as a result of railway noise between Ipswich and the site.
	Response by East Suffolk Council at Deadline 3	The Applicant's comment that there is no direct link between the threshold of significance in EIA terms and medical 'harm' is noted. However, the Applicant has not responded to the ExA's query about whether this would accord with the aims of Noise Policy Statement for England (NPSE). On this specific point ESC would emphasise our previous response to this question, in relation to the overarching policy aims of NPS EN-1 and the NPSE. Specifically, ESC does not consider the Applicant has adequately explored and exhausted all mitigation options to "mitigate and minimise" adverse impacts. Again, the revised lower NMS eligibility thresholds (in line with the EIA significance) are welcomed, but if the RNMS is not deliverable then ESC consider that the NMS thresholds for airborne rail noise might need to be reduced further to offset this and deliver an acoustically viable rail freight strategy.

ExQ1	Question to:	Question:
	Response by Woodbridge Town Council at Deadline 3	WTC doesn't agree with the SCC/ESC assessment of the Applicant's methodology, as detailed in our Deadline 2 submission [REP2-198]. Public Health England has a different view which in part utilises different methodology
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add to its previous responses, other than to note that SZC Co response to Woodbridge Town Council's Deadline 2 Submission can be found at SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2-4) (Doc Ref 9.54).
NV.1.29	ESC	Rail Noise The Applicant concludes [APP 545] that up to 460 properties would be subject to noise above the L_{Amax} based LOAEL. Do you agree that the secondary mitigation offered would minimise the adverse effects on health and quality of life?
	Response by SZC Co. at Deadline 2	While not a question for SZC Co. to respond to, it is noted that the number of 460 properties relates to the total number of properties expected to be subject to railway L_{AFmax} noise levels above LOAEL, but does not include those above SOAEL. The Noise Mitigation Scheme , the original version of which can be found in Volume 2, Appendix 11H of the ES [APP-210], has been amended following discussions with ESC so that noise insulation will be offered when maximum sound levels from trains exceeds 73dB L_{AFmax} (as a façade level, equivalent to 70dB as a free-field value). The updated version of the Noise Mitigation Scheme is provided as Doc Ref. 6.3 11H(A).
	Response by East Suffolk Council at Deadline 2	ESC understands that the Noise Mitigation Scheme is now referred to as "Secondary" mitigation, where it was previously referred to as "Other" mitigation in the original assessment (ES Vol 9 Ch 4). ESC does not currently consider that the Applicant has adequately explored and exhausted all mitigation options to "mitigate and minimise" adverse effects on health and quality of life (between LOAEL and SOAEL). Primary mitigation proposals are currently limited to track engineering (material upgrades and improvements) and operational restrictions, and other mitigation options exist which have not been considered and could effectively "mitigate and minimise".

ExQ1	Question to:	Question:
		NPS EN-1 clearly states that “it may be appropriate for the Planning Inspectorate to consider requiring noise mitigation through improved sound insulation to dwellings” but only in situations “when all other forms of noise mitigation have been exhausted”. This is an important distinction because it suggests that offering improved sound insulation to eligible properties should be the last resort in terms of mitigation. The Planning Practice Guidance for noise (PPG) also reflects this position, stating that there are four broad types of noise mitigation: 1. Engineering (reducing noise at source) 2. Layout (using distance and good design to reduce impacts) 3. Planning conditions/obligations (e.g. restricted activities) 4. Mitigation through noise insulation (for dwellings). Clearly, there is both potential and a policy-based intention for all forms of mitigation to be considered to “mitigate and minimise” adverse effects on health and quality of life. ESC has discussed this with the Applicant, who is currently carrying out an exercise to explore other options for mitigation, including trackside screening. This process could satisfy ESC’s concerns, but this is ongoing.
	Response by SZC Co. at Deadline 3	These matters remain under discussion between SZC Co. and ESC, and the potential for track replacement in key locations along the East Suffolk line also continues to be explored with Network Rail.
	Response by East Suffolk Council at Deadline 3	The Applicant’s response highlights the revised NMS thresholds. Again, this is welcomed but ESC would reiterate that delivering the RNMS is fundamental to the current assessment of effects and if the RNMS is not deliverable then then ESC consider that the thresholds might need to be reduced further to offset this and deliver an acoustically viable rail strategy.
	Response by Woodbridge Town Council at Deadline 3	WTC concurs with ESC’s response at Deadline 2. While it would be best if the project did not proceed at all (for numerous other reasons), the noise from construction trains - whether during the day or at night - should be as little as possible in order to preserve the tranquillity of the town and the nearby important estuary SPA, RAMSAR site and SSSI.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	Section 8.8 b iv) of the Shadow HRA Report [APP-145] presents a detailed analysis of the potential effects of anthropogenic noise and visual disturbance on waterbirds. On the basis of that analysis, a 70dB noise level (L_{Amax}) is considered appropriate for non-breeding waterbirds as a precautionary threshold at which the behavioural response of birds may start to become potentially costly in terms of energy expenditure. In other words, this is a threshold at which the potential for adverse effects to individual birds may start to arise and, below this level, significant effects would not be expected. A threshold of 70dB noise level (L_{Amax}) is, therefore, adopted as the threshold against which the potential effects of railway noise on the non-breeding waterbird qualifying features of the Deben Estuary SPA and Ramsar site are assessed. The predictions from the operational noise modelling indicate that the zone of predicted exceedance of the 70dB L_{Amax} noise level is restricted to a narrow corridor along the railway line, and at no point does this zone extend into the Deben Estuary SPA and Ramsar site. With the exception of a very small area (approximately 0.55ha) adjacent to Melton, where the predicted noise level is between 60 and 70dB L_{Amax}, the predicted noise level within the SPA and Ramsar site is less than 60dB L_{Amax}. Consequently, no significant disturbance effect to waterbirds within the SPA and Ramsar site would be expected.
NV.1.33	The Applicant	Main Development Site (i) Piling is potentially a significant noise source; please provide a schedule of piling for the development at the main development site. It would be helpful to understand which elements of the project include piling and therefore please provide the breakdown setting out the information, so this is understood? (ii) Within the schedule set out an approximate time frame for such activities for each location and over what period this anticipated to take place?
	Response by SZC Co. at Deadline 2	The current schedule of piling for the main development site is provided below:

ExQ1	Question to:	Question:																														
		<table border="1"> <thead> <tr> <th>Piling location</th><th>Indicative duration of works (months)</th><th>Construction phase (1-5)</th></tr> </thead> <tbody> <tr> <td>Platform edge to Sizewell Marshes SSSI</td><td>19</td><td>1</td></tr> <tr> <td>Cut-off Wall</td><td>10</td><td>1</td></tr> <tr> <td>SSSI Crossing</td><td>6</td><td>1</td></tr> <tr> <td>Combined Drainage Outfall</td><td>1</td><td>1</td></tr> <tr> <td>Tunnel launch shafts</td><td>3</td><td>1</td></tr> <tr> <td>Temporary Hard Coastal Defence Feature</td><td>3</td><td>1</td></tr> <tr> <td>Temporary Beach Landing Facility</td><td>8</td><td>1</td></tr> <tr> <td>Permanent Beach Landing Facility</td><td>4</td><td>1</td></tr> <tr> <td>Permanent Hard Coastal Defence Feature</td><td>7</td><td>3</td></tr> </tbody> </table> Please refer to ES Addendum Volume 3, Appendix 2.2.B [AS-202] for further detail on the construction phases. In addition, piling may also be required in various locations across the main development site to support activities such as the construction of significant temporary structures. Advance notice of noisy or disruptive works would be given in accordance with the Code of Construction Practice (Doc Ref. 8.11(B)). This will involve targeted communications to local residents, business occupiers and relevant authorities and will normally take place at least one week before the planned works are due to take place.	Piling location	Indicative duration of works (months)	Construction phase (1-5)	Platform edge to Sizewell Marshes SSSI	19	1	Cut-off Wall	10	1	SSSI Crossing	6	1	Combined Drainage Outfall	1	1	Tunnel launch shafts	3	1	Temporary Hard Coastal Defence Feature	3	1	Temporary Beach Landing Facility	8	1	Permanent Beach Landing Facility	4	1	Permanent Hard Coastal Defence Feature	7	3
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	Response by Stop Sizewell C at Deadline 3	The quantity and duration of piling is a significant concern, especially their concentration during Construction Phase 1. Giving a week's notice to residents for noise disturbance that would last months seems wholly inadequate.																														
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add to its previous responses.																														
NV.1.45	The Applicant	Two Village Bypass In light of the above has an acoustic barrier been considered for those sections of road either at grade or elevated above ground, or either side of the proposed bridge? In the event this has not been considered in light of the acknowledged adverse effects, please clarify why this has not been considered or it has been ruled out.																														
	Response by SZC Co. at Deadline 2	A number of noise control measures were considered during the design process of the two village bypass, and Sizewell link road, including the use of low noise road surfaces,																														

ExQ1	Question to:	Question:
		barriers and bunds and maximising the benefit of natural ground features, such as cuttings, to increase the level of noise attenuation. The measures were fed into the design of the roads, and through a process of optimisation and balancing of various parameters, the road design emerged. It is noted, however, that the roads are designed in outline terms within certain design parameters, and the final design details are not yet fixed. There will be opportunity for further noise control measures to be incorporated into the detailed road design.
	Response by FERN at Deadline 2	This does not seem to be correct as Hill Farm is 370m away from EDF's alignment and Walk Barn Farm 485m away so neither would be adversely affected. There are more significant adverse effects, as shown in Table 1 and Table 2 in [REP3-102] .
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid.
NV.1.49	The Applicant, ESC, SCC	Two Village Bypass In light of the recognised significant adverse effects that would arise from the use of the two village bypass during operation, can this be regarded as sustainable development?
	Response by SZC Co. at Deadline 2	The DCO application falls to be considered primarily against the policy requirements of the NPSs. Compliance with the terms of the NPSs would provide a strong indication that a proposal accords with government policy, including policies for sustainable development which involve the need to balance economic, social and environmental considerations. The NPSs are deliberately drawn to be wide ranging and to encompass all of those matters which Government considers are most directly relevant to the assessment of proposals for nationally significant infrastructure. There is no 'other' policy test which sits outside and above the NPSs. Even if the two village bypass were a stand-alone project assessed on its own merits, it would be appropriate to also recognise the significant benefits that it brings, along with the support for the principle of the bypass apparent through successive consultations, including the consistent support for a bypass from the affected parish councils, the District Council and the County Council.

ExQ1	Question to:	Question:
		A bypass of at least the two villages is supported in the East Suffolk Local Plan (at paragraph 3.31) and in the Infrastructure Delivery Plan at Appendix B of the Plan, which describes the bypass as 'essential'. In this context, 'essential' is defined in the Plan as: <i>"Essential infrastructure is the infrastructure that is necessary to support and mitigate development and ensures policy objectives of the Local Plan are met. Development could take place without this infrastructure but its sustainability would be undermined."</i> The bypass, therefore, is recognised by the Local Plan to bring sustainability benefits. No party that supports the bypass can expect that it would not involve some adverse effects – for instance, in noise or landscape or ecology terms but the fact of some adverse effects is not such as to outweigh the benefits of the bypass or the need for it. Noise effects of the type referenced in the question also need to be considered in the context of other considerations. As the Noise Policy Statement for England explains (at paragraphs 2.17 and 2.18), noise effects need to be considered in the context of the Government's policy for sustainable development, which means that: <i>"This should avoid noise being treated in isolation in any particular situation, i.e. not focussing solely on the noise impact without taking into account other related factors."</i> Even if the noise effects were to be taken in isolation and even if the bypass was considered on its own merits without reference to its wider role and benefits, its noise effects are not such as to trigger the policy test at NPS EN-1 paragraph 5.11.9 because significant adverse effects on health and quality of life are avoided. Taken as a whole, however, and seen in its proper context, the two village bypass forms an important component of the mitigation measures necessary to ensure the delivery of nationally important infrastructure. In that context, it benefits from very strong policy support.
	Response by East Suffolk Council at Deadline 2	ESC defers to SCC as local highway authority to respond to this question as operational noise from new road schemes is under the responsibility of the local highway authority.
	Response by Suffolk County Council at Deadline 2	SCC considers that it could be sustainable development, provided that acceptable measures are put in place, such as those mentioned in the LIR [REP1-049] at para 16.68 and in Annex M (examination library reference pending).

ExQ1	Question to:	Question:
		The NPPF sets out (in paragraph 8) three objectives of sustainable development: economic, social and environmental. It notes that these are interdependent and need to be pursued in mutually supportive ways, and (in paragraph 8) that they are not criteria against which every decision can or should be judged. Notwithstanding the latter, we provide here an overview of the balance of these three strands against the adverse noise. <u>Economic objective</u> The Two Villages Bypass will reduce delays to traffic using the A12 and in the future support local growth in the district, as indicated by the Applicant's traffic modelling at Table 8C.15 to Table 8C.21 of the Transport Assessment Addendum Appendices 8B-9B [AS-269], which shows a reduction in journey times on Routes 2 (no SLR), A2 and A3, which all include the Two Village Bypass in the operational scenario. Historic work undertaken by SCC that supported the SCC's SEGWay scheme also indicated the benefits in travel times associated with a bypass. <u>Social Objective</u> Removing the majority of road traffic from the centres of Stratford St Andrew and Farnham the Two Village Bypass will have a significant positive impact on local residents and listed buildings. Set against this is the lesser but still important impact to residents close to the new alignment and the impact on users of rights of way. <u>Environmental Objective</u> Removal of traffic will have significant benefits with respect to reducing NOx levels in the Stratford St Andrew AQMA. However, this is balanced against the significant negative impact on the environment, particularly in the River Alde valley with loss of green space, habitat, noise, vibration and visual impact. <u>Noise impacts</u> SCC notes that, as a result of the Two Village Bypass, a substantial number of properties along the existing A12 in Farnham and Stratford St Andrew benefit from considerably less noise than currently. Adverse noise effects have been identified by the Applicant to impact properties in these and other villages, as demonstrated in Volume 6, Chapter 4, Table 4.18 (Predicted Operational Noise). SCC believes it is imperative that that all efforts are taken to mitigate.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	Other than to note that these matters remain under discussion with both ESC and SCC, SZC Co. has no further comments to add.
	Response by East Suffolk Council at Deadline 3	The Applicant's response is noted, although ESC's understanding is that the policy aims of NPS EN-1 and the NPS (mitigate/minimise above the LOAEL, avoid at the SOAEL) are part of the Government's policies on sustainable development. If these policy aims are not met then this part of the proposed development might arguably not be sustainable in terms of noise. It is our understanding that SCC are currently undertaking further reviews of the road traffic noise and vibration assessments and further comments may be provided by SCC in due course.
	Response by Suffolk County Council at Deadline 3	SCC considers it imperative that all efforts are taken to mitigate adverse effects above LOAEL and to avoid significant adverse effects above SOAEL, as set out in the NPS EN-1. This means mitigating noise at source through the implementation of quiet road surfacing, road noise barriers and landscaping as a first option before noise insulation is offered to residents. SCC requires that the Applicant makes a commitment to mitigate noise through engineering as a primary stage in its Draft Noise Mitigation Strategy, as well as clarify the process for monitoring and mitigating road noise.
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add to its previous responses other than to note that there is no separate Draft Noise Mitigation Strategy for road traffic noise, as referenced by SCC in their Deadline 3 response.
NV.1.51	The Applicant	Sizewell Link Road (i) The ES identifies that during the first year of operation 2034 significant adverse effects would remain at Fordley Hall, Trust Farm, Theberton Grange, Oak House and Hawthorn Cottages. This significant adverse effect would appear from Table 4.23 of [APP-451] to remain following the implementation of the Noise Mitigation Scheme. Please confirm this understanding is correct. (ii) This being the case there would appear to remain a significant adverse effect in the long term. Is this understanding correct?

ExQ1	Question to:	Question:
		(iii) Please explain how this is considered to accord with the NPS EN1 and NPSE approach which aims to avoid such occurrences.
	Response by SZC Co. at Deadline 2	(i) The significant adverse effects identified in the first year of operation in 2034 are predicted to occur at Receptors 3 Fordley Hall, 12 Trust Farm, 13 Dovehouse Farm, 16 Doughty Wylie Crescent, 17 Theberton Grange, 19 Oakfield House, 20 Hawthorn Cottage, and 37 Moat House. The significant adverse effects result from the change in traffic noise level, and are significant in an EIA context. The Noise Mitigation Scheme (the original version of which was contained in Volume 2, Appendix 11H of the ES [APP-210] with a revised version provided as Doc Ref 6.3 11H(A)), provides for improvements in the noise insulation of properties where the eligibility thresholds are met. The Noise Mitigation Scheme thresholds were predicted to be exceeded at three receptors in Volume 6, Chapter 4 of the ES [APP-451], although the noise levels at one of these, Receptor 24 A12 Yoxford Centre, was revised in Volume 3, Appendix 6.3.C of the ES Addendum [AS-249] and is no longer expected to be eligible. (ii) Yes, there are expected to be significant adverse effects, in an EIA context, at eight receptors, or groups of receptors, in the long-term. The implementation of the Noise Mitigation Scheme at two receptors, Receptors 26 B1122 Rail Crossing and 31 Laurel Farm will avoid the SOAEL being exceeded. The changes in traffic noise level that define the significant adverse effect, in an EIA context, will remain. (iii) The requirement in NPSE and NPS EN1 is to avoid significant adverse effects on health and quality of life, which is achieved through the implementation of the Noise Mitigation Scheme at the two locations where such outcomes are predicted. The NPSE and NPS EN-1 do not require significant adverse effects, as defined more broadly in the EIA Regulations, to be avoided. The SOAEL is not the same as a significant adverse effect in an EIA context. Please see the answer to Question NV.1.75(i) of this chapter for an explanation of this.
	Response by Stop Sizewell C at Deadline 3	This would appear to be the first explicit acknowledgement that significant long term adverse effects would remain for at least eight properties on the Sizewell Link Road, but

ExQ1	Question to:	Question:
		the Applicant's answer implies only two of these locations include significant adverse effects on health and quality of life. Why is the same mitigation not being applied to all these properties?
	Response by SZC Co. at Deadline 5	The extent, duration and magnitude of effects is set out in the submitted ES and ES Addendum; the information contained in SZC Co.'s response to ExQ1 NV.1.51 is not new information. The eligibility of properties for insulation under the Noise Mitigation Scheme [REP2-034] is subject to the qualifying tests set out in that document.
NV.1.52	The Applicant	Sizewell Link Road Preparation phase – significant adverse effects are identified at Fir Tree Farm, Rosetta, Dovehouse Farm, Church Farm, Rookery Farm and Keepers Cottage. Please explain how these effects would be mitigated to comply with NPS EN1 and NPSE policy.
	Response by SZC Co. at Deadline 2	Mitigation measures are described in section 4.7 in Volume 6, Chapter 4 of the ES [APP-451] and in the Code of Construction Practice (Doc Ref. 8.11(B)). The measures should be capable of reducing noise and vibration levels such that these effects are no longer significant.
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	Sizewell Link Road Preparation phase – significant adverse effects are identified at Fir Tree Farm, Rosetta, Dovehouse Farm, Church Farm, Rookery Farm and Keepers Cottage. We believe that the applicant's mitigation measures (section 4.7 in Volume 6, Chapter 4 of the ES) are insufficient, in particular as screening vegetation will take some time to grow. The applicant should add noise screening fencing and double/triple glazing. We do not believe that sufficient weight has been given to receptors exposed simultaneously to Early Years traffic and SLR Construction noise, including Norwood House retirement home, Thatched House and other residences in Middleton Moor on the south side of the B1122, Garden House Farm, Annesons Cottage and Valley Farm. These should also be offered noise screening fencing and double/triple glazing. This also applies to receptors on the B1122 in Yoxford.
	Response by SZC Co. at Deadline 5	In response to the B1122 Action Group's Deadline 3 response, SZC Co. notes that improvements to the sound insulation of properties is offered under the Noise Mitigation

ExQ1	Question to:	Question:
		Scheme [REP2-034], subject to qualifying criteria and this scheme applies to noise from all aspects of the project.
NV.1.54	ESC	Yoxford Roundabout Are the Council satisfied with the findings in respect of this part of the scheme and that the mitigation proposed to avoid the SOAEL being exceeded at Sunnypatch, The Old Barn, Rookery Cottages and Hopton Yard would achieve appropriate levels of mitigation to avoid harm to health and comply with the requirements of the NPS EN1 and NPSE.
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC defers to SCC as local highway authority to respond to this question as operational noise from new road schemes is under the responsibility of the local highway authority.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Suffolk County Council at Deadline 3	SCC considers it imperative that that all efforts are taken to mitigate adverse effects above LOAEL and to avoid significant adverse effects above SOAEL, as set out in the NPS EN-1. This means mitigating noise at source through the implementation of quiet road surfacing, road noise barriers and landscaping as a first option before noise insulation is offered to residents. Discussions are ongoing on this between the Applicant and SCC and progress is expected, but this remains a key concern.
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add other than to confirm that these matters remain under discussion with SCC and ESC.
NV.1.55	ESC	Yoxford Roundabout Delivery of screening and final working methodology is yet to be finalised. Are the Council satisfied that the method of mitigation is appropriately secured?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC defers to SCC as local highway authority to respond to this question as operational noise from new road schemes is under the responsibility of the local highway authority.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Suffolk County Council at Deadline 3	See SCC comment to NV.1.49
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add other than to confirm that these matters remain under discussion with SCC and ESC.
NV.1.59	The Applicant, ESC	Night Time Noise (i) On the basis that a value of 40dB L_{night} represents a level where adverse effects begin to occur in locations with a low background noise level at night on what basis has a level of 60dB been assessed to represent only a low impact? (ii) How has this figure been arrived at? (iii) Can this be reasonably argued to avoid adverse health effects when the WHO guidance recognises that adverse health effects are identified at night when levels exceed 40dB L_{night}-outside.
	Response by SZC Co. at Deadline 2	(i) In responding to this question, it is assumed that the 60dB referred to is the 60dB L_{AFmax} level identified as a LOAEL in a number of the assessments. Noise assessed using the L_{night} parameter is different to noise assessed using the L_{AFmax} parameter. The L_{night} is the equivalent continuous level of noise events in the 8 night-time hours between 23:00 and 07:00 hours over a period of one year, whereas L_{AFmax} is the highest noise level that occurs in a given period. These terms are explained in the Glossary in Volume 1, Appendix 6G of the ES [APP-171]. There is no fixed correlation between the two, as they relate to different ways of quantifying sound. An exceedance of a 40dB L_{night} threshold does not indicate an exceedance of a 60dB L_{AFmax} threshold, and vice versa. (ii) The derivation of the 60dB L_{AFmax} value is set out in Volume 1, Appendix 6G, Annex 6G.1 of the ES [APP-171], starting at paragraph 5.78.

ExQ1	Question to:	Question:
		(iii) For the reasons explained above, yes, it can; the two methods of quantifying cannot be directly correlated, so conclusions based on one measure of sound, will not have meaning for the other.
	Response by East Suffolk Council at Deadline 2	The question is unclear to ESC because it appears to be based on comparing a night-time LOAEL value with a daytime SOAEL value. We are unsure that the 60dB quoted is correctly quoted, we are assuming that it was intended to read 60dBLmax. If this assumption is correct, we can respond at a later deadline. However, ESC does not agree that "a value of 40dB Lnight represents a level where adverse effects begin to occur in locations with a low background noise level at night" and consider that night-time absolute noise levels from the operational power station should be assessed using an alternative criterion which considers the character of the sound. This criterion should be set in accordance with BS 4142:2014+A1:2019.
	Response by SZC Co. at Deadline 3	This matter remains under discussion between ESC and SZC Co., although SZC Co. would note that there is no mechanism for determining absolute criteria for operational noise using BS4142: 2014+A1: 2019 and that reference to other standards and guidelines is necessary, nor is it possible to definitively identify the threshold at which such an approach is appropriate from BS4142: 2014+A1: 2019, and professional judgement must be applied.
	Response by East Suffolk Council at Deadline 3	ESC remain unclear what the "60 dB" in the question relates to, and while the Applicant has attempted to respond, ESC request again that the specific parameter be clarified so that ESC can provide an appropriate response.
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add.
NV.1.63	The Applicant, ESC Part (iii) and (iv) only)	Noise Mitigation Scheme (NMS) Please explain how this scheme [APP-210] would operate to protect living standards for residents such that they were not significantly affected. (i) How would the mitigation offered protect gardens? (ii) How would the noise environment within properties be protected to an acceptable degree when windows were open?

ExQ1	Question to:	Question:
		(iii) Do the Council consider the mitigation scheme as drafted sufficiently clear and enforceable such that receptors would be adequately protected? (iv) Do the Council consider this would be better secured through the DCO or S106?
	Response by SZC Co. at Deadline 2	(i) The Noise Mitigation Scheme (the original version of which was contained in Volume 2, Appendix 11H of the ES [APP-210] with a revised version provided as Doc Ref 6.3 11H(A), is a scheme for improving the insulating performance of properties; there will be no effect from the scheme in gardens. The principles of this approach are well-established through the Noise Insulation Regulations that apply to road and railway schemes^{8, 9}. (ii) The benefits of the Noise Mitigation Scheme will occur when windows are closed, however, the scheme allows for the installation of an alternative means of ventilating the properties, such as the through-wall ventilation system required by the Noise Insulation Regulations that apply to road and railway schemes^{10, 11}. (iii) No response from SZC Co. is required. (iv) No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	(iii) ESC does not consider the mitigation scheme as currently drafted to provide adequate protection to receptors. Discussions are ongoing with the Applicant in relation to the thresholds for eligibility (particularly for Main Development Site construction, and night-time rail noise), consideration of building construction(s) (particularly in relation to listed and/or protected buildings), and a process to ensure eligibility is assessed based on a refreshed noise assessment once the proposals are more developed.

⁸ UK Government. The Noise Insulation Regulations 1975 (as amended 1988) (SI 1988 No 2000)

⁹ UK Government. The Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (SI 1996 No 428)

¹⁰ UK Government. The Noise Insulation Regulations 1975 (as amended 1988) (SI 1988 No 2000)

¹¹ UK Government. The Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (SI 1996 No 428)

ExQ1	Question to:	Question:
		(iv) ESC has no particular preference with how this would be better secured, although there are practical reasons why securing through S106 would be more efficient in terms of coordination/programme.
	Response by SZC Co. at Deadline 3	These matters remain under discussion with both ESC and SCC, and SZC Co. has no further comments to add.
	Response by East Suffolk Council at Deadline 3	In line with relevant policy, ESC reiterate that the NMS should be a last resort and the aim should be to mitigate / minimise noise via other means of mitigation where possible. This applies to road and rail noise, but also to construction noise. The Code of Construction Practice should ensure that this policy aim is met through the planning and implementation of construction works, to ensure that the NMS would only ever be required as a last resort
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add.
NV.1.67	ESC	Rail Noise Mitigation Strategy The Applicant proposes a Rail Noise Mitigation Strategy [AS-258] in consultation with Network Rail and the rail freight operator. Are you satisfied this gives sufficient control over noise to safeguard health and quality of life?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	The assessment of noise and vibration from rail assumes that all the engineering and operational mitigation measures set out in the Rail Noise Mitigation Strategy [AS-258] are adopted in full. It is therefore ESC's view that all of these measures would need to be in place for the predictions/assessment outcomes to remain representative. The Council has raised this with the Applicant who is in ongoing discussions with Network Rail to discuss how this can be secured. Aside from this, ESC considers that a consolidated approach to mitigation is required to mitigate and minimise adverse effects on health and quality of life. NPS EN-1 states that all forms of mitigation should be considered to "mitigate and minimise" adverse effects on

ExQ1	Question to:	Question:
		health and quality of life. The Council has discussed this with the Applicant, who is currently carrying out an exercise to explore other options for mitigation, including trackside screening. This process could satisfy ESCs concerns, but this is ongoing.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Woodbridge Town Council at Deadline 3	WTC appreciates the ESC response at Deadline 2, because it shows yet again how much work the Applicant has yet to do so that it can deliver the optimistic noise figures it claims for its FMS and how great a concern it is for the people of Woodbridge.
	Response by SZC Co. at Deadline 5	The position of ESC and WTC is understood and protected by the terms of Requirement 25.
NV.1.68	The Applicant, ESC, PHE	Rail Noise In the event that having the SOAEL at a higher level than the significant adverse effect level identified from the ES Assessment was not considered to be justified, do the 100-110 properties identified as being potentially subject to such noise levels need to be subject to noise mitigation for the scheme to avoid adverse health effects and be compliant with NPSE and NPS EN1 policy?
	Response by SZC Co. at Deadline 2	It is SZC Co.'s position that the SOAEL and the level at which significant adverse effects may occur in an EIA context need not align. In response to questions posed by ESC, further justification for this position was set out in a paper appended to SZC Co.'s responses to ESC's requests for information, which is itself appended to the draft Statement of Common Ground with ESC. Please also refer to the explanation in response to Question NV.1.75 of this chapter. Nevertheless, the revised Noise Mitigation Scheme (the original version of which was contained in Volume 2, Appendix 11H of the ES [APP-210] with a revised version provided as Doc Ref 6.3 11H(A) now adopts a lower threshold of eligibility, aligned with the significant adverse effect level, in an EIA context. This amendment was made at ESC's request. The 100 to 110 properties identified as being potentially subject to significant adverse effects, in an EIA context, would be eligible for insulation under the revised scheme.

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	Yes, ESC consider that properties exposed to rail noise levels above the EIA threshold for significant adverse effects (70 dB LAFmax) should be eligible to apply for enhanced sound insulation under the Noise Mitigation Scheme, rather than at the higher SOAEL value, which is just the level to be avoided.
	Response by Public Health England at Deadline 2	As noted in the response to NV 1.19 and 1.28, PHE welcomes assessments that determine significance in ES terms by taking into consideration a number of additional relevant factors, rather than comparing against a single SOAEL. Noise mitigation can consist of different options. In general control of noise at source should be the preferred form of mitigation. This can be achieved by the appropriate procurement, management and maintenance of trains and infrastructure (including wheel and rail roughness); and operational procedures and restrictions, such as speed limits. Noise mitigation at the receptor (noise insulation) should be used as a last resort. PHE expects any proposed noise insulation schemes to take a holistic approach which achieves a healthy indoor environment, taking into consideration noise, ventilation, overheating risk, indoor air quality and occupants' preference to open windows.
	Response by SZC Co. at Deadline 3	The recent revision of the Noise Mitigation Scheme submitted at Deadline 2 [REP2-034] now adopts a threshold of 70dB LAFmax for railway noise, as requested by ESC and SCC.
	Response by East Suffolk Council at Deadline 3	The Applicant's justification for the separation of EIA significance and SOAEL is accepted by ESC. The revised lower NMS thresholds (in line with the EIA significance) are welcomed, but if the RNMS is not deliverable then ESC consider that the NMS thresholds for airborne rail noise might need to be reduced further to offset this and deliver an acoustically viable rail strategy.
	Response by SZC Co. at Deadline 5	SZC Co. refers to its Deadline 5 response at NV.1.11 and NV.1.12.
NV.1.74	The Applicant, ESC (Part (iii) only)	Mitigation Assessment [APP 545] para 4.7.5 (i) How will the assessment be made where a balance needs to be struck between acoustic benefit and visual harm? (ii) Who would be the decision maker?

ExQ1	Question to:	Question:
		(iii) Do you agree this is an appropriate method of assessing this planning balance?
	Response by SZC Co. at Deadline 2	(i) The screening envisaged in paragraph 4.7.5 in Volume 9, Chapter 4 of the ES [APP-545] was for the construction phase of the works only. While there will need to be a balance between acoustic benefit and adverse visual impacts, the screens would be temporary and only present for the duration of the works in that location. (ii) The mechanism for installing any such screening would fall under the Code of Construction Practice (Doc Ref 8.11(B)), which will be subject to agreement with ESC. (iii) No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	ESC is unable to answer this question at this time. We would need sight of the Applicant's responses to parts (i) and (ii) in order to respond to part (iii).
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2, other than to clarify that the agreement of ESC to the Code of Construction Practice (CoCP) [REP2-056] is sought during the Examination, and that the document would be fixed at the point at which consent is granted. The detail of the monitoring, and the provision of measures to manage and mitigate the works, will be contained in the 'Noise Monitoring and Management Plans', which will be subject to agreement with ESC.
	Response by East Suffolk Council at Deadline 3	The Applicant's response to this question is noted and ESC consider this reasonable. However, ESC do note that the CoCP does not contain any discussion on the balance between acoustic benefit and visual harm and how any final decisions on the locations and of screening will be made
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add other than to confirm that these matters remain under discussion with ESC.
NV.1.75	The Applicant ESC (part iv)	Precedents from previous DCO and legal cases Reference is made to two previous projects (Thames Tideway Tunnel and Heathrow) in order to justify setting a SOAEL at a different level from the level that might be regarded as having a significant adverse effect. (i) Please explain how the two cases referred to are similar to this DCO such that this approach could reasonably be justified in this case.

ExQ1	Question to:	Question:
		(ii) Please provide copies of the decisions and point out from each the explanation and justification provided in those cases. (iii) The Cranford Case would not appear to be a NSIP Case but a S78 appeal against the specific requirements of the 'Cranford Agreement'. Please explain how you consider those circumstances comparable to the current scheme. (iv) Do the Council agree that setting the SOAEL at a different level from that regarded as significant in the ES is justified?
	Response by SZC Co. at Deadline 2	(i) Since the publication of the Noise Policy Statement for England in 2010, and the introduction of the concepts of LOAEL and SOAEL into the practice of assessing schemes in the planning process, it has been necessary to reconcile different uses of the word "significant". This issue arises in the assessment of many Nationally Significant Infrastructure Projects (NSIP) and non-NSIP projects, and is not dependent on the nature of the project or its comparability to SZC. Under the NPSE and the NPS policies that incorporate its principles, the policy is to avoid significant adverse impacts on health and quality of life; below the SOAEL, other adverse impacts on health and quality of life should be mitigated and minimised. The EIA Regulations¹² are concerned with the identification of likely significant effects. The EIA Regulations further require a description of measures to 'avoid', 'prevent', 'reduce', or 'offset' significant adverse effects. Importantly, these references to 'avoid', 'prevent', 'reduce' and 'offset' are apt to include both policy responses under the NPS: i.e. avoidance of levels above the SOAEL, and mitigation and minimisation between the LOAEL and the SOAEL. The concept of significance in an EIA context is therefore broader than the SOAEL. 'Significant' effects in an EIA context include effects above and below the SOAEL. An ES is required to detail response measures in respect of both. Within that broader EIA context of significance, national policy has identified the SOAEL as the level at which the response should specifically become one of avoidance.

¹² UK Government. The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

ExQ1	Question to:	Question:
		This difference in approach to 'significant' between noise policy and in an EIA context needs to be recognised and properly reflected in the assessment. The different approach is also seen in the fact that the policy is specifically to avoid significant adverse impacts on health and quality of life. It is sensible to consider what that term should mean. Equating such impacts with any significant effect in an EIA context would fail to recognise that noise policy adopts a tiered approach with different responses specified for impacts below the LOAEL, between the LOAEL and SOAEL, and above the SOAEL. There may be effects below SOAEL which are nevertheless significant in an EIA context, even if they do not reach a level which would have a 'significant adverse effect on health and quality of life', as that term is understood by reference to the PPG and NPSE. Furthermore, the NPSE sets its aims by reference to effects on health and quality of life, and as far as noise and vibration are concerned established practice is to correlate such effects against absolute measures of noise and or vibration. This is why, in most major projects, LOAEL and SOAEL values have been adopted using absolute values of indices. Rather than absolute levels (from which the acceptability of an environment can be understood), an EIA is concerned principally with changes or impacts. In the environmental impact assessment context, the assessment of noise and vibration effects has traditionally followed the approach adopted in many areas of environmental impact assessment in which first of all the baseline is considered, and then the effect of the proposal in the context of the baseline is evaluated. The outcome is a finding of change. An example of this is the case of road traffic noise and the procedure set out in DMRB LA111. The process of carrying out a significance assessment as part of an environmental impact assessment is not testing compliance with planning policy on the effect on the health and quality of life of individuals. For all these reasons, the criteria employed in the two processes can be different. The Thames Tideway Tunnel and Heathrow Cranford decisions expressly endorsed this approach. Crucially, the policy formulation at issue in both cases was the same as in the present case. In all three cases, the policy derives ultimately from the NPSE which provides a common policy framework on this issue across the planning regime. The three aims of the NPSE are the same as the three aims set out at NPS EN-1 paragraph 5.11.9.

ExQ1	Question to:	Question:
		For Thames Tideway Tunnel, the relevant policy was contained in the National Policy Statement for Waste Water, which at paragraph 4.9.9 adopts the NPSE policy of avoiding significant adverse effects on health and quality of life from noise and mitigating and minimising adverse effects on health and quality of life from noise. That is identical to the policy in paragraph 5.11.9 of NPS-EN1. The Examining Authority was explicit on this point, stating at paragraph 12.329: <u>"On the first aim, the Applicant considers that the NPS relates to significant observed adverse effects as defined by NPPG and NPSE and not the definition of significant effect in the ES. We agree with this distinction."</u>¹³ The Heathrow Cranford decision was concerned with noise policy in the NPSE. As has been stated above, that policy is identical to that in NPS EN-1 at paragraph 5.11.9, which is relevant in the present case. For that reason, the fact that it was a s.78 appeal decision rather than a NSIP does not affect the support which it lends to SZC Co.'s approach to the policy. At paragraph 1064, the Heathrow Cranford Inspector confirmed: <i>"I do not equate the "significant adverse effects" identified in the ES with those that the NPSE seeks to avoid."</i> SZC's approach is also consistent with the approach in legislation to addressing noise impacts through insulation. The Noise Insulation Regulations 1975¹⁴ and the Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996¹⁵ specify an absolute level of noise at which a duty to insulate arises, rather than operating by reference to the measure of change as seen in the EIA context. Further confirmation of the correct approach is also found in the updated noise assessment guidance in the Design Manual for Roads and Bridges (DMRB), which was issued in November 2019 in LA111 (updated in May 2020).

¹³The Secretaries of State agreed and adopted the same approach in their decision letter at paragraphs 58 – 76.

¹⁴ UK Government. The Noise Insulation Regulations 1975 (as amended 1988) (SI 1988 No 2000)

¹⁵ UK Government. The Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (SI 1996 No 428)

ExQ1	Question to:	Question:
		LA111 separates SOAEL from significance in the EIA context. LA111 sets LOAELs and SOAELs for noise and vibration (e.g. Table 3.49.1). It does not align either with EIA significance. They are treated as different concepts. LA111 treats the SOAEL as a level of noise, whereas in LA111 EIA significance generally relates to a change in noise level. It allows for an outcome below SOAEL to be significant, in terms of the EIA Regulations. A receptor may experience a large (significant) increase in noise but if that increase comes from a low base, it may not reach a level which would justify noise insulation. LA111 expressly provides that the LOAELs and SOAELs which it identifies are to apply for the purposes of the policy test in the NPS for National Networks, i.e. to avoid significant adverse impacts on health and quality of life and to mitigate and minimise other adverse impacts on health and quality of life (England National Application Annex to LA111, E/1.3 and Table E/1.3). That is the same policy found in the NPSE and in NPS EN-1 at paragraph 5.11.9. LA111 is up to date guidance from the relevant national authorities. It should carry weight. The approach set out in LA111 accords with the planning decisions at Heathrow Cranford and Thames Tideway Tunnel. The policy regimes applicable for each (NPSE for Cranford, NPS for Waste Water for Thames Tideway Tunnel, and NPS for National Networks for road schemes and LA111) all incorporate the tests from the NPSE and are materially identical to that applicable in the present case, i.e. NPS EN-1 paragraph 5.11.9. (ii) Relevant extracts of Thames Tideway Tunnel are provided in Appendix 21A to this chapter and relevant extracts of Heathrow are provided in Appendix 21B to this chapter. The relevant passages are referred to in the answer to (i) above. (iii) The Thames Tideway Tunnel and Heathrow Cranford decisions are directly relevant because they were dealing with same policy framework from the NPSE which is applicable in the present case. Please see answer to (i) above. (iv) No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	(iv) We recognise the basis for this approach in some cases, but ESC does not see it as our role to decide whether it is justified in this case.

ExQ1	Question to:	Question:
		However, regardless of whether the EIA significance threshold and SOAEL are aligned, this does not detract from the overarching policy requirement to "mitigate and minimise" adverse effects and avoid significant adverse effects. In this case, considering the scale and duration of the development, if the two thresholds are not aligned then ESC consider that the threshold for eligibility for the noise mitigation scheme should be the lower of the two values, to ensure that the overarching policy requirements will be met.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by East Suffolk Council at Deadline 3	ESC note the Applicant's response but reiterate our previous response to this; regardless of whether the EIA significance threshold and SOAEL are aligned, this does not detract from the overarching policy requirement to "mitigate and minimise" adverse effects and avoid significant adverse effects, and if the two thresholds are not aligned then the threshold for eligibility for the noise mitigation scheme should be the lower of the two values.
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add.
NV.1.76	The Applicant	Vibration effects on Heritage Assets (i) A number of RRs including [RR 512, 627, 822, 1138] have expressed concern that either construction activities or increased HGV traffic could damage listed buildings by way of vibration. Please respond to these concerns. (ii) Would any preconstruction surveys be undertaken, or monitoring be proposed to assess any effects?
	Response by SZC Co. at Deadline 2	(i) HGV traffic does not typically generate vibration sufficient to reach thresholds of damage to buildings, including heritage buildings, except where there are defects in the road paving or supporting formation. No locations where there are such defects are currently known, but should any become apparent prior of the start of works, the solution will be to repair the road to maintain it in a good condition.

ExQ1	Question to:	Question:
		Where receptors are very close to the edge of the road, low frequency airborne noise from the exhausts of HGVs is sometimes referred to by people experiencing it as vibration, even though it does not originate at the wheel/road interface. Low frequency noise at the levels likely to occur along roads affected by SZC traffic will not cause damage to buildings. (ii) Pre-construction condition surveys will only be undertaken at properties along the B1122 where necessary. Vibration monitoring will be undertaken in line with the Code of Construction Practice (Doc Ref 8.11(B)), and can be undertaken in response to specific requests from ESC to monitor at properties affected by road traffic vibration. However, as noted in part (i), groundborne vibration from road traffic is highly unlikely to result in damage to buildings.
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	The applicant states that "HGV traffic does not typically generate vibration sufficient to reach thresholds of damage to buildings, including heritage buildings, except where there are defects in the road paving or supporting formation" without providing any reference or support. It may be that they are relying on Transport and Roads Research Laboratory reports 156 and 207 from the late 1980s, and the Design Manual for Roads and Bridges (DMRB) which is based on them. Since then, the permitted size and weight of HGVs has increased from 38 tonnes to 44, and we submit they are no longer appropriate. In 2008 the City of Bath, with the support of Unesco and Civitas, stated that 'it was their belief that HGV vibrations are a cause of structural damage to historic buildings and set aside the advice and guidelines in DMRB'. (reported in 'Context', Institute of Historic Buildings Conservation, No 144, May 2016). We would also refer the ExA to the following more recent studies: Modeling Traffic-Induced, In-Dwelling Vibration Using Urban Design and Planning Variables, K. Mert Cubukcu, Journal of Architectural and Planning Research 32(4):307-323 December 2015 This states "A general review of the literature reveals that architectural damage may occur when the PPV exceeds 5 mm/s, and structural damage may occur when the PPV exceeds 10 mm/s for modern buildings."

ExQ1	Question to:	Question:
		Traffic-induced vibrations. The impact on buildings and people. Anna Jakubczyk-Galczyńska, Robert Jankowski, The 9th International Conference "ENVIRONMENTAL ENGINEERING", 2014 Which states: "Traffic-induced vibrations may cause plaster cracks, structural damage and even failure and collapse of the structure." There are listed buildings on the B1122, not least Theberton Church, while others in Yoxford, Middleton Moor and Theberton are very close to the road.
	Response by SZC Co. at Deadline 5	The statement that "A general review of the literature reveals that architectural damage may occur when the PPV exceeds 5 mm/s, and structural damage may occur when the PPV exceeds 10 mm/s for modern buildings" is correct though incomplete. It is a reference to A survey of Traffic-Induced Vibrations (ISVR, Whiffin and Leonard, 1971) and their full conclusion on this point was: <i>"There is a risk of "architectural" damage to buildings when the ground vibrations reach the level of 5 mm/s. Measurements indicate that ground vibrations of this order occur adjacent to roads when there are road surface irregularities of about 20 mm in size. For normal dwelling- houses, constructed and maintained to a reasonable standard, there should be little risk of damage to load-bearing members. If the vibrations reach the level of 10-15 mm/s, people would find them unpleasant and there would be a risk of structural damage to buildings."</i> The levels of vibration due to lorries will not approach 5mm/s unless (i) the road paving contains major defects and (ii) the geology of the ground underneath the road is soft. Where the road surface does not have defects, and the soil is stiff, for example sand or gravelly sand, vibration of 5mm/s will not be reached even where there are defects such as backfilled trenches or manhole covers in the road. Historic buildings are only more vulnerable than other buildings if their structure is already damaged. An example would be pre-existing cracks in plaster where only small strain or acceleration may dislodge a piece of poorly attached plaster. Listing of a building does not mean that it is more sensitive to vibration than any other building.

ExQ1	Question to:	Question:
		The full paragraph from which the extract from the Environmental Engineering proceedings is quoted says <i>"When it comes to the effects of traffic-induced vibrations, they may be small and imperceptible; however, they may as well become the reason of a major malfunction or even lead to the collapse of a structure. As it is mentioned in [1], [6], [7], the most common visible effects of traffic are chaps and scratches on the plaster covering the building, falling off the paint and plaster, cracks on the elements of the structure or even building malfunctions and collapses."</i> The reference to collapse is to danger zone V, which is defined in the Polish Standard 'PN-85 B-02170. 1985, Evaluation of the harmfulness of building vibrations due to ground motion, Polish Committee for Standardization of Measurement and Quality' as: <i>"Zone V: The load bearing capacity of the building is dysfunctional as a result of a massive vibrations amplitude; this may result in a major malfunction or even lead to collapse of the structure."</i> There is no possibility of vibration approaching Zone V occurring on any road affected by Sizewell C.
NV.1.77	The Applicant	Early Years B1122 Action Group [RR-0124] express concern that the level of traffic generated during the early years creates an unreasonable burden on the local community in terms of traffic, noise and air quality. Please address this particular concern and explain how the effects during early years could be considered reasonable in light of the recognised need to mitigate for similar levels of traffic later.
	Response by SZC Co. at Deadline 2	During the early years SZC Co. predict that there will be negligible effects on air quality along sections of the B1122 (Volume 6 Chapter 5 of the ES) [APP-454], and moderate adverse noise effects along sections of the B1122 (Volume 2, Chapter 11 of the ES) [APP-202]. SZC Co. also predict short-term major adverse effects on pedestrian amenity and on cycling amenity on the B1122 (Volume 2, Chapter 10 of the ES) [APP-198]. These effects are only acceptable if there is no practical alternative and should not be sustained for longer than it takes to deliver the Sizewell link road. It would be unacceptable for these effects to be imposed on the communities along the B1122 for the whole 10-12 year construction programme.

ExQ1	Question to:	Question:
		SZC Co. has made every effort to bring forward the principal mitigation (the Sizewell link road) at the earliest stage. Nevertheless, SZC Co. has also included a number of mitigation measures in the submitted DCO to limit and mitigate impacts on the B1122 communities prior to the opening of the Sizewell link road. These measures include limits on the number of HGV movements and the construction of a temporary single railway track with railway sidings and a passing loop for the locomotive within the LEEIE. This would enable two trains per day to be brought in via the Saxmundham to Leiston branch line in the early stage of the construction phase (they would be operational one year in). SZC Co. is also proposing to limit the number of trips on the B1122 by the construction workforce using the B1122 to reach the main development site as set out in section 4.3 of the Transport Assessment [APP-602] and paragraph 10.5.9 of Chapter 10, Volume 2 of the ES [APP-198].
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	We maintain that the level of traffic generated during the early years creates an unreasonable burden on the local community in terms of traffic, noise and air quality. We do not believe that the applicant has addressed this sufficiently. They state that “these effects are only acceptable if there is no practical alternative and should not be sustained for longer than it takes to deliver the Sizewell link road.” There is an alternative: that the Link Road (ideally on the Route W North/ D2 route) be operational before work starts. The applicant also states that “it would be unacceptable for these effects to be imposed on the communities along the B1122 for the whole 10-12 year construction programme.” It is hard to understand how it is acceptable for 2-3 years, which would be ample for a normal project, when it is not for 10. Noise and air quality are experienced and measured on a day-by-day, month-by-month basis. Is the applicant seriously telling residents “It’s OK because it will be gone in two years time”? We also note that the applicant’s Noise Mitigation Scheme would be “for properties within 300m of a new or altered highway”. Therefore, homes impacted by the Early Year’s use of the B1122 would not be included, no matter how badly they might be affected by up to 600 HGVs per day. Some homes on Middleton Moor are as close as 10 feet to the B1122. The Noise Mitigation Scheme must be extended to cover homes within 300m of the B1122.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	SZC Co. has nothing to add to its Deadline 2 response, other than to note that the Noise Mitigation Scheme [REP2-034] does not apply the 300m proximity test to properties on existing roads.
NV.1.79	The Applicant	Working Hours Is there a single document which clearly sets out the proposed working times for the main development site and the associated development sites? If not, could one be provided and incorporated into the Code of Construction Practice (CoCP) so the times agreed are clearly secured and capable of being enforced?
	Response by SZC Co. at Deadline 2	Working hours for the main development site and associated development sites are included in the CoCP (Doc Ref. 8.11 (B)) as follows: • Main development site: Part B of the CoCP, Section 1.3 sets out that the working hours on the main development site, which allow for 24 hours for seven days per week. Table 1.1 sets out the expected shift patterns, with the type of activities undertaken in each shift set out in Section 1.3. These working patterns reflect the assumptions and mitigation measures set out within the ES; and • Associated development sites: Part C of the CoCP, section 1.1 c) sets out that the working hours on off-site associated developments are from Monday to Saturday and between the hours of 07:00 to 19:00 hours. Some activities may require 24 hour working and where this is the case, ESC will be notified in advance, including details of any noise control measures that may be necessary. The CoCP is capable of being enforced by the local planning authority through Requirement 2 of the draft DCO (Doc Ref. 3.1(C)).
	Response by Stop Sizewell C at Deadline 3	The Applicant states that the working hours on the main site are 24/7. Can the Applicant confirm this includes the borrow pits, which are within 300m of Eastbridge?
	Response by SZC Co. at Deadline 5	The works that are likely to occur overnight are listed in paragraph 2.1.16 in Volume 2, Chapter 3, Appendix 3D of the ES [REP3-016]. Night-time work is not proposed at the borrow pits.

ExQ1	Question to:	Question:
NV.1.80	The Applicant, ESC	Residential Amenity In the respective chapters of the ES there are various locations which recognise that noise levels would exceed the SOAEL or be above the LOAEL. In each location the internal environment of residential receptors has been sought to be protected by mitigation when the appropriate threshold is exceeded. (i) In the locations where the SOAEL is exceeded in a residential garden how can this be said to meet the aims of the Noise Policy Statement for England in avoiding significant adverse impacts on health and quality of life from environmental ...noise? (ii) In light of the length of the construction period for the main development site what noise level would be regarded as appropriate and what mitigation is offered to protect residential gardens to ensure this level is not breached?
	Response by SZC Co. at Deadline 2	(i) The SOAEL values for construction noise were derived from the guidance contained in BS5228-1: 2009+A1: 2014¹⁶, which is appropriate for noise-sensitive premises, including gardens. The important SOAEL value for trains relates to sleep disturbance, which is an internal effect, and applies at a time when gardens are unlikely to be in use (i.e. at night). The other rail SOAEL values, and the SOAEL values for road traffic noise, are derived from the relevant Noise Insulation Regulations^{17, 18}, which relate to the internal environment. SZC Co. has only sought to protect the internal environment where the relevant effect occurs within the property, or where legislation or guidance suggests that is the appropriate course of action; examples would include the Noise Insulation Regulations for road and railways^{19, 20} and Part 1 of British Standard 5228²¹, which relates to construction noise. SZC Co. likewise has protected external areas where legislation or guidance suggests that is the appropriate course of action.

¹⁶ British Standard BS5228-1: 2009+A1: 2014 Code of Practice for noise and vibration control at open construction sites – Noise

¹⁷ UK Government. The Noise Insulation Regulations 1975 (as amended 1988) (SI 1988 No 2000)

¹⁸ UK Government. The Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (SI 1996 No 428)

¹⁹ UK Government. The Noise Insulation Regulations 1975 (as amended 1988) (SI 1988 No 2000)

²⁰ UK Government. The Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (SI 1996 No 428)

²¹ British Standard BS5228-1: 2009+A1: 2014 Code of Practice for noise and vibration control at open construction sites – Noise

ExQ1	Question to:	Question:
		(ii) The medium magnitude of impact values identified in Table 11.2 in Volume 2, Chapter 11 of the ES [APP-202] correlate with a significant effect, in an EIA context, for a medium sensitivity receptor, i.e. a dwelling. These values are included in the Code of Construction Practice (Doc Ref. 8.11(B)) as the thresholds that the works must be managed against. By placing controls on noise generation at source or between the source and receptor, as envisaged by the controls in the Code of Construction Practice, this mitigation will protect residential gardens. The values for the main development site are lower than the values that would flow from BS5228-1: 2009+A1: 2014²², in recognition of the duration and work hours for the site. These are considered to be the appropriate values, and the monitoring and management processes to be set out in the Noise Monitoring and Management Plans will be the key mechanism for achieving these values.
	Response by East Suffolk Council at Deadline 2	(I) If the SOAEL is exceeded in a residential garden, then this would not meet the aim of the NPSE in avoiding significant adverse effects on health and quality of life from noise. (ii) The LOAEL and SOAEL values that are adopted should ideally represent a balance of potential internal and external effects, although this is not possible in all cases. In any case, this reinforces the statement in NPS EN-1 that "it may be appropriate for the Planning Inspectorate to consider requiring noise mitigation through improved sound insulation to dwellings" but only in situations "when all other forms of noise mitigation have been exhausted". ESC considers that all possible forms of mitigation should be exhausted to reduce noise levels before they reach a receptor, so that adverse effects on external amenity are mitigated, not just on internal health/amenity. The SOAEL values for construction noise are based on those suggested in Table E2/Annex E4 of BS 5228-1+A1:2014 as thresholds for construction noise mitigation and are therefore based on assessing and mitigating internal impacts only. There is guidance in Annex E5 of BS 5228 which specifically relates to long-term construction projects involving "large scale and long-term earth moving activities" and provides recommended noise limits for this. ESC consider that this approach is more directly suitable than an approach based on noise insulation thresholds, and that it would provide the necessary balance between external and internal noise effects. The 55 dB LAeq,1h absolute noise limit recommended in that

²² British Standard BS5228-1: 2009+A1: 2014 Code of Practice for noise and vibration control at open construction sites – Noise

ExQ1	Question to:	Question:
		annex is also broadly aligned with WHO thresholds for ambient noise in external amenity areas from the Guidelines for Community Noise, 1999 (50-55 dB LAeq,T). Alternatively, the ABC Method, per Table E1/Annex E3 of BS 5228 also provides suitable (albeit less onerous) criteria for assessing the impact of external construction noise.
	Response by SZC Co. at Deadline 3	SZC Co. has nothing to add to its response at Deadline 2 in respect of gardens and construction noise. In terms of ESC's comment on the guidance in Annex E.5 of BS5228-1: 2009+A1: 2014, this matter is under discussion between ESC and SZC Co., but SZC Co. notes that while the construction of the SZC project includes earth-moving activities, it is not an earth-moving project akin to surface mineral extraction activities, as described in BS5228-1: 2009+A1: 2014. There will be a range of sources present, including earth-moving plant, other construction sources, trains and unloading equipment, vehicles and static plant. The thresholds adopted for the main development site sought to balance this range of equipment, which would ordinarily require a range of different criteria, with the expected duration of the works. Volume 1, Appendix 6G, Annex 6G.1 of the ES [APP-171] contains further details on the approach to criteria for the main development site.
	Response by East Suffolk Council at Deadline 3	(i) The Applicant states in their response that "The SOAEL values for construction noise were derived from the guidance contained in BS5228-1: 2009+A1: 201438, which is appropriate for noise-sensitive premises, including gardens." While the overarching guidance may be appropriate for residential receptors (including gardens), the figures from BS5228-1 adopted as construction SOAEL values specifically relate to the provision of insulation to control internal noise levels where "all reasonable measures have been taken to reduce the noise levels, but levels are still such that widespread community disturbance or interference with activities or sleep is likely to occur". ESC would reiterate our previous comments at D2 and specifically the reference to 5228-1 Annex 5E for long-term construction projects involving "large scale and long-term earth moving activities" which the proposed development would certainly be. The Applicant's other comments are noted. (ii) The Applicant states that "The values for the main development site are lower than the values that would flow from BS5228-1: 2009+A1: 2014, in recognition of the duration

ExQ1	Question to:	Question:
		and work hours for the site.” However, significance thresholds for construction noise in the ES (e.g. medium impact, medium sensitivity receptor) are not lower at all times of day (0700-23:00). Annex E3 of BS 5288-1 (per the Applicant’s response) sets thresholds for day, evening, and night periods, with the applicable threshold for evening periods (19:00 to 23:00) set 5 dB below the 60 dB LAeqT “Day” period adopted in the ES. Furthermore, Annex 5 of BS 5228-1 also recommends a threshold of 55 dB LAeqT for daytime noise from long-term construction projects involving “large scale and long-term earth moving activities”.
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add to its Deadline 2 response; while the project will include earth-moving plant, a range of sources will be present, including other construction sources, trains and unloading equipment, vehicles and static plant. The project is not an earth-moving project akin to surface mineral extraction activities, as described in BS5228-1: 2009+A1: 2014.
NV.1.90	The Applicant, Network Rail	Additional Freight by Rail Please explain what effect if any this might have on passenger services on the Ipswich to Lowestoft line.
	Response by SZC Co. at Deadline 2	There is anticipated to be no effect on the passenger services on the Ipswich to Lowestoft line.
	Response by Network Rail at Deadline 2	No analysis has yet been undertaken on the East Suffolk Line between Ipswich and Lowestoft however Network rail can comment on the section Between Ipswich and Saxmundham. The night time paths support the approach to not impact on passenger services, however, the interaction of these trains with all the other traffic in the Ipswich area needs to be further managed as the concept matures as any late running could have a knock on affect to the morning passenger train services. It has been suggested that EDF looks at introducing an intermediate block signal on the single line between Saxmundham and Woodbridge. This would mitigate any late running. The proposed day time 'flask path' requires close monitoring as the scheme matures as the new freight movement would be slower resulting in a risk to operations. Network Rail will be continuing to work with SZC on how best to mitigate impacts. Network Rail have previously advised that there is

ExQ1	Question to:	Question:
		additional benefits (More robust overnight operation) if additional block signals on the Single line were added.
	Response by SZC Co. at Deadline 3	Discussions with Network Rail are ongoing regarding the delivery of the rail services required for the project. SZC Co. note that while Network Rail has not undertaken analysis of the East Suffolk line between Ipswich and Lowestoft, they have considered the East Suffolk line from Ipswich to Saxmundham. The rail freight paths sought by SZC Co. will not use the line north of Saxmundham.
	Response by Woodbridge Town Council at Deadline 3	WTC comment – NWR’s response shows that it can’t be assumed that even night-only freight trains won’t impact passenger services, at least occasionally when things don’t run to timetable. So again the Applicant is assuming they can timetable trains without impacting other network users. A lot more work remains to be done here. The term “block signals” needs more explanation from NWR to show how it would deliver benefits to clear the single-line section for passenger services. Does it imply passing loops being constructed, so that the signals will control the trains entering blocks of single-line track?
	Response by SZC Co. at Deadline 5	SZC Co. would operate seven of the eight proposed freight trains overnight. The first freight train would not depart towards Sizewell until after the last passenger train of the evening, and there is contingency within the timetable to delay the first freight train of the night in case the last passenger train is delayed. In the morning, the risk of the first passenger train of the day being delayed by the last freight train leaving Sizewell is mitigated by the close proximity of Sizewell to the East Suffolk Line. If Sizewell site operations lead to the seventh train being delayed in leaving the site, and missing its planned slot on to the East Suffolk line it would not be permitted to leave Sizewell. The proposed timetable developed by SZC Co. has been constructed using the rail industry timetable planning rules, which apply to all passenger and freight operators on the GB rail network. The timetable planning rules set point to point timings for trains based on the capability of the rail infrastructure. If a train can operate using timings

ExQ1	Question to:	Question:
		detailed in the timetable planning rules then its normal operation would not impact on other train services. This approach also includes the operation of a slower SZC Co. freight train in the existing day time flask train path. The pathing work undertaken and quality assured by Network Rail demonstrates that the slower train can fit within this path, and comply with the timetable planning rules. Utilising 'spare' capacity on the network in this way is best practice.
NV.1.91	The Applicant, Network Rail	Level Crossing Sirens (i) Will all level crossings on the route require sirens to meet the appropriate safety standards? (ii) If this is not the case, please explain the differing standards and what would be expected to be provided at each level crossing.
	Response by SZC Co. at Deadline 2	(i) At the public highway level crossings on the Saxmundham to Leiston branch line (Knodishall, West House, Saxmundham Road, Leiston) it will be necessary to add audible alarms/sirens to comply with Network Rail safety standards, as a result of the new addition of mechanical barriers with road traffic lights. See also response to Question NV.1.32 in this chapter. (ii) Not applicable.
	Response by Network Rail at Deadline 2	SZC have provided details in response to the examiners questions on locations required. In addition Network Rail would add that there are some crossings on the East Suffolk Line (Ipswich to Saxmundham) that will need MSL's installing which will have Yodel's fitted as standard. Network Rail will set the volume to suit the local environment and work with local neighbours however it should be noted that these also need to be of an effective volume.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Suffolk County Council at Deadline 3	SCC remains concerned that this will cause an issue of disturbance at night to local residents, but understands there is a safety need. The Applicant should provide details on what other options are available if the noise volume levels are still causing a disturbance.

ExQ1	Question to:	Question:
		Would it be possible for a risk assessment to be undertaken to consider whether the risk that a visually-impaired user wishes to use the crossing over night is so small as to allow the volume to be significantly reduced or even cut in night-time hours?
	Response by SZC Co. at Deadline 5	SZC Co. continues to explore these issues with Network Rail.
NV.1.93	The Applicant, (ESC part (ii) only)	Night-time Rail Noise Campsea Ashe Parish Council, Woodbridge Town Council and ESC all express concern that the assessment of effects from the night-time rail operation as proposed has not been adequately assessed or those effects on residents properly mitigated. (i) Please respond to the concerns and set out how the assessment has been undertaken and how the mitigation offered would work in practice. (ii) Do the Council agree with these concerns?
	Response by SZC Co. at Deadline 2	(i) The Relevant Representations were made on the basis of the assessment set out in Volume 9, Chapter 4 of the ES [APP-545], which has been superseded by the updated assessment set out in Volume 3, Chapter 9 of the ES Addendum [AS-188] and the associated Appendices 9.3.A to 98.3.E [AS-257] and [AS-258]. The updated assessment explains that overly-conservative assumptions were made in the main ES, provides much more detailed assessment and sets out the mitigation measures that will be taken to avoid significant observed adverse effects. The mitigation that applies to operation of trains, and train infrastructure, is set out in the draft Rail Noise Mitigation Strategy [AS-258], which is to be secured by Requirement 25 in the draft DCO (Doc Ref. 3.1(C)). The Noise Mitigation Scheme (the original version of which was set out in Volume 2, Appendix 11H of the ES [APP-210] with a revised version provided as Doc Ref. 6.3 11H(A)), is to be secured via Schedule 12 of the draft Deed of Obligation (Doc Ref. 8.17(C)). (ii) No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	(ii) ESC does not agree with their concerns on the assessment methodology, ESC considers the effects have been adequately assessed (in terms of methodology/criteria).

ExQ1	Question to:	Question:
		ESC does agree that those identified effects would not be properly mitigated, based on current proposals. The Applicant has provided a draft Rail Noise Mitigation Strategy and a Noise Mitigation Scheme, we are not currently satisfied with these and are discussing further with the Applicant.
	Response by SZC Co. at Deadline 3	Discussions are ongoing with ESC and SCC on the Noise Mitigation Scheme [REP2-034] and the draft Rail Noise Mitigation Strategy [AS-258].
	Response by East Suffolk Council at Deadline 3	The Applicant's response is noted. ESC reiterate our previous response at D2 regarding the current draft RNMS and NMS, which ESC are discussing further with the Applicant.
	Response by Woodbridge Town Council at Deadline 3	WTC appreciates ESC's clear response at Deadline 2, which concurs with responses to other questions above about Noise and Vibration, and again shows that the Applicant has not done enough work on its FMS to submit a properly-formed DCO.
	Response by SZC Co. at Deadline 5	SZC Co. has nothing further to add.
NV.1.94	The Applicant, Network Rail	Night-time Rail Noise (i) Please explain the limiting factors for daytime deliveries. (ii) In understanding what these are, what alternatives have been considered that could overcome these limitations? (iii) How has the assessment of effects from night-time noise been assessed against these alternatives?
	Response by SZC Co. at Deadline 2	(i) and (ii) There is insufficient rail capacity available on the East Suffolk line during the day to provide more than one rail path. This is due to the extended length of single track south of Saxmundham and the hourly passenger timetable, which leaves insufficient running time for additional services. The length of single track could be split with a passing loop which would increase the capacity on the line. Such a proposal was consulted on through to the Stage 4 consultation. In addition to a passing loop, it would also be required to operate freight trains at 40mph along the line rather than the current maximum speed of 20mph to avoid disrupting the passenger service. The combination of adding the additional freight services to the line,

ExQ1	Question to:	Question:
		and required speed increases, would result in increasing the risk to level crossings on the East Suffolk line. In order to mitigate the increased risk, 45 level crossings on the East Suffolk line would require interventions. At the Stage 3 consultation it was identified that 12 footpath crossings would require closure and a further 33 level crossings upgraded to mitigate the increase in risk. As a result of further work undertaken by Network Rail it was decided that this option was not deliverable within the timescales required for the SZC Project. Following this decision, the focus was to maximise the utilisation of the East Suffolk line overnight, outside of the passenger service where trains could operate within the current speed restrictions along the line. (iii) As there is no viable alternative to operating trains overnight, it has not been possible to assess night-time noise against an alternative rail scenario.
	Response by Network Rail at Deadline 2	Network Rail have been engaged in previous reviews with SZC on freight operations on the East Suffolk Line. Day time operations will not be possible without significant impacts on daytime passenger operations. The proposed Freight trains will operate at significantly lower speeds than the passenger services and the Flask Path Train. Network Rail have undertaken quality assurance on the Capacity Analysis Technical Note (Feb 2021) and commenced reviews (i.e. Level crossing review) on the basis of the proposed 4 trains (7 night time and 1 day paths).
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Suffolk County Council at Deadline 3	As set out in SCC's Written Representation [REP2-189], SCC would prefer there to be no freight train movements at night because this is a new source and there is clearly much greater potential for disturbance at night. The responses above reflect our discussions with the Applicant and Network Rail, that they consider it impossible at this late point to deliver infrastructure investments to allow for day time freight trains in the required timescales. As set out in [REP2-189], we consider opportunities to do so were missed.
	Response by Woodbridge Town Council at Deadline 3	WTC comment – The Applicant has just dismissed day-time capacity improvements as not deliverable in time. However as night-time working is unacceptable to Woodbridge and

ExQ1	Question to:	Question:
		other track-side communities, the construction should not be allowed to start without first making these improvements (i.e. dualling the line).
	Response by SZC Co. at Deadline 5	SZC Co.'s position on these issues was explained at Deadline 2. SZC Co.'s response to whether or not there has been a "missed opportunity" is set out in its Comments on Written Representations [REP3-042] at Chapter 17.
NV.1.95	The Applicant, Natural England (part (ii) only)	Night-time noise The RSPB indicate that the assessment of effects from night-time noise on bats and other sensitive creatures has not been adequately assessed and consider additional noise modelling would need to be carried out. (i) Please respond to this concern. (ii) Do you agree with the concerns expressed by the RSPB
	Response by SZC Co. at Deadline 2	The Applicant disputes the RSPB's conclusion. The information which presents the baseline data and impact assessment of noise upon ecological receptors is presented in Volume 2, Chapter 14 of the ES [APP-224]. This was informed by data presented in the noise and vibration chapter (Volume 2, Chapter 11 of the ES [APP-202]) and additional noise modelling, particularly of high frequency noise (in relation to the impact to bats). With regards to bats, the impact of night-time noise upon bats is considered in detail within the Volume 2, Chapter 14 of the ES [APP-224] and the updated bat impact assessment in Volume 3, Chapter 2, Appendix 2.9B of the ES Addendum [AS-208]). Paragraphs 8.2.22 – 8.2.61 in Volume 3, Chapter 2, Appendix 2.9B of the ES Addendum [AS-208]) present the assessment of potential impacts to bats resulting from the noise modelling results, including setting thresholds for impacts. The assessment utilises high frequency modelling at 22khz+ and 8khz+ to determine the potential impact of noise throughout the phases of the construction upon roosting, foraging and commuting bats. Within the updated bat impact assessment in Volume 3, Chapter 2, Appendix 2.9B of the ES Addendum [AS-208]), figures are presented which display the potential levels of high frequency noise upon bats at different Phases of the construction. This information is utilised to inform the impact assessment. The impact assessment utilises

ExQ1	Question to:	Question:
		available information and current practice to assess the impact on bats. Within the mitigation measures defined, current good practice has been followed and the assessment is informed by a comprehensive suite of surveys. However, as stated in paragraph 8.2.37 in Volume 3, Chapter 2, Appendix 2.9B of the ES Addendum [AS-208], <i>'there are gaps in the assessment (for example in some cases the volume of noise was measured at frequencies that bats cannot hear) or the studies are not applicable to the assessment of potential impacts to bats resulting from construction'</i>. The assessment relies on the best available data, and the overall impacts and mitigation strategy were developed with the extensive level of survey information gained to date, which provides confidence in the effectiveness of the mitigation proposed, based on current best practice and research. However, there is limited research available for some impacts on some bat species, and bats, as living things, do not always behave as expected. Given this, the Terrestrial Ecology Monitoring and Mitigation Plan (TEMMP), submitted at Deadline 1 [REP1-016] and secured under Requirement 4 has been prepared. The measures within this document will identify any unforeseen effects of the construction through noise upon bats. This will allow any required remedial actions to address this to be implemented. Overall, the approach to mitigation and impact assessment relating to bats and noise is considered well supported and the assessment of no significant effect from noise is considered robust.
	Response by Natural England at Deadline 2	As these measures are proposed to mitigate impacts on licensable protected species these will be assessed by Natural England through our licensing process. For the progression of this issue the applicant must submit draft protected species licence applications to Natural England for review. If agreed Natural England may provide LoNIs to ensure the ExA has the required certainty in this regard. Further engagement on this issue will therefore be undertaken as part of the licensing process.
	Response by SZC Co. at Deadline 3	SZC Co. can confirm that protected species licence applications are currently being prepared following the bat surveys undertaken in 2021. These will be submitted to Natural England through the generic licensing mailbox as instructed and will be submitted to the examining authority at appropriate deadline.

ExQ1	Question to:	Question:
	Response by RSPB at Deadline 3	We still consider the assessment of effects from night-time noise on bats and other sensitive creatures has not been adequately assessed and consider additional noise modelling should be carried out. Our concerns relating to the assessment of the effects from night-time noise on bats are detailed in our Written Representations submitted at Deadline 2. We confirm we reviewed the documents referenced in the Applicant's response and considered those points for our Written Representations.
	Response by SZC Co. at Deadline 5	SZC Co. does not agree with the RSPB that further noise modelling is required. The approach to assessment is provided in the Deadline 2 response repeated above.
NV.1.96	The Applicant, Network Rail	Ipswich to Lowestoft Main Line (i) Please explain the current method of line construction for the main line between Ipswich and Saxmundham. (ii) Please confirm whether the joints between the sections of the track are located in a way as to minimise noise effects on receptors. (iii) It is understood from the assessment that the welds of joints for the Saxmundham to Leiston branch line are proposed to be undertaken in a certain way to minimise noise effects – please confirm whether this approach has been undertaken on the main line and if this is not the case please advise what the differences would be for receptors on the main line as opposed to those on the branch line.
	Response by SZC Co. at Deadline 2	(i) and (ii) The East Suffolk line has, for the most part, continuous welded rail (CWR), with some lengths of jointed track as well as switches and crossings (S&C). Details such as the exact location of the kinds of welds and joints in CWR and S&C that give rise to additional noise and vibration are not routinely held by Network Rail, and work is currently in progress to establish their exact locations and where necessary to plan appropriate mitigatory action. Please also see answer to Question NV.1.12 in this chapter. (iii) As stated in response to parts (i) and (ii), information on the exact locations and kinds of weld present on the East Suffolk line is not routinely held by Network Rail. Work and discussions are in progress to determine the presence and location of aluminothermic

ExQ1	Question to:	Question:
		welds along the East Suffolk line, and to develop a plan for delivery of rail upgrades so that the welds can be removed. The updated assessment of groundborne vibration contained in Volume 1, Appendix 9.3.A of the ES Addendum [AS-257] describes the implications of aluminothermic weld or joint proximity for the outcomes.
	Response by Network Rail at Deadline 2	The East Suffolk Line has, for the most part, continuous welded rail (CWR), with some lengths of jointed track as well as switches and crossings (S&C). Network Rail are currently working with SZC on proposals for Track enhancements to SZC between Westerfield and Saxmundham Junction. In addition discussions includes status and potential alterations to sleepers, fasteners and welds to assist with noise mitigations. This work is ongoing and as such no further comments can be provided at this stage.
	Response by SZC Co. at Deadline 3	Discussions between SZC Co. and Network Rail are ongoing regarding legacy benefits for the East Suffolk line, including track upgrade work. As SZC Co. noted in response to Question NV.1.12 at Deadline 2, no reliance is placed on works on the East Suffolk line, although the track type will influence the potential effects.
	Response by Suffolk County Council at Deadline 3	See answer to NV1.13
	Response by SZC Co. at Deadline 5	SZC Co. is working with Network Rail on the potential to replace track on the East Suffolk line to provide a legacy benefit for communities. The position will be updated through further Statements of Common Ground.
Chapter 22 - R.1 Radiological considerations		
R.1.1	The Applicant, ONR	Low Level Waste (LLW) (i) It is recognised that the current LLW Repository has a lifespan less than that of the proposed development. What provision is in place on site or elsewhere to safely deal with this waste over the lifetime of the plant?

ExQ1	Question to:	Question:
		(ii) It is advised that "It is assumed that ultimately new disposal facilities will be provided by the NDA" (para 7.7.20) [APP-192] Have letters of assurance or similar been received from the NDA? (iii) Has one been sought? Please provide copies for the Examination as appropriate.
	Response by SZC Co. at Deadline 2	(i) Authorised disposal routes for Low Level Waste (LLW) will be available throughout the design life of Sizewell C. Given the Government's commitment to new nuclear, including the aim of <i>'bringing at least one large scale nuclear project to the point of Final Investment Decision (FID) by the end of this Parliament'</i>²³ and the powers in Schedule 23 of the Environmental Permitting Regulations, it is reasonable to assume that Government will ensure adequate facilities are provided for disposal of LLW. (ii) and (iii) As stated in the response to (i), the UK Government has made a clear commitment to large-scale new nuclear and has powers under the Environmental Permitting Regulations to ensure adequate disposal facilities are in place. Therefore, letters of assurance have not been sought. It is also worth noting the NDA Strategy emphasises that <i>'In line with UK government expectations, the NDA group will continue to supply advice and information to third parties involved in the UK's nuclear new build programme and developers of advanced nuclear technologies'</i>²⁴.
	Response by ONR at Deadline 2	(i) In the event that LLW repository is not available, ONR would use routine regulatory tools (such as inspection and permissioning) to ensure waste is safely managed in accordance with our regulatory expectations. This includes aspects relevant to accumulation of radioactive waste (Licence Condition (LC) 32) and storage of nuclear matter (where radioactive waste is nuclear matter) (LC4(2)). The lifespan of LLW Repository is, in part, dependent upon the environmental safety case for disposals at LLW Repository, which is regulated by the Environment Agency not ONR. However, ONR notes the recent success in diverting wastes from LLW Repository through effective application of the waste hierarchy, which has driven the extension in the expected lifespan in LLW repository.

²³ Department for Business, Energy and Industrial Strategy, "The Energy White Paper: Powering our Net Zero Future," Queen's Printer and Controller of HMSO 2020, London, 2020.

²⁴ Nuclear Decommissioning Authority, "Strategy," Nuclear Decommissioning Authority, Cumbria, 2021.

ExQ1	Question to:	Question:
		(ii)&(iii) ONR has currently not sought any assurances from NDA relevant to disposal of LLW.
	Response by NDA and Magnox for Deadline 2	The NDA will confirm the position in relation to the new disposal facilities and letters of assurance or similar to the ExA as soon as practicable.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	In the 1976 Royal Commission Report on environmental pollution, Sir Brian Flowers stated that, "...there should be no commitment to a large scale programme of nuclear fission until it has been demonstrated beyond reasonable doubt that a method exists to ensure the safe containment of long-lived highly radioactive waste for the indefinite future". TASC therefore believes there is no justification for production of any radioactive waste streams as there does not exist a proven method by which the safe containment of long lived and highly radioactive waste can be contained for the indefinite future - see EN6 Para 2.6. Concern about the radiological impact of nuclear fuel has been exacerbated by the decision to operate the EPR for greater efficiency by increasing the burn up of fuel. ONR have yet to receive a report addressing the safety or otherwise of the long term storage of spent fuel. As the Dry Fuel Store (DFS) will be the last remaining building on any nuclear site for many decades into the future after decommissioning has been completed, it is increasingly evident that protection from climate change events could be problematic. Regardless of the long term safety of buildings, TASC believes it is immoral to leave this radioactive and long-lasting waste to the care and management of future generations who will have received no direct benefits from the electricity the waste generated, as we have pointed out in our Written Representation, Nuclear Waste. The design of the Hinkley C DFS is not yet approved and the indicative site for HPC could, as demonstrated in a recent TV programme, be affected by overtopping of the flood defence wall. The site of the SZB DFS is at a higher ground level than that proposed for SZC.

ExQ1	Question to:	Question:
		TASC does not believe that a radioactive waste solution has been demonstrated beyond doubt and would point out that adequate energy generation alternatives exist to avoid this problem.
	Response by SZC Co. at Deadline 5	The safe management and disposal of Low Level Waste has been undertaken in the UK since 1959 with the opening of what is now known as Low Level Waste Repository. The technology and means to continue to manage and dispose of Low Level Radioactive Waste continues to be available now and into the future.
R.1.2	The Applicant, ONR	Waste Acceptance Criteria Para 7.7.27 [APP-192] refers to WAC – this does not appear in the Glossary of Terms. (i) Please confirm that this means 'Waste Acceptance Criteria' - or if not what it does relate to. (ii) It is understood that the UK has not formally adopted these criteria for dealing with High Level Waste or for spent fuel – does this have any implications in respect of the information provided?
	Response by SZC Co. at Deadline 2	(i) Confirmed, WAC means 'Waste Acceptance Criteria'. (ii) The term Waste Acceptance Criteria (WAC) is used by waste service providers to ensure that waste they receive is capable of being legally disposed in accordance with their own regulatory requirements. Radioactive Waste Management Ltd (RWM) is responsible for establishing the WAC for a facility, as they are responsible for the implementation of the Geological Disposal Facility (GDF) as the ultimate receiver of wastes for disposal. As the plans for the construction of the GDF are at an early stage, the information necessary to define a final WAC is not available. In the meantime, and as a precursor to WAC, RWM produces packaging specifications, the primary purpose of which is to enable the holders of radioactive wastes to condition that waste into a form that will be compatible with the anticipated needs of transport to and disposal in a GDF (see paragraph 7.7.43 of Volume 2, Chapter 7 of the ES [APP-192]).
	Response by ONR at Deadline 2	(i) The Applicant is best placed to respond to this question. (ii) Radioactive Waste Management (RWM) is a wholly owned subsidiary of the Nuclear Decommissioning Authority (NDA) who are tasked with implementing government policy on geological disposal of higher activity waste (HAW i.e. ILW, HLW and spent fuel). To ensure they can deliver on this, RWM regularly update the inventory of HAW within the UK

ExQ1	Question to:	Question:
		(and publish it online). The last update to the generic design system safety case for the geological disposal facility (GDF) included inventory from at least four EPR units. To ensure the safety case (and future waste acceptance criteria for HAW in the GDF) can be established as the design of the GDF advances, RWM and the waste owner (in this case NNB GenCo) engage early through the letter of compliance (LoC) process to ensure the inventory is up-to-date and waste forms are consistent with the assumptions in the current GDF generic design.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	In the 1976 Royal Commission Report on environmental pollution, Sir Brian Flowers stated that, "...there should be no commitment to a large scale programme of nuclear fission until it has been demonstrated beyond reasonable doubt that a method exists to ensure the safe containment of long-lived highly radioactive waste for the indefinite future". TASC therefore believes there is no justification for production of any radioactive waste streams as there does not exist a proven method by which the safe containment of long lived and highly radioactive waste can be contained for the indefinite future - see EN6 Para 2.6. Concern about the radiological impact of nuclear fuel has been exacerbated by the decision to operate the EPR for greater efficiency by increasing the burn up of fuel. ONR have yet to receive a report addressing the safety or otherwise of the long term storage of spent fuel. As the Dry Fuel Store (DFS) will be the last remaining building on any nuclear site for many decades into the future after decommissioning has been completed, it is increasingly evident that protection from climate change events could be problematic. Regardless of the long term safety of buildings, TASC believes it is immoral to leave this radioactive and long-lasting waste to the care and management of future generations who will have received no direct benefits from the electricity the waste generated, as we have pointed out in our Written Representation, Nuclear Waste. The design of the Hinkley C DFS is not yet approved and the indicative site for HPC could, as demonstrated in a recent TV programme, be affected by overtopping of the flood defence wall. The site of the SZB DFS is at a higher ground level than that proposed for SZC.

ExQ1	Question to:	Question:
		TASC does not believe that a radioactive waste solution has been demonstrated beyond doubt and would point out that adequate energy generation alternatives exist to avoid this problem.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co. response for Deadline 2.
R.1.10	The Applicant, ONR	Spent Fuel (i) Please confirm that the current proposal does not include the encapsulation facility referred to at para 7.7.95. (ii) Assuming this to be correct, are you able at this stage to confirm there would be sufficient space within the DCO site to accommodate such a facility? (iii) Do the ONR agree that there would be sufficient space?
	Response by SZC Co. at Deadline 2	(i) The Application does not include a location for the encapsulation facility referred to in paragraph 7.7.95 of Volume 2, Chapter 7 of the ES [APP-192] . Five years prior to the end of generation Sizewell C will produce the required documentation and assessment to obtain consent to proceed with decommissioning. (ii) Currently no location has been identified for an encapsulation facility as there is no requirement at this stage in the project. Under the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations (EIADR) any new facilities required to manage decommissioning, including the Spent Fuel Encapsulation Facility (SFEF) and Spent Fuel Inspection and Repackaging Facility (SFIRF), will be scrutinised by the Environment Agency and the ONR prior to decommissioning commencing. Therefore, at an appropriate time (at this time believed to be 5 years prior to end of generation), SZC Co. will be required by law to identify a location for the SFIRF and SFEF. All funding for these facilities will be covered through the Sizewell C Funded Decommissioning Plan (FDP). (iii) No response from SZC Co. is required.
	Response by ONR at Deadline 2	(i)&(ii) The Applicant is best placed to respond to this question. (iii) The spent fuel encapsulation facility is not required until the spent fuel is retrieved from the Interim Spent Fuel Store (ISFS) and repackaged for disposal to the GDF (>100 years after operations). At the time when the encapsulation facility will be constructed the

ExQ1	Question to:	Question:
		reactors will have ceased generation, decommissioning will be well-progressed, with many structures removed from the site. Therefore, in ONR's opinion there will be sufficient space for the construction of new facilities to enable the safe retrieval, repacking, and encapsulation of spent fuel. The inclusion of the encapsulation facility and the principle to encapsulate spent fuel immediately prior to transfer to the GDF is consistent with the guidance provided by Department of Energy and Climate Change (DECC) in 2011 on Funded Decommissioning Programmes (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/42628/3797-guidance-funded-decommissioning-programmeconsult.pdf).
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	In the 1976 Royal Commission Report on environmental pollution, Sir Brian Flowers stated that, "...there should be no commitment to a large scale programme of nuclear fission until it has been demonstrated beyond reasonable doubt that a method exists to ensure the safe containment of long-lived highly radioactive waste for the indefinite future". TASC therefore believes there is no justification for production of any radioactive waste streams as there does not exist a proven method by which the safe containment of long lived and highly radioactive waste can be contained for the indefinite future - see EN6 Para 2.6. Concern about the radiological impact of nuclear fuel has been exacerbated by the decision to operate the EPR for greater efficiency by increasing the burn up of fuel. ONR have yet to receive a report addressing the safety or otherwise of the long term storage of spent fuel. As the Dry Fuel Store (DFS) will be the last remaining building on any nuclear site for many decades into the future after decommissioning has been completed, it is increasingly evident that protection from climate change events could be problematic. Regardless of the long term safety of buildings, TASC believes it is immoral to leave this radioactive and long-lasting waste to the care and management of future generations who will have received no direct benefits from the electricity the waste generated, as we have pointed out in our Written Representation, Nuclear Waste.

ExQ1	Question to:	Question:
		The design of the Hinkley C DFS is not yet approved and the indicative site for HPC could, as demonstrated in a recent TV programme, be affected by overtopping of the flood defence wall. The site of the SZB DFS is at a higher ground level than that proposed for SZC. TASC does not believe that a radioactive waste solution has been demonstrated beyond doubt and would point out that adequate energy generation alternatives exist to avoid this problem.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
R.1.11	The Applicant, ONR, EA	Length of Plant Life Much of the documentation refers to the power stations operating for between 60-76years. The DCO would however if granted not be time limited, consent would in effect be in place for two nuclear power stations in perpetuity. Does this have any implications for the advice you provide to the ExA or of the assessments that have been undertaken?
	Response by SZC Co. at Deadline 2	Under Licence Condition 15 of the Nuclear Site Licence, Sizewell C (as the licensee) shall make and implement adequate arrangements for the periodic and systematic review and reassessment of safety cases. Therefore, although the documents and assessments for the life of the plant are based on 60 year life, they will be regularly reviewed and reassessed for their applicability. Any plant life extension would be subject to rigorous regulatory scrutiny. This is a tried and tested process as demonstrated by the plant life extension on the Magnox and AGR fleet.
	Response by ONR at Deadline 2	With regard to the length of plant life, nuclear site licensees are required, by standard Licence Condition 15, to undertake periodic and systematic reviews of their plant safety case. ONR assesses major periodic safety reviews and, in order to permit continued operation, needs to be satisfied that the facility continues to meet its original design standards; that the licensee has implemented all reasonably practicable modifications to close any gaps between those standards and modern standards; that findings arising from operational experience have been addressed and that there are robust measures in place to manage any safety-related, ageing mechanisms. If ONR is satisfied on all these aspects, the facility may continue to operate, providing that continuing monitoring

ExQ1	Question to:	Question:
		activities do not reveal any new information that undermines the safety case. In practice at some stage in the life of a nuclear plant it is likely that the cost of maintaining the plant to acceptable safety standards will outweigh the financial gains from continued operation, and the operating organisation may therefore decide to close the plant down at that stage.
	Response by Environment Agency at Deadline 2	A Radioactive Substances Activity permit, if granted, would not be time limited and the site would remain under regulatory control until such a time that the applicant (operator) can demonstrate that they meet the requirements of our guidance on release from radioactive substances regulation (https://www.gov.uk/government/publications/decommissioning-of-nuclear-sites-and-release-from-regulation/decommissioning-of-nuclear-sites-and-release-from-regulation). The fact that the DCO would not be time limited does not have any implications for our assessment of radiological impact or our permit determination process.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	Nuclear plant has design limitations exacerbated by pressure and temperature, including corrosion, graphite bricks, internal cracking and weld defects. Material failure has also been identified as a cause of early plant closure e.g. at San Onofre, California, USA. The EPR at Flamanville in France has many technical problems. http://www.french-nuclearsafety.fr/Inspections/Supervision-of-the-EPR-reactor . The fact that Sizewell C may, if built, be in the hands of a private company, as referred to above, should give cause for concern. Some expectations for plant lifetime, longevity of encapsulation, buildings and conditioning material are aspirations only as no operational lifetime experience exists, especially for the EPR.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
R.1.12	ONR	Design Acceptance Confirmation (DAC) The Applicant's DAC would appear to expire on 13 December 2022. (i) Please explain how this regulatory system works and whether a further DAC would be required as the station would not be operational at this date. (ii) Are there any further implications if work has not commenced on site by this date?

ExQ1	Question to:	Question:
		(iii) Would you anticipate any reason why a further DAC would not be issued should a further application need to be made? (iv) Are there any other implications the ExA should be aware of in respect of the limited time of the current DAC?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by ONR at Deadline 2	(i) The GDA process is non-mandatory and there is no legal requirement for a valid Design Acceptance Confirmation (DAC). Within ONR's remit, to construct a new nuclear power plant in Great Britain requires a nuclear site licence to be granted. Even then, granting of a nuclear site licence does not provide regulatory permission for the start of construction. Under the conditions attached by ONR to a nuclear site licence, the licensee will require ONR's specific regulatory permission before any nuclear safety related construction can commence. It is ONR's policy that the output from GDA remains valid for a period of ten years from the date of issue. This period is consistent with the requirement for nuclear licensees to undertake periodic safety reviews of their existing nuclear facilities every ten years. For Hinkley Point C (HPC), the UK EPR design which was assessed as part of GDA was based on the 2008 EPR design under construction at Flamanville 3 (FA3) in Northern France. The GDA-assessed design formed the starting Reference Configuration (RC0) for HPC. That design was developed to a further reference configuration (RC1) that includes changes as a result of GDA, Fukushima response, FA3 feedback, UK context or site-specific requirements. The HPC design has been further developed to the current Reference Configuration 2 (RC2). The changes to the HPC design since GDA have been controlled under the licensee's licence condition compliance arrangements, subject to regulatory oversight by ONR. Unlike HPC, for Sizewell C the initial design configuration of the plant is not based on the GDA design, but is instead closely based on the current HPC configuration (RC2). Consequently, given ONR's close engagement with the HPC design development, we do not consider the ongoing validity of the DAC, issued by ONR at the end of GDA in 2012, is relevant to our assessment of the design proposed for Sizewell C. To summarise, no further DAC is required for Sizewell C as firstly a DAC is nonmandatory, and secondly the starting design is based on the design developed for HPC and not the final GDA design.

ExQ1	Question to:	Question:
		(ii) There are no implications if the construction work at Sizewell C has not started by December 2022. (iii) Based on responses to questions (i), (ii) and (iv), as a DAC is non-mandatory, the design has evolved at HPC since GDA, from which Sizewell C is based, and due to ONR's ongoing regulatory oversight of HPC, an application for a new DAC is not needed and would have limited benefit. (iv) We do not consider there are any other implications relating to the timelimited nature of the DAC issued in 2012.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	French reactor designers are working on a series 2 version of the EPR, stated to be easier to build and construct, but which has not received regulatory approval. This is acknowledgement that the EPR proposed for Sizewell is principally flawed and difficult to construct. TASC has also questioned how the single turbine configuration proposed for Sizewell C gives sufficient flexibility to cater for varying demand. SZB operated at half output because of grid stability issues during the pandemic: this is not possible with the EPR. The Sizewell Site Stakeholder Group (SSG) is waiting for a report on what happened as a result of the period of time Sizewell B operated at 50% output, such as excessive component wear or the impacts of prolonged use of boron to dampen reactor activity.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
R.1.14	The Applicant, ONR, EA, MMO	Sea Defences There is concern identified by a number of RRs e.g. (RR 0038) regarding the ongoing maintenance of the sea defences beyond the lifetime of the operation of the plant when it is reasonable to assume ILW, Spent Fuel and LLW may well continue to be stored on site. (i) What is proposed to be in place to ensure the integrity of the sea defences in the longer term?

ExQ1	Question to:	Question:
		(ii) How should the integrity of the defences be monitored through the lifetime of the plant? (iii) How is this to be secured through the DCO process?
	Response by SZC Co. at Deadline 2	(i) The design life of the sea defence is defined based on protection of the site until all nuclear wastes and spent fuel have been removed from the site (i.e. 110 years post Commercial Operation Date). This means that the sea defence design will be such that performance up to 2140 will be intrinsically ensured. Performance requirements relating to design life, such as sea levels and wave overtopping (which are influenced by climate change and sea level rise), are captured in the design of the crest height. In addition, degradation of the sea defence is considered and accounted for within the design to ensure that appropriate measures are taken (such as concrete cover for the crest wall and erosion protection for the backslope) that ensure the design life can be met. (ii) Working together with the designed-in robustness, an examination, maintenance, inspection and testing (EMIT) plan will be developed as part of the detailed design studies that will stipulate the measures that are needed to ensure integrity of the sea defence through life in line with the design. The EMIT plan will include regular planned EMIT activities that are needed to ensure that assumptions in the design are met. The EMIT plan will also include measures to take post event (such as a storm event or a seismic event) to, if necessary, reinstate the defence to its "as designed" state. An example of a measure that will exist within the EMIT plan is a requirement to inspect the sea defence following a storm event to ensure the rock armour has not shifted significantly. Stockpiles of constituent materials (such as the rock armour) will be stored locally to ensure that any maintenance can be performed within a reasonable time frame, as necessary. (iii) These measures do not require securing through the draft DCO as they are enforced through regulatory control via Licence Condition 15 of Sizewell C's future Nuclear Site Licence, which requires periodic and systematic review and reassessment of safety cases, which will include consideration of all external hazards (including flooding and adequacy of sea defences); and Licence Condition 28 which requires the licensee to make and implement adequate arrangements for the regular and systematic examination, inspection, maintenance and testing of all plant which may affect safety.

ExQ1	Question to:	Question:
	Response by ONR at Deadline 2	(i) The Applicant is best placed to respond to this question. (ii) ONR expects the Applicant to adequately demonstrate that the sea defences will protect against the design basis coastal flood, which includes climate change, throughout the lifetime of the plant. As part of ensuring the integrity of the sea defences and consistent with Licence Condition 28, ONR expects the Applicant to commit to adequate arrangements for the examination, inspection, maintenance and testing (EIMT) of the sea defences as a nuclear safety classified structure. (iii) This is secured through the nuclear site licensing regime and not the DCO process. Given ONR's nuclear safety remit, ONR will expect the sea defence design and related monitoring to be 'secured' ahead of nuclear plant commissioning. For nuclear site licensing, most closely tied to DCO in terms of timescales, ONR expects the Applicant to demonstrate that the SZC site can be adequately protected against the design basis sea level; this includes the future effects of climate change on wave and tide height as well as the static sea level. The final sea defence design and related monitoring will be assessed by ONR post nuclear site licensing, but prior to commissioning of the SZC nuclear plant.
	Response by Environment Agency at Deadline 2	(i) The EA is not aware of any proposals to ensure the integrity of the sea defences into the longer term, throughout the operational life of the site. We support SCC's position on the need to remove the defences at the point of decommission when the site is deemed safe. We believe this is essential work that needs to be undertaken. (ii) The detailed designs of the defences have not yet been agreed, so the specific method of monitoring is not clear. However, this should be specified and secured through a monitoring and mitigation plan. (iii) A DCO Requirement should be in place that secures the creation of a monitoring and mitigation plan, in consultation with the Marine Technical Forum.
	Response by the MMO at Deadline 2	The MMO believes that this question is for the Applicant. We note that we have not yet received a copy of the Applicant's response to this question and so have no comments to add at this stage.
	Response by SZC Co. at Deadline 3	SZC Co. confirms that the sea defences will remain in place throughout the decommissioning phase. The Coastal Processes Monitoring and Mitigations plan includes the intention of a Cessation Report which would outline the programme for cessation of

ExQ1	Question to:	Question:
		maintenance of the Soft Coastal Defence Feature. SZC Co continues to engage with ESC regarding the default position of removing the HCDF at the end of decommissioning.
	Response by Together Against Sizewell C at Deadline 3	According to the Environment Agency, the SZC sea defences are not yet satisfactory. TASC finds it incredible that the sea defence is not within the proposed site licence area. In addition, ONR do not have details on how the whole site will be constructed, including the outer wall. This also includes the water course carrying all Leiston town rainwater/sewage outfall. SZC Operational site layout assumptions for DCO drawing ending 10004 refers.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
R.1.15	ONR, EA, MMO	Sea Defences In the event the power station operated beyond 60 years as referenced in a number of the ES documents what implications if any would this have?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by ONR at Deadline 2	ONR expects the Applicant to adequately demonstrate that the sea defences will protect against the design basis coastal flood, which includes climate change, throughout the lifetime of the plant. Should the lifetime of the plant be extended beyond planned timescales, ONR will require the site licensee to demonstrate that the site, including the sea defences, will remain safe for the extended timescales
	Response by Environment Agency at Deadline 2	To provide advice the Environment Agency needs to see the detailed design of the sea defences. To accommodate operation beyond 60 years, the designs will need to be adaptable and resilient in the long-term and include adaptation option pathways for design change with sea level rise.
	Response by the MMO at Deadline 2	Regarding implications from an MMO perspective, as the seaward limit encroaches landward, the High Mean Water Spring mark moves, and as such, more activities may become marine licensable.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	The detailed design of the sea defences was submitted at Deadline 2 and updated plans are provided at this Deadline 3 (Doc Ref. 2.5) to allow further consideration by stakeholders. The potential for project activities that are currently above mean high water spring (MHWS) (and therefore not licensable) to lay below MHWS in the future due to sea level rise and become licensable is noted and will be provisioned in the Deemed Marine Licence to capture this.
	Response by Together Against Sizewell C at Deadline 3	According to the Environment Agency, the SZC sea defences are not yet satisfactory. TASC finds it incredible that the sea defence is not within the proposed site licence area. In addition, ONR do not have details on how the whole site will be constructed, including the outer wall. This also includes the water course carrying all Leiston town rainwater/sewage outfall. SZC Operational site layout assumptions for DCO drawing ending 10004 refers.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co. response for Deadline 3.
R.1.16	ONR, Emergency Services, ESC, SCC	Emergency Plans Are you satisfied with the Emergency Plans that are set out and how they correlate with the existing nuclear sites at Sizewell A and B?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by ONR at Deadline 2	Before making a licensing decision for SZC, ONR will seek assurance that the location is suitable for the establishment of an adequate emergency plan in accordance with the licence conditions and The Radiation (Emergency Preparedness and Public Information) Regulations 2019 (REPPPIR). As part of ONR's Land Use Planning (LUP) assessment (https://www.onr.org.uk/land-useplanning.htm), consultation was undertaken with Suffolk County Council Emergency Planner responsible for the Sizewell B REPPPIR19 off-site emergency plan as well as the planning departments of Magnox Ltd for the Sizewell A site, EDF Energy (for Sizewell B) and NNB GenCo (SZC) Ltd for Sizewell C. This provided assurance that adequate emergency planning arrangements can be maintained or developed during the construction, active commissioning and operational phases of

ExQ1	Question to:	Question:
		Sizewell C. ONR will take account of the assurance we have received in making a decision on whether to grant a licence for Sizewell C.
	Response by East Suffolk Council at Deadline 2	The original Vision agreed with the Applicant and referenced in the LIR [REP1-045] refers to 'a secure and safe project with robust emergency planning provisions', ESC is a member of the Joint Emergency Planning Unit hosted by SCC which provides local authority input to the Suffolk Resilience Forum. Suffolk Resilience Forum are the responsible authority with regards to Radiation (Emergency Preparedness and Public Information) Regulations 2019 (REPP19). See 22.22 of the LIR for further detail on what needs to take place to update on-site and off-site emergency response plans and 22.23 which request a new requirement to cover provisions for emergency planning which are not currently included in the draft DCO.
	Response by Suffolk County Council at Deadline 2	Ongoing work with the Applicant to agree this from SCC's perspective.
	Response by SZC Co. at Deadline 3	SZC Co. has noted ESC and SCC's request for a new DCO requirement on emergency planning. A new Requirement 5A was included within the Draft DCO [REP2-015] submitted at Deadline 2. SZC Co. will continue discussion with the Councils' to agree the wording of the new requirement and will seek to agree this through the Statement of Common Ground.
	Response by Together Against Sizewell C at Deadline 3	TASC is not aware if the Sizewell B emergency plan declared by the operator of SZB, can safely accommodate the maximum construction workforce for SZC, including those in worker hostels, plus SZB outage/operator workforce, plus the residents within the 1.35 km inner zone. We believe the operator assessment of risk for the SZB reactor does not conform to IAEA standards for a Detailed Emergency Planning Zone (DEPZ), also confirmed by Government department for Business, Energy and Industrial Strategy, which is 3-4kms distance from the plant, as pointed out in TASC's Written Representation, Emergency Planning. The reaction time for a fault on a Pressurised Water Reactor (PWR) such as Sizewell B, is believed to be 4 hours, a consideration which necessitated the construction of the Emergency Response centre for SZB as part of the Japanese earthquake response programme in the wake of the Fukushima disaster. This unique facility was constructed as a recognition of the need to act quickly in the face of a fault requiring a fast emergency response time of four hours, compared to 12 hours for AGR reactors in the current EDF fleet. We are not aware if Suffolk County Council consulted on

ExQ1	Question to:	Question:
		or planned their extended emergency response area out to 30 kms - to include open air visitor attractions and camping and caravan sites - nor on the acceptability of the mini-DEPZ, in full accord with REPPIR 19 and ACOP guidance.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 3.
R.1.17	ONR, EA	Transboundary Effects A number of European governments and third parties have expressed concern about trans boundary effects particularly in the event of an accident beyond the design parameters of the power station e.g. see RR 802, RR 265, RR 155. (i) Are you satisfied this is adequately dealt with through the licensing regime? (ii) Does this assessment include the ancillary buildings such as the ISFS, and ILW storage?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by ONR at Deadline 2	(i) Yes. The UK-EPR design offers a number of lines of defence to protect against and mitigate the consequences of postulated design basis fault sequences. A risk reduction line of defence will also be implemented to mitigate the consequences of severe accidents. (ii) ONR maintains engagement with Hinkley Point C (HPC) on the development of the designs for the Interim Spent Fuel Store (ISFS) and Intermediate Level Waste (ILW) Store. Due to the replication strategy being implemented at Sizewell C (SZC) ONR expects the HPC designs to be used to inform the SZC site specific designs. Once the designs are suitably developed ONR will engage with SZC to ensure the site-specific designs fulfil the legal requirement to ensure the risks associated with the management of spent fuel and ILW on SZC are reduced so far as is reasonably practicable
	Response by Environment Agency at Deadline 2	(i) The environmental permitting regime does not presently consider transboundary effects, however, the Applicant has undertaken an assessment of the transboundary effects of proposed radioactive discharges from Sizewell C, including accident scenarios, to meet the requirements of Article 37 of the Euratom treaty. An Article 37 submission was made to the European Commission on 14 August 2020 and a hearing held on 10 February

ExQ1	Question to:	Question:
		2021. We participated in the hearing and are awaiting an opinion from the European Commission. Subject to ministerial direction, we will not grant a Radioactive Substances Activity permit for Sizewell C until we have received an opinion from the European Commission. (ii) The assessment of transboundary impacts has been undertaken at the discharge limits proposed in the Radioactive Substances Activity permit application. The discharge limits applied for are for the site as a whole and therefore must include all minor discharge routes such as the ISFS and ILW store. The assessment of transboundary effects from the proposed routine radioactive discharges therefore does include all ancillary buildings. We cannot comment on the assessment of transboundary effects in the event of an accident as this does not fall within our regulatory remit and would be for the Office for Nuclear Regulation to comment on
	Response by SZC Co. at Deadline 3	On the 3rd June 2021, the European Commission gave a positive opinion in relation to the Sizewell C Article 37 Submission. In the opinion they confirmed that the implementation of the plan for the disposal of radioactive waste in whatever form, arising from the two EPR reactors on the Sizewell C nuclear power station site located in the Suffolk Coast, United Kingdom, both in normal operation and in the event of accidents is not liable to result in radioactive contamination, significant from the point of view of health, of the water, soil or airspace of a Member State.
	Response by Together Against Sizewell C at Deadline 3	A number of respondents referred to the competence of ONR to manage the former duties of Euratom. The risk from accidental release of radiation impacting other countries is evident from Chernobyl. Again there is little justification for nuclear as adequate and superior alternatives for electricity generation exist. The construction of HPC was subject to challenge by Austria as an expression of the transboundary effects of a nuclear plant.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 3.
R.1.18	ONR, EA	Spent Fuel Store/ILW Store No details are provided to indicate at what depth the spent fuel or ILW would be stored. Are you satisfied the licensing arrangements would ensure appropriate and safe storage of these elements in the event of a flood event?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by ONR at Deadline 2	We are satisfied that ONR's regulatory framework provides appropriate oversight of the high standards of safety required to protect the spent fuel and ILW in the event of a flood event. The expectations for design/construction of facilities used to store spent fuel or ILW with respect to flooding do not differ from the nuclear facilities on the wider site, in that the stores should be able to withstand flooding conditions up to and including the design basis event (see ONR Safety Assessment Principle (SAP) EHA.12 Flooding). For completeness, it is noted that spent fuel and ILW would be stored above ground in the concept design for the EPR reactor station. It is noted that after the major earthquake near Japan in 2011 the spent fuel dry casks on the Fukushima site withstood the impact from both the earthquake and tsunami.
	Response by Environment Agency at Deadline 2	Ensuring safe storage of spent fuel and radioactive waste in accident conditions (i.e. a flooding event) does not lie within the Environment Agency's regulatory control and is the responsibility of the Office for Nuclear Regulation. We therefore have no comments to make on this.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	See previous comment as well as the TASC Written Representation, Nuclear Waste.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
R.1.20	The Applicant, ONR, EA, PHE	Spent Fuel Store/ ILW Store (i) Does Appendix 25B when assessing radiological effects from the site include an assessment of effects from the ISFS and ongoing storage of spent fuel and ILW or is it just the operation of the power station? (ii) It would not appear to be explicit in the assessment. This would appear to be particularly important as paragraph 25.6.20 of [APP 340] indicates 'direct radiation from Sizewell C is therefore largely attributable to the Interim Spent Fuel and Intermediate

ExQ1	Question to:	Question:
		Level Waste storage facilities on site.’ Please clarify the position and advise what has been assessed under the ES. (iii) In light of the lack of detailed design for these facilities at this stage please explain how this assessment has been undertaken
	Response by SZC Co. at Deadline 2	(i) Volume 2, Appendix 25B of the ES [APP-341] includes an assessment of the effects from the ISFS and ongoing storage of spent fuel and ILW. This is included in Section 3 of the appendix ‘Annual Dose to the Candidates for the Representative Person from Direct Radiation’. (ii) and (iii) The design of the Sizewell C spent fuel and radioactive waste stores is yet to be finalised and specific details regarding shielding and spent fuel and radioactive waste inventories are not yet available. Thus, the assessment is undertaken following a conservative approach assuming that the dose rate outside the Spent Fuel and ILW stores is 0.5 µSv/h on the external surface of the building. The buildings fall within the Nuclear Licensed Site Security Fence and external radiation would rapidly drop with distance. The dose value is derived from the assumption that the outside of the building will be an undesignated area, as defined in the Ionising Radiations Regulations 2017. Therefore, the maximum exposure is set pessimistically at the annual limit of 1,000 µSv/y occurring during a normal working year of 2,000 hours. In practice, the dose rates are likely to be much below these value.
	Response by ONR at Deadline 2	(i)-(iii) ONR considers the details of the assessment are best answered by the Applicant. ONR notes that a similar regulatory approach will be applied to Sizewell C as with Hinkley Point C (HPC), where ONR will assess the adequacy of the detailed design of the ISFS Facility and the ILW store as they develop, including direct radiation. Based on the EPR Generic Design Assessment (GDA), and the approach taken for HPC so far, we would expect these aspects of the SZC site will be compliant with relevant regulatory requirements.
	Response by Environment Agency at Deadline 2	(i) The radiological impact assessment provided has been undertaken at the proposed discharge limits applied for in the Applicant’s Radioactive Substances Activity permit application. The discharge limits which have been applied for are for the site as a whole and therefore include all minor discharge routes such as the ILW and spent fuel store. Therefore the radiological impact assessment includes any impact from ongoing storage of ILW and spent fuel on site as well as operation of the power station.

ExQ1	Question to:	Question:
		(ii) It is for the applicant to provide details on how they have assessed the impacts of direct radiation. Regulation of direct radiation is undertaken by the ONR but we do account for direct radiation impacts in our assessments of radiological impact on people and the environment as part of the Radioactive Substances Activity permit determination process. We are reviewing the assessment of radiological impact provided by the applicant but have not yet reached any conclusions. (iii) It is for the applicant to provide details on how they have assessed the impacts of direct radiation. Regulation of direct radiation is undertaken by the ONR but we do account for direct radiation impacts in our assessments of radiological impact on people and the environment as part of the Radioactive Substances Activity permit determination process. We are reviewing the assessment of radiological impact provided by the applicant but have not yet reached any conclusions.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	The existing DFS is passively vented, cannot be sealed and would not, we understand, withstand air strike. The DFS is entirely reliant on the integrity of a dry cask storage method which has a relatively short operating history and the integrity of which is being challenged worldwide.
	Response by SZC Co. at Deadline 5	The operating life of the Sizewell C Interim Spent Fuel Store (ISFS) is assumed to be 100 years. The bounding (conservative) case from Radioactive Waste Management Ltd is that fuel may require up to 100 years of on-site interim storage. Noting this, the design life of the ISFS has been designed accordingly. The ISFS will have a robust safety case in place which will be required to demonstrate the plant can be operated safely during this period both under normal operations and any potential fault conditions. This includes consideration of external hazards such as air strike.
R.1.21	ONR	Semi Urban Criterion (i) Has your advice been sort in respect of the relationship of the site to the local population?

ExQ1	Question to:	Question:
		(ii) Are you satisfied that the proposals do not result in a radiological hazard being sited in an area which exceed the semi-urban criterion?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by ONR at Deadline 2	(i) No, although it was when the extant National Policy Statement for Nuclear Power Generation (EN-6) was developed. (ii) ONR's assessment of the proposed development concluded that siting two reactor buildings at the centre points provided by NNB Generation Company (SZC) Ltd as part of their application for a DCO meets the Government's demographic siting criteria as specified in BEIS 'Government Response: Consultation on the Siting Criteria and Process for a New National Policy Statement for Nuclear Power with Single Reactor Capacity over 1Gigawatt beyond 2025' July 2018. The disposition of the radioactive hazard across various other non-reactor buildings on the site does not affect that conclusion.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	TASC understands there was a debate about remote siting criteria prior to the approval of HPC. We are not convinced that sufficient planning constraints have been enacted up to 30kms nor that a full study of property and accommodation requiring immediate evacuation (i.e. not only capable of providing suitable shelter) has been carried out. In 2018, in response to the (aborted) consultation on the revised EN6, Suffolk Coastal District Council commented about the need to avoid housing projects compromising the development of nuclear.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
R.1.23	EA, ONR	Sustainability Assessment (i) The NPS relies on an understanding of the science around climate change and the effect on sea levels from 2009, has the understanding of the effects of climate change and effect on sea levels changed since the sustainability assessment was carried out? (ii) If the knowledge has developed what implications does this have?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by ONR at Deadline 2	(i) The understanding of the science around climate change and the effect on sea levels has changed since 2009. (ii) There are limited implications resulting from the evolution of understanding around climate change and the effect on sea levels. The advancements mean that the Applicant can better understand the site-specific impact of climate change, including the uncertainties, and factor this into their design. ONR expects the Applicant to use the latest climate change projections, such as UK Climate Projections 2018 (UKCP18), in their hazard analysis for nuclear site licensing; further information is provided in a UKCP18 position statement (https://www.onr.org.uk/documents/2020/ukcp18-position-statement-rev-1.pdf). ONR will expect the Applicant to periodically consider advances in climate change predictions and identify any impact on claims made in their safety cases and any subsequent measures that need to be implemented.
	Response by Environment Agency at Deadline 2	Fluvial Climate Change Allowances For fluvial river climate change allowances, the FRA is correctly working to the UKCP09 allowances, and following the Environment Agency guidance in terms of the appropriate allowances to use. This equates to an increase of 25 % for the construction lifetime until 2030, and 35 % increase for the higher central allowance over the lifetime of the development, appropriate for determining offsite impacts, and a 65 % allowance for the lifetime of the development, used for determining the safety of the essential infrastructure development itself. The new recommended fluvial allowances from the UKCP18 data are due to be published by the Environment Agency in the next few months. They will be based on management catchments, which for Sizewell will be East Suffolk. The allowances for East Suffolk Management Catchment have reduced slightly compared to the UKCP09 allowances for East Anglia, with 29 % for Higher Central and 54 % for Upper End for the lifetime of the development. However the recommended allowances to use will also be changing, with Essential Infrastructure now recommended to use Higher Central (29 %) and all other uses to use Central allowances, which in this instance are 19 %. Therefore the recommended allowances have been reduced compared to the current UKCP09 allowances used in the FRA. Consequently the allowances used in the Sizewell flood

ExQ1	Question to:	Question:
		modelling and FRA are higher and therefore precautionary so can still be considered to be acceptable. Tidal Climate Change Allowances The Environment Agency published revised tidal sea level climate change allowances in 2019, based on the updated climate change projections from UKCP18. The MDS Flood Risk Assessment includes a comparison between the new sea levels and the previous UKCP09 sea levels in Appendix 5, which shows that the new allowances are higher than the old climate change allowances. The document concludes that for the reasonably foreseeable climate change scenarios the new UKCP18 RCP8.5 95 percentile climate change allowances will be used, as recommended by the Environment Agency, which is the correct precautionary approach to take. These UKCP18 flood levels were used in the tidal breach and coastal inundation flood modelling. For the reasonable worst case H++ climate change scenarios, used for the breach of the main defences and the beyond design scenarios, the report recommends that BECC Upper climate change allowances are used, which have been derived from the 2014 BECC Scoping Paper: How to Define Credible Maximum Sea Level Change Scenarios for the UK Coast, as they are 2.105m higher than the reasonably foreseeable allowances, and so will provide a worst-case situation. These have also been included in the modelling, as required.
	Response by SZC Co. at Deadline 3	SZC Co. carried out a review of the guidance on climate change set out by both the ONR and the Environment Agency during the assessment of flood risk. The Main Development Site Flood Risk Assessment [APP-093] utilises the guidance set out in the UKCP18 position statement, as required by ONR, and this is discussed in Section 2.3d of the Main Development Site Flood Risk Assessment [APP-093]. Furthermore, the Environment Agency noted the assessment should be carried out in accordance with current best practice, including the use of UKCP118 where appropriate. SZC Co. assessed the impact of various climate change scenarios in Section 4 of the Main Development Site Flood Risk Assessment [APP-093] and adopted a precautionary approach. SZC Co. notes the response from both the ONR and Environment Agency at Deadline 2 confirming that the assessment of flood risk has been carried out in accordance with the

ExQ1	Question to:	Question:
		guidance provided. Therefore, SZC Co. considers that based on the adoption of a precautionary approach there are no outstanding works required in relation to this topic.
	Response by Together Against Sizewell C at Deadline 3	TASC believes it is unacceptable to even consider building in a flood risk zone 3, exposing construction projects and workforces to increasingly unpredictable weather and its consequences such as storms, tidal surges and over-topping from the effects of climate change. See: I Mech E report, plus new Climate Change Committee Advice 2021.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 3.
R.1.24	ONR, The Applicant	Plant Life The ES suggests the reactors may have their life extended to operate for up to 76 years. (i) As ILW and spent fuel would need to be stored on site beyond this time, what is the current best estimate of the date for the site to continue to store such radioactive materials?
	Response by SZC Co. at Deadline 2	(i) The operational design life of the Interim Spent Fuel Store (ISFS) and the Interim Level Waste Interim Storage Facility (ILW ISF) are for a 100-year life, although they would be capable of extension beyond that, if necessary. This is to allow interim storage to be maintained until a GDF, or an alternate disposal/management route has been established, and the heat levels within the fuel are at levels that permit its disposal. It is worth noting that the strategy for prompt decommissioning means that the ILW store would be removed within 20 years of end of generation, although the ISFS would remain after this time.
	Response by ONR at Deadline 2	The duration for storage of radioactive waste and spent fuel on the licenced site is dependent upon access to the geological disposal facility to enable transfer of material from the site. The 2016 update to Radioactive Waste Management's (RWM's) generic disposal system safety case (gDSSC) includes inventory from at least 4 EDF Energy EPR reactors (i.e. units 1 and 2 at HPC and units 3 and 4 and SZC). Figure 11 in NDA Report No DSSC/421/01 (available online) identifies nuclear new build (NNB) Solid ILW emplacement timings in the GDF to occur from 2100-2140 and nuclear new build (NNB) Spent Fuel emplacement activities in the GDF to occur from 2145- 2190. There are several assumptions in the emplacement dates, and therefore the best estimate of the date the

ExQ1	Question to:	Question:
		site will continue to store radioactive materials is not defined beyond these windows. It is noted that the emplacement dates/timescales quoted above are for nuclear new build inventory from 12 reactor units (of any design) in the UK, with SZC representing units 3 and 4. Cooler (older) inventory will be emplaced first in the GDF, so it is assumed that SZC would follow HPC, which is assumed to commence in 2100 and 2145 for ILW and spent fuel, respectively. Relative to end of generation for SZC these dates represent, in ONR's opinion, reasonable timescales.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	Reliance on a Geological Deep Facility (GDF) as the long-term solution to radioactive waste management, the siting of which is highly controversial and which has been discussed for many years without arriving at a success conclusion, as previously mentioned and as detailed in TASC's Written Representation Nuclear waste, is immoral and unjustifiable. TASC reiterates its position that the mantra used by ministers that 'arrangements are in place' and that therefore new nuclear build should not be delayed and that the creation of new waste streams is justified, cannot in any way be seen as an acceptable or responsible policy as significant technical, scientific, social, environmental and indeed ethical issues remain unaddressed and unresolved. Not the least of those issues is the morality of knowingly generating new waste streams when the original legacy waste volume of 500,000 cubic metres remains without a universally agreed management solution. TASC refers the inspector to its Written Representation on this issue.
	Response by SZC Co. at Deadline 5	As previously stated, the operational design life of the Interim Spent Fuel Store (ISFS) and the Interim Level Waste Interim Storage Facility (ILW ISF) are for a 100-year life, although they would be capable of extension beyond that, if necessary. The safe management of both the Spent Fuel and Radioactive Waste is not dependent on the availability of the GDF. The technology is currently and continues to be available now and into the future.
R.1.28	ONR	ONR Permits/Licences Please advise on the latest position in respect of the Applicant's position in respect of the Funded Decommissioning Programme (FDP) and the position in respect of any Licences needed to be obtained from you.

ExQ1	Question to:	Question:
		Do you consider there to be any impediment to the granting of any licenses for the site?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by ONR at Deadline 2	For Hinkley Point C (HPC) ONR has been consulted by the relevant government department (currently BEIS) on the technical aspects of the licensee's Decommissioning and Waste Management Plan (DWMP), which informs the HPC Funded Decommissioning Programme (FDP). We have not yet been consulted with regard to the Sizewell C DWMP. There is no link between the grant of a nuclear site licence by ONR and the approval by the Secretary of State (under the Energy Act 2008) of an FDP. However, as an approved FDP must be in place before the start of nuclear safety related construction, ONR would consult with the relevant department to ensure the FDP had been approved before giving consent for the start of construction of nuclear safety significant buildings at Sizewell C. This is likely to be several years after licence grant.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	Any investor into SZC must understand that a FDP is part of their commitment.
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
R.1.29	ONR, ESC, EA, The Applicant	Public Health PHE have indicated a series of shortcomings in their RR with regard to both radiological and air quality issues – please respond to each of the points that they have raised in so far as it relates to your responsibilities and explain whether you consider these issues could be overcome. In the event you consider the issues can be resolved please explain how the matters would be resolved and under which regime appropriate mitigation would be secured and operation monitored.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	Responses to the comments raised by Public Health England in their relevant representation are included within the Statement of Common Ground with Public Health England (Doc Ref. 9.10.22). A summary of the responses to radiological and air quality comments is provided below for ease of reference. Air Quality Impacts The judgement placed on defining health significance was one of professional opinion, underpinned by the evidence provided in the ES, and reinforced through a precautionary approach where all residential receptors are considered sensitive, despite the baseline indicating the contrary. With reference to air quality, following a review of the air quality assessment outputs, the relative change in concentration and exposure for NO₂, PM₁₀ and PM_{2.5} at all receptors are orders of magnitude lower than is required for any quantitative exposure response assessment, from any construction and operational activity (including at the main development site, from transport beyond the site, at all associated developments and from the combined heat and power facility). As detailed in paragraph 28.6.146 of Volume 2, Chapter 28 (Human Health and Wellbeing) of the ES [APP-346] from a health context, the only significant operational emission was from the periodic testing of the emergency backup generators. However, even here, the change in concentration and exposure is orders of magnitude lower than is required to quantify any manifest health outcome. This risk was set into context through a hypothetical assessment which demonstrated that even if a quarter of the population within East Suffolk would reside at the location with the maximum change in emission concentration for an entire year, there would still be no health impact. These findings set the basis to the professional judgement on significance, where all air quality objectives protective of the environment and health are met, and the relative change in concentration and exposure are insufficient to quantify any manifest health outcome (be it adverse or beneficial) forming a very low impact. When applied alongside the inherently precautionary approach where it is assumed that that the entire population within the study area are of uniformly high sensitivity to changes in air quality, the effect is still negligible (not significant). The change in construction exposure of non threshold emissions, such as NO₂, PM₁₀ and PM_{2.5} at any receptor modelled is orders of magnitude lower than is required to quantify

ExQ1	Question to:	Question:
		any manifest health outcome (be it adverse or beneficial). Sensitivity analysis is not required, and best demonstrated through the hypothetical assessment of risk for the LOOP backup generator emissions. Even when grossly overestimating population exposure (where it is assumed a quarter of East Suffolk live outside for an entire year in the highest process contribution), the relative change is still insufficient to result in an measurable health outcome. The proposed development does not materially impact upon air quality standards protective of health, and the relative change in concentration exposure remain orders of magnitude lower than is required to quantify any manifest health outcome. Sensitivity analysis is not required. Sensitivity testing was undertaken of the methods used to estimate future year emissions from road transport at the Stratford St Andrew Air Quality Management Area to confirm the assumptions on future vehicle emission rates used in the assessment. The methodology and sensitivity test is reported in Volume 3, Appendix 2.7.A of the ES Addendum[AS-127]. Emissions permitted under other regulatory regimes have been considered as part of the baseline modelling to which emissions from the proposed development have been added. Cumulative assessment with other projects that do not form part of the baseline assessment is presented within Volume 10, Chapter 4 of the ES [APP-578]. Fetal doses related to the fishing family are also considered in the Human RIA but are not discussed in Para 25.6.21 - It needs to be clear from which site and discharge route (aqueous, gaseous or both) the doses relate to. The Radiological Considerations Chapter (Volume 2, Chapter 25 of the ES [APP-340]) provides a summary of the results from the Human Radiological Impact Assessment, and as such not all results are included. A copy of the full radiological impact assessment is included within Volume 2, Appendix 25B of the ES [APP-371]. This ensures that the reader can have access to both a summary and the full assessment. Fetal doses were only assessed in terms of a Screening Assessment and as such was not included as part of the main summary. The results of the Screening Assessment showed that the dose to a foetus from discharges of Aqueous and Gaseous Effluent from Sizewell C would be 17 µSv/year. This constitutes less than 6% of the statutory (source and site) dose constraints of 300 and 500 µSv/year and is considered to be low.

ExQ1	Question to:	Question:
		Para 25.6.47 states exposure from natural sources as 2700 microSv, but this includes medical radiation therefore is not correct. Vol 2 Chpt 25 App 25A-25C Para 1.1.12 states 2.7mSv as well. This is a typographical error and should have read <i>"...(0.4% of) the amount of radiation exposure from background sources in the UK (2700 µSv yr-1)..."</i> In terms of paragraph 1.1.12 of Volume 2, Appendix 25A° of the ES [APP-341], Background Dose is defined by the International Atomic Energy Agency as <i>'Dose or dose rate (or an observed measure related to the dose or dose rate) attributable to all sources other than the one(s) specified'</i>²⁵. As defined by Public Health England, in the UK the average exposure to member of the public in UK is 2700 µSv/year²⁶. As such the statement is correct. Para 1.1.12 states RSR is delivered by EA on behalf of DECC...needs updating Noted this is now Department for Business, Energy and Industrial Strategy. App 25B Human RIA Para 30 should say "The different modules within PC-CREAM 08 model the contribution of radioactive decay chain products ('progeny') in slightly different ways. For the FARMLAND and RESUS modules only the first progeny that is not in secular equilibrium over a period of one year is modelled explicitly. In PLUME the first progeny, even if it is short-lived, is modelled explicitly so its contribution to dose at short distances downwind can be determined. DORIS considers all radionuclides in the decay chain and progeny that are not in equilibrium with the immediate parent are modelled explicitly [Ref 29]" We note the comment raised by Public Health England. Both the original and revised statement are equivalent. Table 2-4 Footnote 7 reference needs to be checked This is a typographical error and should have read Reference 29.

²⁵ International Atomic Energy Agency, "Terminology Used in Nuclear Safety and Radiation Protection," IAEA, Vienna, 2018.

²⁶ Public Health England, "Ionising Radiation: Dose Comparisons," Public Health England, 18 March 2011. [Online]. Available: <https://www.gov.uk/government/publications/ionising-radiation-dose-comparisons/ionising-radiation-dose-comparisons#:~:text=In%20the%20UK%2C%20Public%20Health,the%20body%20to%20differing%20degrees..> [Accessed 24 May 2021].

ExQ1	Question to:	Question:
		Para 124 – this paragraph discusses skyshine but does not reach a conclusion about whether the conclusions of the sensitivity analysis should be applied. This is discussed further in Paragraphs 145-147 and Table 3-2 of Volume 2, Appendix 25B of the ES [APP-371]. It should be noted that the low level of radiation dose to the public from Sizewell C is dominated by Gaseous and Aqueous Discharges, and Skyshine and Direct Dose. Would it not be more appropriate to refer to the skin dose limit given in EPR 2016 Schedule 23 Part 4 (1) Para 2 (a)? Schedule 23 Part 4(1) Paragraph 2 (a) refers out to the Basic Safety Standards Directive. In the UK the Dose Limits specified in the Basic Safety Standards Directive are enshrined in domestic legislation via the Ionising Radiations Regulations 2017. As such the statement is correct. Given importance of marine food pathway, has volumetric exchange rates been considered within the RIA? The sensitivity analyses were undertaken in line with joint guidance from the Environment Agency, Scottish Environment Protection Agency, Northern Ireland Environment Agency, Health Protection Agency and Food Standards Agency on "Principles for the Assessment of Prospective Public Doses arising from Authorised Discharges of Radioactive Waste to the Environment"²⁷. This identified the three specific areas noted in the comments. Although this does not explicitly consider the marine dispersion, the following text is provided in paragraph 34 of Volume 2, Appendix 25B of the ES [APP-371] in relation to the conservatism used in the volumetric exchange rates. This is summarised below. <i>All marine dispersion parameters 'are the PC-CREAM default values, except for the volume of the local compartment, which has been increased from 3.00E+08 m3 to 4.00E+08 m3 to ensure that the discharge point (roughly 3.5 km from the coast) is within the local compartment. Sediment distribution coefficients and all properties of the other ocean compartments modelled within PC-CREAM were also default values. The default volumetric exchange rate corresponds to a local compartment volume of 3.00E+08 m3. This has been retained as a new volumetric exchange rate cannot be derived without</i>

²⁷ EA, SEPA, NIEA, HPA, FSA, "Principles for the Assessment of Prospective Public Doses arising from Authorised Discharges of Radioactive Waste to the Environment," Environment Agency, Cumbria, 2012.

ExQ1	Question to:	Question:
		<i>hydrographical data relevant to the area [Ref 29]. A local compartment of 4.00E+08 m³ would have a higher exchange rate, which would result in lower doses, so it is conservative to retain the default value [Ref 17]. The change in volume is small compared to the volume of the regional compartment, so the impact on the regional compartment is expected to be small'.</i>
	Response by ONR at Deadline 2	PHE's representation raised a number of points relating to the development's effects on local air quality and the consequences for public health. This is not a matter within ONR's regulatory remit, and we therefore offer no comments. With regard to radiological matters, the specific points raised by PHE relate to routine radiological discharges from the power station, for which the Environment Agency is the regulator and is best placed to provide comments on these.
	Response by Environment Agency at Deadline 2	The majority of the points raised by PHE relate to the clarity and/or accuracy of statements made in the Applicant's radiological assessment and at this stage of our assessment many do not appear to impact the validity of the assessment outcomes presented by the applicant. PHE made similar comments in response to our consultation on the Radioactive Substances Permit application made by the applicant (https://consult.environment-agency.gov.uk/psc/ip16-4ur-nnb-generation-company-szc-ltd-hb3091dj/consultation/view_respondent?uuId=54971961). We are considering PHE's comments through our permit determination process when verifying the Applicant's assessment. We are also factoring these comments in to our own independent assessment of radiological impact. We cannot comment on whether PHE have identified any issues that cannot be overcome until we have reached a draft decision. We are considering PHE's comments through our permit determination process when verifying the Applicant's assessment. We are also factoring these comments in to our own independent assessment of radiological impact. We cannot comment on whether PHE have identified any issues that cannot be overcome until we have reached a draft decision.
	Response by East Suffolk Council at Deadline 2	Air quality – refer to detailed response re: particulate matters and dust deposition, along with general air quality comments at AQ.1.2, AQ.1.3, AQ.1.7, AQ.1.11, and AQ.1.22.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 3	ESC does not necessarily agree with all the statements made in the Applicant's response, but does agree that the impacts of the proposed development, following mitigation, are sufficiently low as to not give rise to any significant adverse effects on public health.
	Response by Together Against Sizewell C at Deadline 3	We acknowledge this is not an ONR issue but feel obliged to mention that we are not aware if any health impact studies have ever been carried out in the modern era for this Sizewell locality, although there are records in the National Archives relating to a leukaemia cluster around Sizewell A (see Leukaemia at Sizewell A The National Archives.)
	Response by SZC Co. at Deadline 5	No further comments to add to SZC Co.'s response for Deadline 2.
R.1.30	ONR, The Applicant	Relationship to Current Operations at Sizewell Please respond to the points raised by Magnox Ltd (RR-991) and Pinsent Masons (RR-992) and in particular the concern regarding the assertion that "the Sizewell C Nuclear Generating Station can be constructed and operated in accordance with the Applicant's application proposals in a manner which adequately ensures the safe, secure and environmentally sound decommissioning of the Sizewell A Nuclear Site."
	Response by SZC Co. at Deadline 2	These matters are considered further within the Statement of Common Ground between SZC Co. and the Nuclear Decommissioning Authority (NDA) and Magnox Limited (Doc Ref. 9.10.19). SZC Co. intends to enter into a series of technical agreements with the NDA and Magnox which will ensure the safe, secure and environmentally sound decommissioning of the Sizewell A Nuclear Site alongside the construction and operation of the Sizewell C nuclear power station.
	Response by ONR at Deadline 2	ONR's assessment of the Sizewell C nuclear site licence application will include consideration of the applicant's case that operations of the site do not pose a safety hazard to the adjoining nuclear licensed site (i.e. Sizewell B). As Sizewell A is further from the C site than is the B site, then we would expect any such hazard to the A station to be considerably smaller. This will become apparent as our assessment progresses. Nevertheless, if the A station licensee has specific concerns regarding the hazards presented by the C station, either during construction or operation then they should bring

ExQ1	Question to:	Question:
		this to the attention of the prospective C station licensee; if necessary, ONR will then engage in discussions with the two companies.
	Response by NDA and Magnox at Deadline 2	At this stage, and on the basis of the Applicant's current proposals, the NDA and Magnox are not yet satisfied that the Sizewell C Nuclear Generating Station can be constructed and operated in accordance with the Applicant's application proposals in a manner which adequately ensures the safe, secure and environmentally sound decommissioning of the Sizewell A Nuclear Site. However, the NDA and Magnox have now entered into discussions with the Applicant.
	Response by SZC Co. at Deadline 3	These matters are part of continued ongoing discussions and are considered within the Statement of Common Ground between SZC Co. and the Nuclear Decommissioning Authority and Magnox Limited [REP2-083]. An updated statement will be submitted at Deadline 5.
	Response by Together Against Sizewell C at Deadline 3	We have noted NDA/Magnox concerns and expressed earlier our major concern about the impact on the immediately adjacent live reactor Sizewell B. We draw to the Inspector's attention the apparent contradiction of the ONR claiming there to be no safety issues resulting from the proximity of the 'C' site to those of 'A' and 'B' while the Nuclear Decommissioning Authority (NDA) stating that , " At this stage, and on the basis of the applicant's current proposals, the NDA and Magnox are not yet satisfied that the Sizewell C Nuclear Generating Station can be constructed and operated in accordance with the Applicant's application proposals in a manner which adequately ensures the safe, secure and environmentally sound decommissioning of the Sizewell A Nuclear Site. However, the NDA and Magnox have now entered into discussions with the Applicant." This paragraph can be found at: https://infrastructure.planninginspectorate.gov.uk/wpcontent/ipc/uploads/projects/EN010012/EN010012-004505-DL2%20-%20Nuclear%20Decommissioning%20Authority%20and%20Magnox%20Limited%20-%20Responses%20to%20the%20ExA%E2%80%99s%20Written%20Questions%20(ExQ1).pdf As was reported in national media on the 16th June, a fire (EDF says a 'small fire' at Hinkley Point, visible from Burnham, was safely extinguished (burnham-on-sea.com) which occurred on the Hinkley 'C' site underlined the concern that the close proximity of the A, B and proposed C plants at Sizewell means that events on one site have the ability

ExQ1	Question to:	Question:
		and the likelihood of affecting conditions on another or all three sites. In this case, the fire was thankfully small, but accidents involving, for example, a radioactivity release from the operational plant or a more significant conventional fire on the construction site could have far reaching impacts for the workforce and residents locally and possibly further away from the site. Finally, TASC points out that in the EN6 Sizewell site assessment, the ONR agreed that an individual reactor required 30 – 50 hectares of land for a safe construction process. Paragraph C.8.89 states: 'Nominators have indicated that in their view, the size of site required for the operation of a permanent site of a single nuclear power unit allowing for operation, maintenance, storage of spent fuel and intermediate level waste would be 30 – 50 hectares. The Office of Nuclear Regulation concur with this estimate.'
	Response by SZC Co. at Deadline 5	No further comments. This is a matter for the ONR.



Application by NNB Generation Company (SZC) Limited for an Order Granting Development Consent for The Sizewell C Project

The Examining Authority's written questions and requests for information (ExQ1)

ExQ1 Part 6 of 6

Chapter 23 SE.1	Socio-economic
Chapter 24 TT.1	Traffic and Transport
Chapter 25 W.1	Waste (conventional) and material resource

ExQ1	Question to:	Question:
Chapter 23 - SE.1 Socio-economic		
SE.1.0	All relevant local authorities	Assessment of Socio-Economic Effects The NPS at paragraph 5.12.3 sets out what an assessment of socio-economic affects should cover. Are there any shortcomings within the assessment that require further assessment or clarification?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by East Suffolk Council at Deadline 2	NPS 5.12 8 states that 'The IPC should consider any relevant positive provisions the developer has made or is proposing to make to mitigate impacts (for example through planning obligations) and any legacy benefits that may arise as well as any options for phasing development in relation to the socio-economic impacts.' 5.12.3 states this assessment should consider all relevant socioeconomic impacts, which may include: • the creation of jobs and training opportunities; • the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities; • effects on tourism; • the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure. This could change the local population dynamics and could alter the demand for services and facilities in the settlements nearest to the construction work (including community facilities and physical infrastructure such as energy, water, transport and waste). There could also be effects on social cohesion depending on how populations and service provision change as a result of the development; and • cumulative effects – if development consent were to be granted to for a number of projects within a region and these were developed in a similar timeframe, there could be some short-term negative effects, for example a potential shortage of construction workers to meet the needs of other industries and major projects within the region. LIR [REP1-045] 23.7 and 23.8 states <i>The Applicant and its contracted supply chain partners must work transparently and collaboratively with the Councils, and its partners</i>

ExQ1	Question to:	Question:
		<i>across Suffolk and Norfolk, to ensure that the region capitalises on the opportunity presented by Sizewell C and that the value in and to local communities is maximised.... Adequate financial mitigation is required to deliver the economic benefit to the local area....'</i> These information gaps have persisted through to the final consultation stages, in the material provided for at Stages 3 and 4. The outstanding information requested by the ESC and SCCs at Stage 3 or Stage 4 but still outstanding at the time of submission include: • Evidence of the impact of and resulting mitigation proposals for the increase of workforce number to 8,500. It therefore is imperative that the Applicant provides the missing information identified above and has an additional focus on positive provisions and legacy benefits. A Statement of Economic Intent has been developed by ESC, SCC, and New Anglia LEP which represents the agreed vision of partners working together with the Applicant. The highlighted areas of focus are Business Support, Supply Chain, Inward Investment, Visitor Economy, Education, Skills and Employment, Community, Infrastructure and Environment. Some of the issues addressed by the Statement of Economic Intent are being addressed via current Section 106 proposals. Partners are working together to seek the best possible outcomes from S.106 and other commitments made by the Applicant. Some key issues have already been agreed. However, there are gaps and to manage Economic Development matters with single focus and careful coordination across all the partners a comprehensive Economic Development programme must be created. This programme is required to avoid duplication, inefficiency, and gaps and to coordinate work to maximise opportunities and create legacy benefits. The gaps exist between current provision and issues under negotiation. These gaps include development of specialist functions to create focus on key issues and provision of specialist support services to ensure that businesses receive the help they need. Expert functions should be created across each of New Anglia LEP, SCC, and East Suffolk Council. These functions should be focussed on inward investment (1), business support (2) and economic development programme management (1).

ExQ1	Question to:	Question:
	Response by Leiston Town Council at Deadline 2	Specialist services should be focussed on investor attraction and development (New Anglia LEP), and business support (New Anglia LEP and ESC). SE.1.0 Assessment of Socio-Economic Effects Although the assessment of socio-economic impacts appears comprehensive in the number of issues and locations it covers, the report acknowledges a high degree of uncertainty involved in the projections. Having identified many potential adverse effects on housing, social services and community cohesion – for example – the summary then assesses these as negligible or insignificant. Socio Economic impacts on the town of Leiston itself are complex and numerous and much emphasis has been put on the Section 106 agreement to help mitigate the adverse effects of social integration and anti-social behaviour. The S106 does not adequately spell out how this will be addressed. Employment Our town has seen the effect of nuclear build twice before - and in the not too distant past as host to the most recent generation of reactor, which many local people still remember. The economy thrived during the build, then fell quickly afterwards and has only seen recovery since the closure of Sizewell A. Much emphasis is being made about employment for local people, but most of these roles are likely to be in the lower skills sector to support the contractors (e.g. catering, cleaning, administration) and not the highly skilled roles that will undoubtedly move over from HPC. And they will be transitional. How will the gradual loss of this employment towards the end of the build be addressed by the applicant? The hospitality, farming and social care sectors have huge concerns about the drain of local people from their businesses, especially as workers from the EU are not as available since our departure. How will the applicant assist these sectors in back-filling the roles lost to the construction site? Anti-social behaviour Sports facilities were originally intended to be positioned within the campus but are now being proposed within the town, at the school. The caravan site is also positioned close to the town and residents' homes. Siting the sports facilities on the campus and the caravan park within the construction site red line would have keep contractor footfall within Leiston to a minimum and away from the school. Leiston Town Council would like more evidence

ExQ1	Question to:	Question:
		that the code of conduct would ensure anti-social behaviour while contractors are moving within the town, will be addressed. We recognise that the facilities are a legacy benefit, but not for many years. SZC will effect an entire generation of school students and their families and this must be taken into account. Unlike the much larger town of Bridgwater, where there are already leisure facilities, the contractor numbers cannot easily be absorbed into the current population. We are yet to see a draft code of conduct tailored to the particular needs of Leiston. Health and Welfare The draft S106 agreement references mitigation for any shortcomings in the health and welfare of our community during construction but there is no definite proposal. We would like to see evidence of how the applicant is engaging with the local NHS Trust to address this.
	Response by Suffolk County Council at Deadline 2	SCC considers that the requirements of the NPS is appropriate. However, there are shortcomings in the assessment the applicant has produced. In the cumulative assessment against other significant construction projects in the region. Within this project the very basic methodology used for cumulative labour market impacts does not take into account the different skill sets needed to deliver at particular phases of the project and only concentrates on construction labour. See LIR [REP1-045] para 32.44-32.45, as well as para 25.15. Information gaps have persisted throughout consultation stages and in the final submission. These include, • Evidence of the impact of and resulting mitigation proposals for the increase of workforce number to 8,500. • Clear definition of "home based worker". • Clear definition of a "worker". • Clear definition of a "local business". We note that the lack of clarity on the definitions was highlighted as a shortcoming in the Hinkley Point C monitoring in the Oxford Brookes Study commissioned by the New Nuclear Authorities Group (See table 32 in the LIR [REP1-045] and LIR Appendix 2:1 [REP1-089]). It therefore is imperative to seek the missing information above and have an additional focus on positive provisions and legacy benefits

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	<i>Evidence of the impact of and resulting mitigation proposals for the increase of workforce number to 8,500</i> Please see SZC Co.'s Response to the ExA's First Written Questions [REP2-100] – particularly G.1.24, SE.1.33 and SE.1.17 which set out that: - the increase in the workforce between Stage 2 of the pre-application consultation and the DCO application submission has been assessed as an increase in non-home based workforce in order to provide robust mitigation for the effects that a non-home based workforce would generate; - this does not preclude the residual home based workforce number being exceeded and indeed information from Sizewell B and Hinkley Point C suggest it may be exceeded, particularly given the suite of employment, skills, education and supply chain measures to be secured by Schedule 7 of the Draft Deed of Obligation (Doc Ref. 8.17(D)); and SZC Co first introduced the change from a 5,600 (+600 workers at associated development sites) peak workforce to a 7,900 (+600 workers at associated development sites) peak workforce at Stage 3 Consultation in the Development Proposals document (Volume 1, Chapter 4) in January 2019 [APP-074] and since then has used the conservative assumptions regarding the uplift as all NHB (referred to above) in discussions about impact assessment and mitigation across all socio-economic aspects. A key area of effect in this regard is accommodation and housing – and as set out in Table 2.2 of the Accommodation Strategy [APP-613], the effect of the higher workforce on accommodation was first discussed in March 2019. <i>SZC Co Consideration of ESC 'Statement of Economic Intent'</i> Please refer to SZC Co.'s response to the Local Impact Report (Chapters 23, 24 and 25) (Doc Ref. 9.29) in particular Section 23.3 of Chapter 23. This sets out that, in terms of the Councils' proposals for economic development (Annex D to the Local Impact Report [REP1-049]), SZC Co. considers that this reflects a largely sensible and pro-active position for the Councils' economic development function and identifies the substantial opportunities for the region to benefit from the Sizewell C Project. In some cases, it provides good examples of the outcomes that can be achieved through effective

ExQ1	Question to:	Question:
		use of measures to be secured under Schedule 7 of the Draft Deed of Obligation (Doc Ref.8.17(D)). SZC Co. notes that Annex D [REP1-049] refers to the Norfolk and Suffolk Economic Strategy which outlines the aim “<i>to maximise the opportunities associated with the proposed Sizewell C nuclear power station in terms of supply chains, employment and skills opportunities and inward investment</i>”. This suggests that the Councils have a policy direction to undertake activities themselves to maximise the Project’s opportunities. SZC Co. wishes to note that it plans to work collaboratively with the Councils and other economic development partners to help the Councils achieve their economic objectives. SZC Co. will engage further with the Councils to understand whether there is an evidenced need for additional funding for economic development resource and business support. SZC Co. considers that the economic effects of the Sizewell C Project are demonstrated (in line with NPS EN-1) to be overwhelmingly positive. Where there is an identified risk of adverse effects – such as vacancies being harder to fill – these have been addressed and appropriate mitigation has been identified as part of a detailed and extensive suite of measures, supported by information-led Workforce Development Strategies and regular review, Implementation Plans and monitoring to ensure that the Project enhances its benefits in terms of supply chain, skills, education and employment activities. Together, these initiatives have the benefit of avoiding risks of adverse effects, ensuring that the Project is delivered effectively, ensuring that effects related to NHB workers are minimised, and supporting the region’s skills infrastructure for the benefit of the Project and other regional demands on labour by delivering a pipeline of legacy skills. Cumulative Effects (skills/labour market) SZC Co. has provided a response to the ExA's First Written Questions (ExQ1s) [REP2-100] including SE.1.39, and has included an appendix to that response (Appendix 23B, REP2-112) which provides clarity with regard to the scope of the EIA cumulative assessment for socio-economics. This includes a breakdown of Civils and Mechanical, Electrical and Heating (MEH) /other skillsets for the projects within the scope of the EIA cumulative assessment, and an explanation as to the list of cumulative projects included.

ExQ1	Question to:	Question:
		This sets out that the cumulative projects would not result in a significant additional demand for labour, and this conclusion remains when assessing for specific skill sets, where appropriate estimates are available. Nonetheless, SZC Co. recognises that there is a need for the region to address and plan for the demand for civil and MEH construction skills, and has developed a set of initiatives set out at Schedule 7 of the Draft Deed of Obligation (Doc Ref. 8.17(D)) to support the region's ability to deliver skills. Critically this includes: • funding for a Regional Skills Co-ordination Function (RSCF) that will support both the Project and the wider regional infrastructure construction sector over the Sizewell C construction period; • funding for skills and training providers via an Asset Skills Enhancement Capability Fund (ASEC) Fund which will be directed by the RSCF using Annual Workforce Delivery Implementation Plans to deliver the pipeline of skills needed for the Project, and through match funding, for similar skillsets needed for wider infrastructure projects; and • a commitment to detailed Workforce Delivery Strategies for each phase of construction, enabling the region to fully understand the scale of opportunity at each phase and direct funding towards initiatives that avoid adverse effects and promote positive ones. Definitions / Clarity SZC Co. has included a set of definitions within Volume 2, Chapter 9 of the ES [APP-195]. SZC Co. will discuss this further with the Councils to ensure that the definitions are clear and understood and are appropriate for monitoring purposes. In terms of specific clarifications: Definition of Home-based (HB) and Non-Home-Based (NHB) Workers Paragraph 9.4.56 of Volume 2, Chapter 9 of the ES [APP-195] defines NHB workers as: <i>Workers who retain a home address outside of the 60-minute area, but move to the area temporarily (likely returning home between working periods) in a range of short-medium term accommodation.</i>

ExQ1	Question to:	Question:
		Though not explicitly stated, this definition (which totals c. 5,900 at peak) also contains those workers that move their single address explicitly to work on the Project (i.e. do not retain another property in the area). These workers can be considered home-based in that they would not be in receipt of subsistence allowance, and do not have a permanent home elsewhere. However, these workers are included in the NHB category within the assessment in order to capture the 'worst case' in terms of their potential influence on accommodation and public service effects. Paragraph 9.4.56 of Volume 2, Chapter 9 of the ES [APP-195] identifies HB workers as <i>Workers who already live within 90 minutes of the site</i>. This is effectively the residual workforce once discounting the NHB workforce as defined and clarified above (where that definition actually includes the HB workers moving explicitly for work on the Project category). As such, this is a conservative estimate for HB workers (in terms of the benefit of employment) as it doesn't include people who move from e.g. Ipswich to Leiston permanently and explicitly for work on the Project. Further discussion is required between SCC, ESC and SZC Co. on the appropriate definition of worker types for the purpose of the Deed of Obligation and for determination of appropriate monitoring requirements for socio-economic effects in order to set a robust and longitudinally consistent approach to monitoring, reporting on and reviewing effects to direct mitigation. Definition of Local Business The set of definitions within Volume 2, Chapter 9 of the ES [APP-195] does not include the definition of a 'local business'. SZC Co. is engaging with the UK Government to determine the definition of 'UK content', and will consider an appropriate definition of 'local content' in light of that engagement. Definition of Worker In line with standard practice, a 'worker' is defined using the 'five day rule' – meaning people who spend at least five days working on the site in a given month. This enables the distinction of workers who may generate the potential for socio-economic effects, e.g. on housing or public services, from visitors. This therefore does not include 'visitors' to the site. There may be up to 7,900 workers at peak.

ExQ1	Question to:	Question:
		The intention is to be able to use a nationally recognised approach from major infrastructure projects to report the number of genuine workers whilst removing ambiguities resulting from: • daily fluctuations; • alternating shift patterns; • temporary work scopes; • peaks and troughs of activity; and • other related statistical issues. Comments raised by Leiston Town Council Volume 2, Chapter 28 of the ES [APP-346] sets out the assessment on health and wellbeing and mitigation measures proposed. Mitigation includes measures proposed within the air quality, noise and vibration, radiological, transport and socio-economic assessments, as well as an occupational health service (to avoid workers using local healthcare capacity) and a residual healthcare contribution. A Community Fund is also proposed for the purpose of mitigating the intangible and residual impacts of the Project on the communities in the Area of Benefit, which will include Leiston (see Draft Deed of Obligation, Schedule 14 (Doc Ref 8.17(D))). A Health Working Group which includes the Councils, Public Health Suffolk and the Ipswich and East Suffolk Clinical Commissioning Group has been established for several years. Attendees include a GP from The Leiston Surgery (also covering the Yoxford Branch Surgery) and another from Saxmundham Health. SZC Co. has set out how the Project effects and embedded mitigation and additional mitigation secured by the DCO and Deed of Obligation would lead to changes in Leiston in response to Question CI.1.11 [REP2-100]. SZC Co. considers that effects on social integration and anti-social behaviour would be mitigated by a range of measures including but not limited to the Worker Code of Conduct and security vetting process, the provision of sports facilities in Leiston, improvements to Leiston's town centre, and wider measures such as the Public Services Resilience Fund, contributions to Suffolk Constabulary, and the Community Fund. The Project would provide a range of employment opportunities for local people across different sectors and skills. Lower skilled jobs are more local by nature, as average travel distances are lower, and labour market more abundant. However, SZC Co. has set out a

ExQ1	Question to:	Question:
		range of measures including outreach activities, a bursary, a Jobs Service, Young Sizewell C and funding for local education and skills/training providers via an Asset Skills Enhancement Capability Fund that would be directed towards improving social mobility to provide a regional skilled workforce for this Project and the legacy skill demands of the region. These are accompanied by a governance function that would direct the measures towards areas including Leiston. These measures will be aimed at supporting upskilling to enable residents to gain employment and sustainable careers beyond the Project's construction phase. This focuses on 'legacy skillsets' that are needed both by the Project and the wider regional suite of infrastructure projects. SZC Co. does not agree that the Project would result in displacement, but may result in increased labour market churn and some vacancies being harder to fill. The employment, skills and training measures – along with supply chain measures also set out in the Draft Deed of Obligation – are intended to reduce that risk. Fundamentally, the Project would provide thousands of jobs, and if local residents wish to move jobs that is their decision and they will have done so to benefit themselves. This is a positive effect and a normal part of the employment economy. SZC Co recognises that the social care sector is concerned about workforce retention – while it is not the role of the planning system to address or regulate this, SZC Co has identified support for the sector to undertake workforce planning and resilience through the Public services Resilience Fund. SZC Co. consulted on options for the location of the sports facilities, and decided based on feedback that providing a permanent facility that the community could access and would be retained beyond the construction phase of Sizewell C is on balance a more positive approach than having the facilities at the campus. SZC Co. has worked closely with ESC and Alde Valley Academy on the sports facilities proposal and would not have sited the pitches in that location were the school not supportive. SZC Co.'s intention is to open these facilities with shared use at the same time as the accommodation campus, at the end of the third year of construction, when shared use would commence. During the school day, the facilities will be for the exclusive use of the school. The Worker Code of Conduct helps manage worker behaviour by setting expected standards both on and off the site. Signature of the code would be a condition of employment on the Sizewell C Project and it would be reinforced by ongoing communication, such as toolbox talks. Breach could lead to dismissal from the Project. The Worker Code of Conduct has been effective at Hinkley Point C – as evidenced by the

ExQ1	Question to:	Question:
		Councils' Local Impact Report (paragraph 28.13 of the LIR) in reference to the Oxford Brookes Study of Hinkley Point C (Appendix 2.1 to the LIR), which states (page 59): <i>"for community safety, there appears to be good management of potential project impacts through a combination of mitigation measures, including the implementation of the Worker's Code of Conduct, and some resourcing has been provided towards community liaison and policing."</i>
	Response by Suffolk Constabulary at Deadline 3	Suffolk Constabulary agrees with Suffolk County Council (SCC) that there are gaps in the Applicant's published assessment of impacts resulting from the influx of the NHB construction workforce. With reference to the fourth bullet point under 5.12.3, whilst the Applicant has presented a quantitative assessment of population dynamic effects this has not been factored into their assessment of resulting community safety impacts and consequently the identification of required mitigation (i.e. resulting from higher risk demographic profile and concentration of NBH construction workforce in a rural community). As highlighted within Suffolk Constabulary's Written Representation (REP2-168), the influx of a predominantly male workforce into a County recognised as being 'rural' by the Home Office and in an area (Leiston) recognised as facing deprivation will have profound consequences for the management of community safety issues and associated policing requirements. The impact assessment also fails to properly recognise that the primary receptor is the impacted population (including SZC workforce and associated families) itself, rather than public and emergency services who will need to perform a key mitigation role to prevent, minimise and address community safety impacts when incidents (i.e. impacts on or affecting the population as the primary receptor) occur. Public and emergency services including Suffolk Constabulary therefore need to have sufficient resourcing and associated funding to address the substantial net additional community safety impacts of the SZC project without causing an unacceptable deterioration of existing service levels to Suffolk's communities. Please refer to Part 3 of Suffolk Constabulary's Written Representation (REP2-168) for further comments regarding identified deficiencies within the Applicant's published impact assessment.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	As set out in SZC Co's Deadline 3 Submission 9.28 - Comments on Written Representations to Written Representations [REP3-042], Chapter 16, SZC Co recognises that the assessment in Volume 2, Chapter 9 of the ES [APP-195] (paragraph 9.7.218) applies Suffolk-wide rates of crime per head of population to the workforce. It notes that these are higher than the rates of crime identified per 1,000 workers at Hinkley Point C, as reported by Avon and Somerset Constabulary to the Socio-economic Advisory Group, which is based on the demographic and economic characteristics of the workforce, and the mitigation applied to them (such as the Worker Code of Conduct) – all factors which will be the same at Sizewell C. The assessment is therefore based on higher crime rates than those which take account of the demographics of the NHB workforce. As set out at Section (b) of SZC Co's Deadline 3 Submission 9.28 - Comments on Written Representations [REP3-042], Chapter 16, SZC Co has significant concerns about the very limited demographic adjustment that Suffolk Constabulary applies (age and gender only) in its model. The assessment at Volume 2, Chapter 9 of the ES [APP-195] uses baseline crime rates for the Leiston Neighbourhood Area to assess the significance of effects, and therefore does consider the sensitivity of Leiston and the rural community in its conclusions. The assessment at Volume 2, Chapter 9 of the ES [APP-195] is an assessment of the significance of effects of the NHB workforce on rates of crime and anti-social behaviour in the population, upon which principle the development of mitigation (i.e. police resourcing) would be based. With regard to Part 3 of Suffolk Constabulary's Written Representation (which refers to methodological concerns raised by Suffolk Constabulary relating to significance criteria, valency of population change, crime/non-crime incidents, assumption that proposed mitigation will be effective, level of pre-application engagement, and other issues related to the assessment scope) – SZC Co considers that these matters have been appropriately responded to through SZC Co's Deadline 3 Submission 9.28 - Comments on Written Representations to Written Representations [REP3-042] but would wish to make clear the following points:

ExQ1	Question to:	Question:
		As set out at para 9.7.158 of Volume 2, Chapter 9 of the ES [APP-195]: <i>It is not possible to identify the extent to which a population impact is beneficial or adverse, without considering the specific impacts which that net additional population might have on public services and community cohesion, integration and sustainability.</i> A population change in and of itself does not have a valency – it has a magnitude and a sensitivity – but as it is not in itself an ‘effect’ it can neither be seen as adverse or beneficial. The effect of that population on receptors is where valency is required. The metric used to identify significant effects, in this instance, has been crime. If non-crime incident data were available, this could have been a contributory factor or additional contextual factor in determining significance. The assumption is that there is likely to be some proportional relationship between crimes and non-crime incidents – this means that the consideration of non-crime incidents is relevant to the development of mitigation – which SZC Co acknowledges – but wouldn’t change the approach to significance rating. Both SZC Co and Suffolk Constabulary recognise the significance of effects, and are working to fully understand how to mitigate it to a less than significant level. At paragraph 9.7.229 of Volume 2, Chapter 9 of the ES [APP-195] SZC Co states that (emphasis added) <i>“SZC Co. recognises through engagement with Suffolk Constabulary, that <u>recorded crimes (the metric used in this assessment)</u> are only one contributor towards police resourcing, and that information on response to non-reported incidents and dealing with crimes not categorised by the Home Office definitions can lead to greater demand for police resourcing”.</i> SZC Co and Suffolk Constabulary have now shared data on non-crime incidents (as per Suffolk Constabulary’s Written Representation [REP2-168], and SZC Co’s ES Addendum [AS-181]). Including an additional type of metric (such as non-crime incidents) would not lead to a difference in significance of effects – it would just result in a different approach to defining mitigation. It is common practice to predict the effectiveness of mitigation in determining residual significance and all of the chapters of the Environmental Statement do this. With respect to socio-economic mitigation, SZC Co has clear evidence that proposed measures are effective – this has been demonstrated at Hinkley Point C and is acknowledged by monitoring at Hinkley Point C (which draws on Avon and Somerset Constabulary data (2018); SEAG Dashboard - Community Safety; and a ‘fear of crime’

ExQ1	Question to:	Question:
		survey) which states that “Overall, the Worker Code of Conduct appears to be working effectively”. In terms of other mitigation (such as vetting, project accommodation, sports facilities etc) – the hypothetical counterfactual is that if this is <u>not</u> working at Hinkley Point C, and crime rates are still lower for workers than average for residents, and there is no background trend for crime increase (as set out in Plate 16.3 of SZC Co’s Deadline 3 Submission 9.28 - Comments on Written Representations to Written Representations [REP3-042]), Chapter 16, this would mean that the mitigation is not even needed. SZC Co consider that the measures in the Community Safety Management Plan go beyond the minimum for incident response – they set out the activities that the project will put into place to reduce the likelihood of crime occurring, rather than contributing to the resources required to respond to crime should it occur As set out at paragraph 9.4.18 of Volume 2, Chapter 9 of the ES [APP-195] “A full description of detailed inputs to the determination of the 60-minute travel area and CDCZ is included in Appendix 9A of this volume, with specific elements covered in Appendix 9C and Appendix 9D of this volume, as well as in the Transport Assessment (Doc Ref 8.5)”. This confirms that the 60-minute area is broadly determined by the extent to which workers would receive subsistence allowance under the Working Rule Agreement, enabling/incentivising them to be NHB workers. The 90-minute area isn’t a hard limit – and includes other sub-areas by skillset – which are based on Census travel-to-work data, and Construction Industry Training Board research on labour mobility in the construction sector.
SE.1.1	The Applicant	Accommodation Strategy As there appears to be the potential for both Sizewell B and the Proposed Development to be operating simultaneously: (i) are you able to explain how the outages at the respective plants would operate, and whether they would be co-ordinated or operate independently? (ii) Please explain the basis for the ES assessment in this regard and the different implications of the different scenarios. (iii) In the event that they might be co-ordinated- how would this be achieved?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	<u>Response to (i) and (iii)</u> Both Sizewell B and Sizewell C are pressurised water reactors which can only refuel when the plant is shutdown – this shutdown period is termed a refuelling outage. A refuelling outage occurs once every 18 months per reactor and lasts up to 2 months and involves taking apart the reactor components to replace depleted fuel. During a refuelling outage, components that cannot be accessed during its power cycle are inspected or replaced and tested, in addition statutory testing and routine maintenance is carried out. During this period over 10,000 separate activities are carried out at respective plants. These activities are planned two years in advance and involve contracts being awarded to numerous firms to assist and work in unison with the permanent staff. When the refuelling, maintenance and statutory work is complete, the plant is reassembled and tested to ensure it meets its safety, functional and operational requirements and then returned to service. The Office for Nuclear Regulation reviews the performance of outages and when satisfied with the performance and condition of the station, including the activities of the relevant independent insurance inspectors and Sizewell B's / C's internal Independent Nuclear Safety Assessors, will issue a licence instrument to allow the reactor to be re-started for a further 18 months' generation. The issue of the licence instrument concludes the Refuelling Outage and the plant returns back to full power generation. On occasion, component parts of the plant break down resulting in additional 24-hour maintenance activities. These so-called 'mini outages' or 'forced outages' are, where possible, planned for before they occur, reducing downtime and out of hours working. Work associated with mini outages and forced outages is normally limited to a small number of specialist staff and the relevant issue tends to be resolved in a relatively short period of time. Longer unplanned outages are rare but are sometimes necessary to ensure the safety of the public and workforce, and to ensure that the relevant repairs are of a permanent nature and meet or exceed all international standards for nuclear power generation. The outages at Sizewell B and Sizewell C would operate independently but co-ordination between the two power stations would be sought between the two power stations to try to stagger refuelling outages if possible. During the construction phase, some Sizewell C workers may move temporarily to Sizewell B during an outage, particularly those who have specialist skills. This could lead

ExQ1	Question to:	Question:
		to a dip in accommodation demand from Sizewell C. In addition, Sizewell C would offer any spare campus or caravan site accommodation to Sizewell B outage workers (the latter will have a similar level of vetting to Sizewell C workers so there would be no security concerns in this respect). During the operational phase, Sizewell C refuelling outages will aim not to be concurrent with Sizewell B refuelling outages, for example through careful output management to enable the operating cycle to be planned to avoid a clash. It is normal working practice within the existing nuclear fleet to try to stagger outages so that key skilled teams are available for sites and not "double booked". However, SZC Co. cannot guarantee that Sizewell B and Sizewell C outages will not occur simultaneously, and this may occur due to either forced outages or delays during outages causing overlap. Currently Sizewell B is the only pressurised water reactor in the UK. However, this will increase to five with the addition of Hinkley Point C (2) and Sizewell C (2). It is expected that more outage expertise will be developed nationally, with outage workers potentially residing within commuting distance of the Sizewell nuclear power station complex due to the 3 reactors there. Suffolk therefore has a substantial opportunity to benefit from leading the UK's national skills and employment base in nuclear maintenance and safety. <u>Response to (ii)</u> Please see the response to question CI.1.5 in Part 3.
	Response by Suffolk Constabulary at Deadline 3	If accommodation within the immediate vicinity of Sizewell B (SZB) and SZC, which is traditionally available for SZB outages, is used by the SZC NHB workforce, outage workers would need to seek accommodation within a wider area. This increases the area over which community safety issues are likely to arise from SZB and SZC in combination, including the risk of road traffic incidents, and increases corresponding mitigation requirements. Adopting a conservative approach, the base level police resource modelling prepared by Suffolk Constabulary (as detailed within Part 2 of the Constabulary's Written Representation (REP2-168)) has not accounted for potential additional in-combination effects related to SZB outages. Through recent discussions with the Applicant and Avon & Somerset Police (regarding the management of community safety at HPC) it is now clear that the proposed 'security vetting' relates only to ensuring compliance with nuclear site licencing and the suitability of personnel to undertake specific roles on the SZC site, rather than considering the

ExQ1	Question to:	Question:
		potential for adverse community safety impacts from the workforce population, including crime risks, on offsite communities. Whilst the proposed security vetting is a welcome step, it needs to be understood that the level of vetting proposed may not itself preclude prospective workers with previous criminal convictions or otherwise posing potential community safety risks from becoming employed at SZC. From discussions with the Applicant the Constabulary understands there is no intention to change the vetting process or level used at HPC in relation to SZC, indeed it is not possible for the Applicant to enforce a higher standard of security vetting, e.g. one which could ensure those with previous criminal convictions are not employed, as vetting requirements must be proportionate to the security and safety needs of individual roles. This limits the effectiveness of the Applicant's proposed vetting to materially act as a community safety mitigation measure.
	Response by SZC Co. at Deadline 5	With regard to outages at Sizewell B: Sizewell B has been having outages every 18 months for decades without observed issues related to community safety. This is an established part of the baseline and would already exist within the Constabulary's resourcing model. Sizewell B Outages are at fixed points in time – every 18 months, with the next one due in Autumn 2022 so it is difficult to align the schedule precisely with the Sizewell C construction programme which has an uncertain start date. The Sizewell C assessment is based on the construction peak occurring during the summer peak tourist season whereas outages are deliberately timed to avoid the summer peak – partly because the main demand for accommodation from outage workers is in the tourist sector. As set out in the response to question SE.1.1 (Responses to ExA's First Written Questions) [REP2-100] (in Part 6, Chapter 23), during the construction phase, some Sizewell C workers may move temporarily to Sizewell B during an outage, particularly those who have specialist skills. With regard to security vetting: SZC Co. will adopt the same enhanced Personnel Security Regime as Hinkley Point C, in which proportionate and effective personnel security arrangements adequately balance

ExQ1	Question to:	Question:
		security arrangements, with the requirements for an efficient construction site and associated sites and offices. It will comprise a suite of proportionate pre-employment and post-employment (Aftercare) controls, which seek to mitigate the insider threat, assure workforce trustworthiness and provide assurance to the project on pre-employment checks. All workers who require regular unescorted access to Sizewell C will be subject to industry pre-employment checks. This meets Nuclear Site Licence (NSL) requirements set out by the Office for Nuclear Regulation (ONR) and also helps mitigate potential community safety risks. Pre-employment checks are used to select the best person for the job and negative factors that could influence this decision include, for example theft, assault, drug misuse and fraud. If during the application and pre/post-employment process, there are issues in respect of the individual's honesty, integrity and values, the Sizewell C Project may choose not to process an application and/or decline site access. In addition, caveats may be imposed on access. These may be by ONR(CNS) and the Central Vetting Service (CVS) under current signing guidelines, as well as developed by SZC Co. for use on the Sizewell C Project. Examples of the latter might include no commencement of work without prior assessment by OH; additional line management supervision/reports; no lone working; enhanced drug and alcohol testing regime; additional criminal record checks; financial checks/interviews.
SE.1.3	The Applicant	Accommodation Strategy In light of the concerns highlighted by Westleton Parish Council [RR-1264] please explain how the socio economic assessment has assessed the potential effects on the supply and provision of local trades people.
	Response by SZC Co. at Deadline 2	SZC Co. notes that Westleton Parish Council [RR-1264] is concerned that '<i>EDF expects to import most of the supply chain and workforce from Hinkley Point whilst most of the 'local' people to be employed are expected to fill the lower-skilled/paid jobs in "Site Support" and consider that the scale of the development would "disrupt the local economy"</i>' but no specific reference is made in that representation to effects on the supply and provision of local trades people.

ExQ1	Question to:	Question:
		Some local employees in relevant skilled trades are likely to gain work on the Sizewell C Project, however SZC Co. has considered the labour market for relevant skills, not repairs and maintenance, with key areas of demand being for civil construction positions, as set out in Volume 2, Appendix 9A (Technical Note 1 – Workforce Profile) of the ES [APP-196]. The construction industry is peripatetic, and it is the decision of any person whether to accept contract work for any employer or client. The nature of labour markets is that in cases where economic activity is in demand, that demand is often filled by existing firms expanding to undertake work, or new firms arriving in the area to fill the gap in supply, and this is likely to be the case here. Nonetheless, SZC Co. is cognisant that there is concern related to the availability of skilled labour, whereby it is suggested that some local firms may experience vacancies being harder to fill. This is not displacement, and is a normal function of a positive economic intervention to which labour markets respond, and as such is not considered a significant adverse effect. SZC Co. has designed a range of measures, to be secured through the Draft Deed of Obligation (latest draft Doc Ref. 8.17(C)), to reduce the risk of increased labour market churn leading to adverse effects, and to boost the supply of relevant skills in the labour market. Principles for these measures are set out in the Economic Statement [APP-610] and the appended Employment, Skills and Education Strategy [APP-611], and further details of the scope, implementation, governance and monitoring related to the specific initiatives is set out in the Draft Deed of Obligation (Doc Ref. 8.17(C)).
	Response by Stop Sizewell C at Deadline 3	Displacement effects on local businesses – competition for a construction workforce The Applicant has responded to a concern by Westleton Parish Council regarding potential effects on the supply and provision of local trades people. The Applicant has responded by stating that any effect caused by SZC leading to local businesses finding vacancies harder to fill "...is not displacement, and is a normal function of a positive intervention to which labour markets respond, and as such is not considered a significant adverse effect". Stop Sizewell C disagrees that such an effect should not be regarded as displacement. Our reasons are set out in a detailed response to SE.1.37 later in this response document. However, it is also clear from their response to SE.1.32 (see below) that SZC Co. is planning for significant levels of workforce recruitment during construction from other

ExQ1	Question to:	Question:
		local employers. In particular, in responding to SE.1.32 they cite as an influence on their workforce planning strategy the experience of building of Sizewell B, where they state that 30% (600) of the peak recruitment year workforce had been recruited from other local employers, whilst only 20% of this workforce had been previously unemployed or inactive. This in turns suggests the remaining 50% of the workforce were working on the Sizewell B site with their current employers (presumably as sub-contractors). The implication of all of this is that 80% of the locally recruited workforce in the peak year for Sizewell B were displaced from other activities, either: • directly recruited from other employers (30%); or • undertaking work for their employers on site (instead of working on other projects for their employer). Therefore, if the experience of Sizewell B is repeated then circa 80% of the gross local construction phase effect will actually amount to local employment business activity being actively displaced from elsewhere (i.e., when the conventional definition of displacement is applied, rather than the Applicant's unique interpretation).
	Response by SZC Co. at Deadline 5	Please see SZC Co's Response at Deadline 5 to SE.1.5, SE.1.15, SE.1.37 and G.1.24.
SE.1.5	The Applicant, relevant local authorities	Economic Benefits The Economic Statement suggests [APP-610] there would be substantial economic benefits arising from the development. Please explain whether the experiences that arose from the development of the current and former nuclear power stations resulted in positive benefits. A number of RRs indicate that there has not been a long term benefit to the local area (RR-002, RR-008) how do you anticipate that this scheme could ensure a positive legacy in economic terms for the local area?
	Response by SZC Co. at Deadline 2	Sizewell B began construction in 1988 and started generating electricity in 1995. It provides 770 permanent jobs in the region, many of which are in high-skilled, high-output energy generation sectors, but others include administrative and entry-level jobs ¹ .

¹ EDF Energy (2021) Sizewell B power station and visitor centre. Available at: <https://www.edfenergy.com/energy/power-stations/sizewell-b#:~:text=Sizewell%20B%20is%20a%20nuclear%20power%20station%20on,It%20is%20the%20UK%E2%80%99s%20only%20Pressurised%20Water%20Reactor.>

ExQ1	Question to:	Question:
		Without the current and former nuclear power stations at Sizewell, these jobs would not exist. Analysis of the 2011 Census shows that of the jobs supported in Sizewell's Workplace Zone (a statistical spatial definition including Sizewell campus and surrounding areas, but not including Leiston or other urban areas), 77% are taken by residents of Suffolk and nearly 300 by residents of Leiston, suggesting strong local retention of economic benefits during the operational phase of Sizewell B. While parts of Leiston remain within the most deprived areas of England and Wales, there is no evidence to suggest that a counterfactual position without the intervention of Sizewell B or Sizewell C would result in better or worse economic conditions locally or across the region. In the case of wider areas, any effect would be impossible to disentangle from the wider economy. A review of public datasets suggests that: • Claimant rates in East Suffolk have been consistently lower than the national average, with even lower rates in Leiston since the construction of Sizewell B. • East Suffolk has an occupational skill profile weighted more towards higher skilled occupations than the national average and has done in the past two Censuses (2001 and 2011), and a higher proportion of residents with higher level qualifications. A review of the socio-economic effects of construction of Sizewell B by Glasson and Chadwick² summarises that: • Some policy measures were undertaken by Nuclear Electric and contractors at Sizewell B including recruitment of school-leavers to apprenticeships, setting up an on-site Jobs Centre and sponsorship of unemployed adults to undertake short training courses. • Unemployment rates in the local economy during the early 90's recession were far lower than wider averages as a result of Sizewell B, and have not increased above average for the majority of the period since. Only a small minority of people leaving the Sizewell B project at the end of construction were surveyed to have experienced lengthy periods of unemployment.

² Glasson, J and Chadwick, A. The local socio-economic impacts of the Sizewell B PWR power station construction project 1987–1995: Summary report. Impacts Assessment Unit: Oxford Brookes University. 1995

ExQ1	Question to:	Question:
		• The Central Electricity Generating Board made grants available to local community projects, having spent £575,000 on 38 individual projects during the construction phase, over half of which were in Leiston. • Nuclear Electric provided £1.86m funding for the construction of Leiston Leisure Centre / swimming pool which opened in 1992. The Sizewell B public inquiry was held in the 1980s and - as set out above - the construction period ran from 1988-1995. It was almost 35 years ago that the design of the scheme and associated employment and economic benefits were appraised and tested. The permission did not include a comprehensive set of long-term commitments for sustainable economic, social and environmental change such as are proposed for the Sizewell C Project. There was limited focus on designing training and employment schemes, not least as the construction industry was structured very differently with respect to qualifications, competencies and the promotion of sustainable development. As the only pressurised water reactor to be built in the UK and the first (and only) new nuclear build of that era, the design of Sizewell B did not benefit from any learnings accrued from comparable projects; the Sizewell C Project has been designed with the benefit of learnings from a range of national precedents, notably Hinkley Point C. Sizewell B did not come forward as part of a co-ordinated and complementary plan for new nuclear development, nor did it benefit from NALEP support for the Energy Coast and a raft of energy infrastructure construction projects leading to agglomeration benefits and policy support for sustainable investment in skills and training. The Draft Deed of Obligation (Doc Ref. 8.17(C)) includes measures to provide resilience and long-term legacy to the areas likely to experience the most change as a result of the Sizewell C Project, such as Leiston. This includes a ring-fenced Community Fund, Housing Fund, Tourism Fund, physical investment in transport infrastructure and public rights of ways and cycleways and sports facilities in Leiston, as well as employment, skills and training investment set out above that will focus on areas, where it will provide the greatest social value. The Sizewell C Project will result in 900 more permanent jobs for the region, many in high-skilled, high-output sectors. The Economic Statement [APP-610] sets out further detail on economic benefits for Sizewell C - see Section 3.2 for headline benefits during the operational phase.

ExQ1	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	As the development of Sizewell C is located in East Suffolk, ESC is ultimately responsible for, and interested in, every aspect of economic development. This creates considerable responsibility and workload, and will require very careful oversight, management, and control. Establishment of the economic development programme is therefore critical for this project in this location. The scheme can help to create a positive legacy in economic terms for the local area by ensuring that: • The Applicant open and maintain a local office presence in Leiston to support planning, construction and operation of Sizewell C. • Supply chain development is maximised to both enable local firms to become involved and to attract new entrants. • Local firms and new entrants receive the support they need to get established as supply chain participants, to find and develop land/premises needed, to successfully recruit the workforce they seek and that they receive support to help them engage locally, encourage/enable them to recruit locally, and to ensure they stay local. • Education and skills provision is available, accessible, and relevant to young people and to the local workforce to enable them to train for Sizewell C relevant roles and so creates a multi-generational shift in employment prospects. • Businesses associated with and involved in with Sizewell C are encouraged/enabled/required to recruit locally where possible, so a multi-generational shift in employment prospects results. • Leiston is cited as a base for activities and initiatives which create lasting benefit for its people, businesses and community. • Support is provided for 'bounce back' activity which backfills, supports gaps/risks/impacts created by Sizewell C development, such support to include local business support. • Plans are made to avoid both a 'false dawn' of economic hope and a 'boom and bust' scenario, both requiring careful management of expectations amongst local communities. • Support is given to New Anglia LEP, SCC, and ESC who are keen to see an economic development programme that delivers opportunity now and throughout the lifetime of the Sizewell C project and beyond via lasting legacy. This programme recognises that the Economic Capacity and the Economic Health of the Region are intrinsically linked and need

ExQ1	Question to:	Question:
		to be effectively coordinated. The interaction between the Economic Capacity and the Economic Health of the Region involves both Business Attraction and Business Support. • Support is provided to encourage and assist ESC, SCC, and New Anglia LEP to deliver their agreed Statement of Economic Intent which represents the agreed vision of partners working together with the Applicant. The highlighted areas of focus are: Business Support, Supply Chain, Inward Investment, Visitor Economy, Education, Skills and Employment, Community, Infrastructure and Environment. • Financial support is made available to ESC, SCC, and New Anglia LEP so they can manage Economic Development matters with single focus and careful coordination across all of the partners via a comprehensive Economic Development programme. This programme is required to avoid duplication, inefficiency and gaps and also to coordinate work to maximise opportunities and create legacy benefits. • The programme should include development of specialist functions to create focus on key issues and provision of specialist support services to ensure that businesses receive the help they need. • Expert functions should be created across each of New Anglia LEP, SCC, and ESC. These functions should be focussed on inward investment (1), business support (2) and economic development programme management (1). • Specialist services should be focussed on investor attraction and development (New Anglia LEP), and business support (New Anglia LEP and ESC).
	Response by Suffolk County Council at Deadline 2	Experience from the build of Sizewell B, as considered in the longitudinal research study led by John Glasson of Oxford Brookes University (summarised in an article in "Impact Assessment and Project Appraisal", vol 23, September 2005, pages 215–226 [See SCC Appendix to ExQ SE.1.5]), identified a number of economic benefits arising from the build. These included (page 219/2020), • Training initiatives On-site and at the Leiston Training Centre were significant in encouraging a high take-up of local labour; almost 1000 trainees passed through the Centre, and approximately one third were from the local unemployed • Additional workforce expenditure in Norfolk and Suffolk topped over £75 million during the project (at early 1990's prices), generating important additional business for a range of services, including pubs, restaurants, shops, garages and providers of accommodation.

ExQ1	Question to:	Question:
		• A substantial boost to local employment (especially in the civil engineering phase of construction) • A wide ranging boost to the local economy, reflected in very low unemployment rates and indirect impacts on retail activity and provision However, approximately 60% of local recruitment was into semi-skilled/unskilled and clerical jobs; 30% had skilled jobs and 10% had taken up professional, technical and managerial positions. The lack of a long-term impact on the local economy is demonstrated by the continuing income deprivation in the local area caused by worklessness and a lack of employment opportunity (see also LIR [REP1-045] at 23.22) The SZC project can help to create a positive legacy in economic terms for the local area. Specifically, within Chapter 24 of the LIR we have acknowledged that benefits will include, • a boost to the local economy as a result of the construction phase, equating to £2.5bn of output and supporting over 40,000 person years of construction employment; • Local employment creation – a third of jobs at peak of construction expected to be filled by existing local residents, including people previously unemployed or inactive; • Spending in the area from non-homebased workers, and as a result of extra wages for home-based workers; • Supply chain opportunities. These expected benefits are welcome, but they can only be seen as opportunities rather than confirmed benefits, and SCC expects that economic opportunities for the local area are maximised, and the Applicant's ambitions in this area further increased. Alongside mitigating negative impacts we expect the applicant to maximise positive economic benefit by, • Supporting recognition for Suffolk's Energy Cluster with its existing offshore and onshore renewables opportunity, with the Applicant being a lynchpin actor in the activity of the region, accelerating inward investment of Tier 1 and Tier 2 suppliers who may be working in multiple energy construction projects locally. • Creating opportunities for growth in existing and newly accredited nuclear related businesses associated with delivering the Civils and ME & H for the build

ExQ1	Question to:	Question:
		• Generating opportunities for growth in non-nuclear related businesses associated with supporting the delivery of the project, for example, local catering, leisure and retail companies. This provides benefits to the wider economy and population as well as the nuclear supply chain. • Supporting the creation of new consortia (Food, Transport, Engineering, etc.) with businesses being created from grass roots partnerships and pitching for entry to the supply chain and with the right support. • Stimulating wider financial investment - there is expected to be an increasing demand for land and premises ranging from small yards for lower-level contractors to more formal office spaces. • Developing R&D/Innovation opportunities such as that already being manifested in the work on hydrogen and the linkages to Freeport East. • Creating legacy across all identified growth. A significant opportunity is companies new to the nuclear and energy supply chain providing them with opportunities for future growth in the UK new nuclear market as well as the wider global nuclear supply chain. • Supporting the outcomes set out in the Nuclear Sector Deal the government's Energy White Paper, the Ten Point Plan for a Green Industrial Revolution and Build Back Better in delivering clean growth and achieving a net zero economy. There will be direct and indirect business and supply chain opportunities as a result of the operational Sizewell C power station, which in itself would create 900 high value local jobs. In addition, the rolling programme of outages for Sizewell B and Sizewell C reactors, drawing in a workforce of 1,000+ to service each reactor, would create further direct and indirect business and supply chain opportunities.
	Response by SZC Co. at Deadline 3	SZC Co. agrees with SCC that there was a positive benefit in the construction phase of Sizewell B in terms of employment and supply chain activity. Deprivation in Leiston is not evidentially related to Sizewell B, and the counterfactual by definition cannot be estimated. Sizewell B contributes over 700 jobs to the local area, and provided legacy benefits through investment in community programmes and social infrastructure investment.

ExQ1	Question to:	Question:
		SZC Co has reviewed the proposals identified by ESC set out in response to this question, and in Annex D [REP1-049] to the Local Impact Report "Sizewell Economic Principles". It reflects a largely sensible and pro-active position for the Councils' economic development function and identifies the substantial opportunities for the region to benefit from the Sizewell C Project. In some cases, it provides good examples of the outcomes that can be achieved through effective use of measures to be secured under Schedule 7 of the draft Deed of Obligation (Doc Ref.8.17(D)). SZC Co notes that the Norfolk and Suffolk Economic Strategy outlines an aim "<i>to maximise the opportunities associated with the proposed Sizewell C nuclear power station in terms of supply chains, employment and skills opportunities and inward investment</i>". This suggests that the Councils have a policy direction to undertake activities themselves to maximise the Project's opportunities. SZC Co wishes to note that it plans to work collaboratively with the Councils and other economic development partners to help the Councils achieve their economic objectives, and where interventions are likely to be the decision of contractors (such as the use of office facilities in Leiston or elsewhere) SZC Co will facilitate these engagements. SZC Co. agrees with SCC in terms of the opportunities that would be delivered by Sizewell C, and has set out in response to SE.1.5 [REP2-100] how the opportunities would be enhanced for local residents through measures set out in the draft DCO [REP2-015] (in terms of embedded mitigation) and the Draft Deed of Obligation (Doc Ref. 8.17(D)). Please also refer to SZC Co.'s response within Comments on Councils' Local Impact Report (Chapters 23, 24 and 25) (Doc Ref. 9.29).
	Response by Suffolk Constabulary at Deadline 3	It is essential the Deed of Obligation document (S106) includes robust provisions to ensure adequate and effective mitigation and monitoring, including in relation to changes in workforce levels and community safety impacts (from those currently predicted) as well as in relation to the adequacy and effectiveness of deployed mitigation. Following discussions between Suffolk Constabulary and the Applicant, Part 2 of the Constabulary's Written Representation (REP2-168) focused on quantifying demand arising from likely community safety impacts attributable to the projected SZC NHB workforce population (including families) on a per capita basis and owing to the need for significant AIL movements. However, additional resource implications also need to be considered in the context of wider community safety and policing impacts not directly attributable to

ExQ1	Question to:	Question:
		individual construction workers or AIL movements. Robust monitoring and adequate contingency arrangements therefore need to be in place through the Public Services Resilience Fund and the Community Safety Working Group to ensure Suffolk Constabulary has sufficient capacity to timeously address additional community safety risks should they materialise. From a governance perspective it is important Suffolk Constabulary is appropriately recognised as one of Suffolk's key community stakeholders with a far a reaching understanding of the community, including unique intelligence regarding socio-economic and transport issues. It is therefore imperative for the Constabulary to be adequately represented on all appropriate decision-making groups where monitoring and mitigation (including funding) to address community safety and transport impacts are addressed throughout the construction period.
	Response by Stop Sizewell C at Deadline 3	Changing Structure of the Construction sector since Sizewell B reinforces concerns about workforce displacement effects In responding to SE.1.5 the Applicant states that in comparison to when Sizewell B was built (1988-1995), the Construction industry is now "structured very differently with respect to qualifications and competencies". We agree entirely with this comment. Indeed, the evidence for the increasing skills requirement of the Construction sector is evidenced in trend data from the ONS Labour Force Survey. However, this fact suggests in turn that the Applicant's need to recruit a skilled and experienced workforce is likely to have an even greater impact on existing local businesses operating in this sector, thereby further reinforcing the point made in respect of SE.1.3 above.
	Response by SZC Co. at Deadline 5	In response to Suffolk Constabulary's Response at Deadline 3: It is not clear why '<i>additional resource implications also need to be considered in the context of wider community safety and policing impacts not directly attributable to individual construction workers or AIL movements</i>' – these effects would only require mitigation by the Sizewell C Project if they could be reasonably attributed to it. SZC Co respects and recognises the Constabulary's position with regard to being one of Suffolk's key community stakeholders across community safety and transport issues, and has identified the Constabulary as a key member of the Project's governance body for community safety issues – the Community Safety Working Group – which will oversee the

ExQ1	Question to:	Question:
		distribution of the Public Services Resilience Fund and any monitoring related to workforce, community and transport that are relevant to community safety. This is secured by the Draft Deed of Obligation (Doc Ref. 8.17(E)). In response to Stop Sizewell C's Response at Deadline 3: SZC Co's assessments in terms of demand for skilled labour are based on the understanding of the skills required for the Project and the skills available in the labour market. SZC Co has developed a wide range of initiatives for the development of local and regional skillsets to ensure that it can recruit at least the estimated number of HB workers, and promote sustainable long-term careers for people through the Project, at Schedule 7 in the Draft Deed of Obligation (Doc Ref. 8.17(E)). Based on experience at Hinkley Point C – where the proportion of HB recruitment has been significantly higher than the conservative estimate for Sizewell C, and there is no evidence of displacement – and that Suffolk County Council and East Suffolk Council are in broad agreement on the principles of skills, employment and education initiatives set out by Sizewell C, SZC Co is confident that displacement will not occur. Where it may be that some vacancies could be harder to fill, measures such as the Jobs Service will support local businesses in backfilling, and supply chain engagement measures will support local businesses with local employees to win work on the Project.
SE.1.7	The Applicant	Effect on Local Business Several RRS make reference to adverse effects on their businesses. [RR-0131] - effect on family business due to effect on tourism [RR-0126] – lack of detail on tourism fund [RR-0123] - impact on retail sales reliant on tourism/visitors [RR-0050] - adverse effect on caravanning and camping due to development [RR-1023] – adverse effect on livery businesses in the local area Please respond to these concerns and set out how if justified mitigation would be provided for each of these businesses.
	Response by SZC Co. at Deadline 2	The Interested Parties referenced in this question identify wider effects resulting in perceived changes to their business operation – namely that the Sizewell C Project would

ExQ1	Question to:	Question:
		result in fewer visitors to the area and reduced spend – and more site-specific effects on business operations related to land. <u>Wider Tourism Economy Effects</u> SZC Co. recognises the importance of the inbound tourist economy within and around the Suffolk coast, and has undertaken an assessment of the effects of the Sizewell C Project on tourism at the regional economy scale, in-line with the requirements of National Policy Statement EN-1, as part of Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195], which includes reference to experience at Hinkley Point C and Sizewell B, the inherent flexibility of the tourist sector, and limitations on the use of ex-ante perception surveys to predict changes in behaviour accurately. This sets out that there is limited empirical evidence that the Sizewell C Project would lead to a quantifiable reduction in visitor numbers, a change in visitor behaviour, expenditure or business viability in the sector over and above normal variation, particularly when a Tourism Fund is applied. It may be most appropriate to consider evidence of the difference between anticipated/perceived and actual effects, and the positive influence of a Tourism Fund, using Hinkley Point C as a case study. At Hinkley Point C, similar concerns of effects were raised by Interested Parties, but have not manifested into actual effects on tourism in Somerset – has provided evidence for the positive effect of a Tourism Fund used to promote and market the area and provide information to visitors and prospective visitors. Monitoring of business confidence through governance (via SEAG), as well as public datasets such as tourist-sector employment³ and tourism spend⁴, has shown no adverse effect on the Somerset tourist economy from the construction activity at Hinkley Point C where a Tourism Fund has been applied. A paper setting out further details on SZC’s consideration of experiential evidence of the effectiveness of a Tourism Fund drawing on Hinkley Point C evidence is included as an Appendix 23A of this chapter (Response Paper – Tourism – Ex-ante Stated Preference Surveys and Hinkley Point C Evidence].

³ ONS (2019) Business Register and Employment Survey. Accessed via NOMIS (<https://www.nomisweb.co.uk/>) on 21/5/21

⁴ Visit Britain / Visit England (2018) Great Britain Tourism Survey. Available at <https://www.visitbritain.org/>

ExQ1	Question to:	Question:
		SZC Co. and stakeholders recognise the need for the Tourism Fund to ensure that stated intention based on perceptions of the project's effects does not materialise into actual changes in visitor behaviour. As such, the Tourism Fund should be used to promote, enhance and market the area. The Tourism Fund would be secured through the Draft Deed of Obligation (latest draft Doc Ref. 8.17(C)). The Sizewell C construction phase offers opportunities for local accommodation providers to increase business – if they are minded to – by accepting bookings from construction workers as well as or instead of tourists. This offers year-round occupancy potential. In these instances, businesses may also benefit from the tourist accommodation element of the Housing Fund, details of which are set out at Draft Deed of Obligation, Schedule 3, Sections 1 and 2.7 (Doc Ref. 8.17(C)). For further information relating to this question please refer to responses to questions SE.1.13, SE.1.36, SE.1.35 and G.1.27. <u>Land / Effects on Individual Businesses</u> SZC Co. recognises that the project may result in instances of localised effects on individual businesses where there is a loss of land or a permanent, irreversible change to the nature of business operations (subject to the statutory Compensation Code being applied). Effects on individual land holdings, including changes to activity, loss of land and severance are set out in Volume 2, Chapter 17 (Soils and Agriculture) [APP-277] and Volumes 3-9, Chapter 10 (Soils and Agriculture) of the ES [APP-371, APP-402, APP-435, APP-470, APP-502, APP-531 and APP-563]. These note that further consultation with landowners will be undertaken to reduce the impacts on the farm businesses, as far as practicable. This will include agreement of assurances and obligations that SZC Co. will accept upon entering the land, and compensation, where applicable. People who own and occupy property (including small business premises with an annual value below a set amount) that has been reduced in value by physical factors (e.g. noise and vibration) caused by the use of a new or altered road may be able to claim compensation under the terms of the Land Compensation Act 1973.
	Response by Stop Sizewell C at Deadline 3	SE.1.7 SE.1.13 and SE.1.14 Impacts on Accommodation and Displacement of Visitors In responding to the RSPB's concerns (SE.1.13) regarding effects on the visitor economy, the Applicant claims that 'there is limited empirical evidence that the Sizewell C project

ExQ1	Question to:	Question:
		would lead to a quantifiable reduction in visitor numbers, behaviour or expenditure'. They also state that there is little empirical evidence that business viability would be threatened as a result, particularly when support would be made available through a Tourism Fund. A similar response is made by the Applicant with respect to Snape Parish Council's concerns in SE.1.14. However, the response to SE.1.14 also reveals a tendency on the part of the Applicant to regard potential impacts on tourism as being confined to effects on the Tourist Accommodation sector. This tendency is also found in the response to SE.1.7, where the Applicant's response places stress on the opportunities for local accommodation providers to increase business "by accepting bookings from construction workers as well or instead of tourists" (emphasis added). Obviously, it will be up to individual accommodation providers to decide if providing accommodation to construction workers instead of visitors is a better business opportunity for them (although the apparent suggestion that construction workers should be accommodated alongside holidaying families does raise some potential concerns). Setting that issue aside, what seems to be clear is that the Applicant appears to be mindful of potential effects on Accommodation providers, there does not appear to be any consideration of the potential effects on other businesses operating in the visitor and hospitality sector that are dependent on visitor spending. As was pointed out in our previous submission to the Inquiry at Deadline 2 (REP2-449I), research undertaken by the Destination Management Organisation identifies that only 9% of the earnings of the local tourism economy are generated by Accommodation providers, with over 90% of tourism expenditure generated by attractions, food & drink outlets, retailers, and other businesses). Stop Sizewell C is concerned that the potential effects of the project on local visitor attractions, food & beverage service businesses, and those parts of the retail sector that cater to the needs of visitors (e.g., local crafts, souvenir & gift shops, etc.) have never been properly assessed by the Applicant. The stance of the Applicant regarding negative effects on local tourism is that any potential harm could be mitigated by additional promotion and marketing via the Tourism Fund. But even if a significant portion of Accommodation sector is diverted to providing bedspaces for the SZC Construction workforce, then this ultimately would generate little net effect if there is a shortage of suitable accommodation for visitors to stay in. And if this is the case, the knock-on effects on the local economy could be substantial,

ExQ1	Question to:	Question:
		particularly for non-accommodation businesses that rely on staying visitors as an important source of revenues.
	Response by SZC Co. at Deadline 5	SZC Co has set out its position on the relative spending levels of construction workers and tourists within SZC Co's Comments on Councils' Local Impact Report [REP3-044] at Chapter 26, Section 26.3, Part (b) .
SE.1.12	The Applicant	Two Village Bypass (TVB) [RR 812] Indicates the TVB would adversely affect the holiday business, water supply and drainage at Mollett's Partnership. Please respond to these concerns and explain how the scheme would avoid or mitigate for adverse effects.
	Response by SZC Co. at Deadline 2	<u>Holiday business</u> The buildings within Mollett's Farm are located approximately 150m from the site boundary. It was assessed within the noise and vibration assessment (as a residential receptor) and moderate adverse (significant) effects were identified (with the accepted changes) during the typical and busiest days in 2028. At night in 2028 and in the long-term in 2034 (daytime and night-time), the changes in noise level were identified as minor adverse or negligible, which are not significant effects. The noise effects are set out in Volume 5, Chapter 4 of the ES [APP-415] and updated in Volume 1, Chapter 5 of the ES Addendum [AS-184] and its associated appendices in Volume 3, Appendices 5.3.A to 5.3.C of the ES Addendum [AS-245]. Further mitigation will be considered as part of the detail design of the road, including, for example, quiet road surfaces. The landscape and visual assessment concluded that small scale effects would arise in on the landscape character in the fields around the farm (not significant) during construction. Mollett's Partnership is located between groups 1 and 2 within the visual assessment and is likely to experience significant impacts during construction, but would be not significant during operation. These effects are set out in Volume 5, Chapter 6 of the ES [APP-421]. The General Landscape Strategy for the landscape proposals for the proposed development has been designed to minimise potential effects on ecological, heritage and landscape and visual receptors through provision of appropriate planting and will follow the design principles set out in the Associated Development Design Principles document (Doc Ref. 8.3(A)). In addition, planting would seek to mitigate the potential

ExQ1	Question to:	Question:
		impacts of the proposed development as set out in Volume 5, Chapter 2 of the ES [APP-411]. No significant effects on air quality are predicted. SZC Co. has met with Mollett's Partnership a number of times to discuss their concerns and potential opportunities associated with workers looking for good quality year-round accommodation in the area. While SZC Co. is unable to advise on the choices for businesses to make on their business going forward. Mollett's Partnership may wish to consider accommodating Sizewell C workers, as they are well placed for access to the main development site or for workers constructing the associated development sites, including the two village bypass. As part of the Housing Fund, loans and grants for local accommodation providers are proposed, within the terms of the Tourist Accommodation Management Strategy, in order to increase capacity and resilience (see Draft Deed of Obligation, Schedule 3, Sections 1 and 2.7 (Doc Ref. 8.17(C)). <u>Water supply and drainage</u> SZC Co. is currently working with Mollett's Partnership to understand the arrangements for water abstraction and how these coincide with the two village bypass. SZC Co. is committed to work with the relevant landowner and business to ensure that the route and presence of the 2VB will not impede their ongoing rights and ability to abstract water to the current scale and frequency. Volume 5, Chapter 12 (Groundwater and Surface Water) of the ES [APP-441] includes for the assessment of the surface drainage network in the vicinity of the proposed two village bypass. The incorporation of sustainable drainage methods for the management of surface water, capacity for design storm conditions and an allowance for climate change, reached in agreement with Suffolk County Council, will enable locally produced flows from the highway to be managed locally and primarily by infiltration. The inclusion of culverts beneath the bypass will enable the continued flow of the existing drainage network. Overall, with these measures in place, the impacts are not judged to be significant.
	Response by Mollett's Farm at Deadline 3	We have a number of significant issues with the applicant's response, both in substance and accuracy, to the point that we consider it inadequate and misleading. 1.1. Proximity The applicant states that "<i>The buildings within Mollett's Farm are located approximately 150m from the site boundary</i>" as if this answers the ExA's question. It does not. EDF is

ExQ1	Question to:	Question:
		failing to recognise that our business is not just the buildings forming our self-catering accommodation offering or our farmhouse, but the entire farm environment. Guests currently relax in outdoor garden spaces, enjoy nature walks, pitch tents and attend events in parts of the farm that are considerably closer to the site 'red line' boundary – as close as 15m in fact – as clearly seen by the ExA during the recent Accompanied Site Inspection (ASI). The future enjoyment and use of these areas will be dramatically affected by TVB construction and operation. 1.2. Noise EDF's noise assessment is inaccurate and inadequate (as we have shown in our Deadline 2 Written Representation [REP2-380]) – making any impact conclusions drawn from it unsound. It is very frustrating to keep responding to the same claims made by the applicant even after we have taken the time, trouble and expense to prove them misleading. They keep repeating the same thing over and over. It does not make it true. 1.3. Visual Effects As to the visual effects, it is nonsense to suggest that the impact is not significant when it is obviously very significant. There is a huge difference between looking out over fields as opposed to looking out over a road under construction and then a busy road for at least 10 years during construction of Sizewell C (after all, that is why they say they need to build it). We are hoping that the ASI enabled the ExA to recognise how ridiculous EDF's assertions are. 1.4. Business Recognition We are grateful that EDF has now – belatedly – recognised that we do in fact have a business here. Until recently we were simply classed as "an isolated farmstead". 1.5. A12 Access The usability and safety of our existing A12 access to and from our business and home is likely to be severely compromised during construction of the TVB. However, there is still no response on this issue. For example, how should we and our guests get in and out safely, especially when towing a caravan or large agricultural equipment? 1.6. Amenity Access Our guests' ability to access to local amenities (the shops and the café restaurant at Friday Street are within walking distance) is a key selling point for an out-of-town

ExQ1	Question to:	Question:
		businesses such as ours. This will be completely severed. No acknowledgement of this has been made. Similarly, no provision has been made to mitigate or compensate for its loss. 1.7. Business Opportunities The assertion that they – SZC Co. – have met with us to discuss “potential opportunities associated with workers looking for good quality year-round accommodation in the area” is also misleading. Yes, they have visited us. However their standard phrases are that there are “no guarantees” and “we can promise nothing”. Their ExQ1 response does not recognise the fact that should we accommodate their workers (via an open market ‘preferred suppliers’ list) this would actually be detrimental to our core business. Sizewell C workers’ accommodation budget will be – by their own admission – significantly less than the tourist market that we service. We would experience higher costs with lower income. It would also be detrimental to the excellent business reputation we have built over the years (for example Booking.com 9.4, TripAdvisor 5*). Tourists and workers are not usually a good mix, especially when it involves shift work. Not to mention that we believe the disruption caused by the construction of the TVB is potentially going mean we have no tourists. Again, we refer you to our Deadline 2 Written Representation [REP2-380] – which has yet to be addressed by the applicant. It may well be that other tourist venues will benefit (especially out of season from extra workers) but during high season there is no “spare capacity” to speak of. It is not a ‘like-for-like’ comparison, as those other businesses will not be blighted and hamstrung by adjacent construction activity – like the TVB. Even if we were guaranteed full capacity at full rates, we would then have to rebuild our business from scratch after construction is completed – assuming that it is even possible, given that we also believe that the blight will continue well into the overall construction of Sizewell C. The response from EDF is simplistic, fails to recognise all the issues and is dismissive. It is grossly misrepresenting the concerns we have raised, by totally ignoring them. 1.8. Mitigation We need proper protection / mitigation involving bunding, noise attenuation fencing and screening. Not just a minor cutting that does not hide the traffic and a few plants that will take 15 years to become established and potentially exacerbate the noise generated by the TVB. 1.9. Water Supply and Drainage

ExQ1	Question to:	Question:
		At the time EDF wrote their response "SZC Co. is currently working with Mollett's Partnership to understand the arrangements for water abstraction and how these coincide with the two village bypass" we had yet to receive a single contact from them on this subject. At best we can only assume that they are confusing us with someone else. Again, please refer to our Deadline 2 Written Representation [REP2-380]. The applicant's claim that "culverts beneath the bypass will enable the continued flow of the existing drainage network" also neatly demonstrate a complete lack of understanding of the specifics of the situation and their lack of engagement with us. Their documentation shows that the TVB will be in 1.9 m deep cutting at the point that it crosses our existing drainage route, putting the suggested culvert at least 2 m below both the ground-level inlet on the Mollett's Farm side and the ground-level outlet on the Friday Street side. Once our water has dropped into their cutting, it will not be going anywhere but downhill – along the route of the TVB. 1.10. Conclusion We have put our lives into this business and built something special. We have fabulous reviews and a high percentage of repeat customers. We are happy to share our valuations and other documentation with the ExA as proof. All this is at risk by something completely and wholly outside our control. We ask, nay beg, that this continual misrepresentation and denial by the applicant be halted and they step up and do the right thing. We understand that it is just business to them and that others will benefit from this road, but this is our lives, our future, our dreams, hopes and aspirations that are being crushed, and whilst we recognise we are not supposed to be emotional but factual, it feels like the facts are not being heard, recognised or acknowledges in any way and that EDF simply repeats the same nonsense and quite frankly untruths and nothing changes. We are a small business – especially in comparison to EDF – and do not have the time, resources (staff or financial) to keep going round in circles like this. EDF keep telling us there will be no impact on us. If this is the case, then they should have concerns putting their money where their mouth is and indemnify us against any impact that results from their activities.
	Response by SZC Co. at Deadline 5	Proximity SZC Co.'s response at Deadline 2 remains valid.

ExQ1	Question to:	Question:
		Noise The noise assessments consider effects at buildings of varying sensitivities, as set out in Table 4.1 in Volume 5, Chapter 4 of the ES [APP-415]. This reflects the guidance in DMRB LA111, which describes 'noise-sensitive receptors' as: <i>'Receptors which are potentially sensitive to noise.</i> <i>NOTE: Examples include dwellings, hospitals, healthcare facilities, education facilities, community facilities, END quiet areas or potential END quiet areas, international and national or statutorily designated sites, public rights of way and cultural heritage assets.'</i> The assessed receptor location at Mollett's Farm is considered representative of the effect at the larger group of buildings at the site, rather than at a single building and SZC Co. is content that the potential effect has been quantified appropriately. Notwithstanding the appropriateness of the submitted assessments, in response to a request from Mollett's Farm SZC Co. has agreed to provide additional information on the potential impacts within the wider Mollett's Farm landholding, in particular within their camping area to the south of the buildings. A number of detailed criticisms are set out in the Acoustic Review Report, prepared by Acoustical Control Consultants (ACC). SZC Co. has set out its responses here. At paragraph 5.2 ACC states: <i>'However, the key point of paragraph 4.3.41 is that there is a contradiction. It states that the baseline character was established by monitoring i.e. a survey, but that the assessment was based on calculated levels not the results of the survey.'</i> This point is reiterated in more detail in paragraph 6.1: <i>'The baseline noise levels used for the assessment of road traffic noise were predicted by modelling rather than derived from the survey results. There are several reasons for this. The principal reason is that the assessment of the impact of the sound from the operation of the road is based on the expected traffic flows at the future assessment date. Therefore, there is an expectation</i>

ExQ1	Question to:	Question:
		<i>that road traffic flows will increase anyway regardless of whether or not the bypass goes ahead. The changes in noise levels that would be expected from these increases on the existing roads are therefore predicted using modelling. However, to be robust the model should be calibrated against the current measured baseline. This does not appear to have been done.'</i> The baseline scenario for the assessment of road traffic noise should be the calculated values for each assessment year, as required in DMRB LA111, which states at paragraph 3.45: <i>'The operational noise baseline shall be determined from do-minimum noise levels in each assessment year.'</i> The do-minimum noise levels in each assessment year must be calculated values, since in this instance, the assessment years are in the future. The purpose of noise monitoring data in a road traffic noise assessment has varied in successive versions of the relevant part of DMRB. Prior to November 2019, the relevant part of DMRB indicated that baseline measurements should be undertaken, but there was no requirement to use them as part of the assessment. DMRB LA111, published in November 2019, required baseline measurement to validate road traffic noise calculations and to inform public consultations. However, measurements at some distance from a road, as was the case for Mollett's Farm, may not correlate that well with CRTN predictions, particularly when road traffic noise is not a prominent component of the measurements. The May 2020 revision of DMRB LA111 recognised the implications of requiring calculations to be validated with measurements, and it reduced the role baseline monitoring should play in a road traffic noise assessment, stating at paragraph 3.45.1: <i>'Noise monitoring should be used to inform baseline noise modelling results and to provide data for public consultation purposes.'</i> It is noted that where road traffic noise was dominant during baseline measurements, which was the case during the daytime at monitoring location TVB8 The Old Police House, there is good correlation between the measured levels of 64 to 66dB $L_{Aeq,T}$ and the calculated baseline $L_{Aeq,16hrs}$ value of 67dB shown in Table 4.14 in Volume 5, Chapter 4 of the ES [APP-415]. At paragraph 9.1, in their conclusions, ACC states: <i>'The baseline sound levels used to represent Mollett's Farm are not adequate for a proper assessment. The measurement</i>

ExQ1	Question to:	Question:
		<i>durations were too short, the location was unrepresentative, one of the key indicators was not reported and the absence of weather data in the survey report means the validity and relevance of the results cannot be determined.'</i> As stated above, the baseline scenario in the road traffic noise assessment using DMRB LA111 is correctly based on the calculated 'do-minimum' sound levels. The baseline measurements are reported for public consultation purposes, but in this instance, the measurements were not overly influenced by road traffic noise, and therefore do not alter the calculated values. ACC note at paragraph 6.10 that: <i>'The baseline value for daytime LA10 given in the assessment tables is 52.4 dB. The results of the ACC survey indicated that a value closer to 47 or 48 dB would be more appropriate for the prevailing wind conditions. On this basis the differences would increase by around 5 dB which would result in a major adverse effect in all three daytime scenarios.'</i> This conclusion does not take account of the calculated baseline noise levels in the road traffic noise assessments, starting at Table 4.18 in Volume 5, Chapter 4 of the ES [APP-415] being façade values and therefore inherently 2.5dB higher than their measured free-field values. SZC Co. considers ACC's claim that the impact is under-estimated by 5dB to be incorrect in the context of the DMRB LA111 procedures and the façade nature of the daytime predictions. Given this and the limited role of baseline measurements in an assessment of road traffic noise in line with DMRB LA111, SZC Co. considers the submitted assessment to be appropriate and robust. ACC sets out the results of their own baseline noise monitoring, undertaken over a week in April 2021. There is no statement on the effect, if any, of the Government's restrictions due to the Covid-19/coronavirus pandemic that were in place at that time. It would be useful to understand whether ACC consider the traffic flows at that time to have been truly representative of what might be considered 'typical' conditions. It is also noted that ACC has removed the noisiest two hours of data from each day surveyed, from 05:00 to 07:00 hours, on the basis that the frequency content of the measurements was considered to be consistent with birdsong; ACC concluded that the elevated levels were related to the dawn chorus, and removed them all.

ExQ1	Question to:	Question:
		It is understood that the dawn chorus typically occurs for approximately an hour around sunrise, which was between 05:43 hours at the start of ACC's survey and 05:29 hours at the end of the survey. The removal of the noisiest two hours of data appears excessive on this basis. Notwithstanding this, the baseline noise data reported in Table 4.13 in Volume 5, Chapter 4 of the ES [APP-415] was dominated by natural sounds, with road traffic noise on the A12 audible in the background at a low level, as stated in Volume 2, Appendix 11A, Annex B of the ES [APP-203]. The baseline measurements therefore included elements of natural sound that ACC appear to have removed from their data. ACC notes that the baseline values in Table 4.14 of Volume 5, Chapter 4 of the ES [APP-415] were 4.4dB lower than the baseline values in Tables 4.18 to 4.20 in Volume 5, Chapter 4 of the ES [APP-415], despite paragraph 4.4.13 stating that a correction of -2dB was applied to convert the $L_{A10,18hrs}$ values to $L_{Aeq,16hrs}$ values. This discrepancy is due to the daytime $L_{A10,18hrs}$ values in Tables 4.18 to 4.20 being façade values, and the baseline values in Table 4.13 being free-field values, and rounded to the nearest decibel. The daytime $L_{A10,18hrs}$ façade value of 52.4dB for Mollett's Farm is converted to a façade $L_{Aeq,16hrs}$ value by subtracting the 2dB stated in paragraph 4.4.13 to obtain a value of 50.4dB. This is then converted to a free-field value by subtracting 2.5dB, as defined in CRTN, to obtain a value of 47.9dB. This rounds to 48dB. At paragraph 9.1, in their conclusions, ACC states: <i>'The baseline sound levels used to represent Mollett's Farm are not adequate for a proper assessment. The measurement durations were too short, the location was unrepresentative, one of the key indicators was not reported and the absence of weather data in the survey report means the validity and relevance of the results cannot be determined.'</i> As stated above, the baseline scenario in the road traffic noise assessment using DMRB LA111 is correctly based on the calculated 'do-minimum' sound levels. The baseline measurements are reported for public consultation purposes, but in this instance, the measurements were not overly influenced by road traffic noise, and therefore did not alter the calculated values. At paragraph 9.2, ACC states: <i>'The methodology of the noise assessment follows established practice for this type of assessment, but this does not adequately evaluate the specific impact on the tranquillity of Mollett's Farm.'</i>

ExQ1	Question to:	Question:
		The assessment of tranquillity is set out in Volume 5, Chapter 8 of the ES [APP-429] with further detail in Volume 5, Appendix 8A of the ES [APP-430]. The assessment location closest to Mollett's Farm is TVB7, where the change in tranquillity was found to change from fairly tranquil to not quite tranquil, in the long-term. At paragraph 9.3, ACC states: <i>'Wind direction has a significant effect on sound propagation. The assessment methodology is based on a comparison of predicted levels for the existing and proposed routes that assume downwind propagation to the farm from both. This is unrepresentative as the farm is located between the two routes. The prevailing wind direction is such that sound from the proposed route will have favourable propagation conditions to the farm much more often than the existing route.'</i> It is correct to say that the wind direction inherent in the calculations is moderately adverse, which is to say that the wind is assumed to blow from each source to every receptor. It is accepted that this cannot occur in practice, as it requires the wind to be blowing in several directions at once. However, that assumption is intrinsic to the CRTN calculation method, and that is the calculation method that is required by DMRB LA111; this is not the result of a decision made by SZC Co. At paragraph 9.5, ACC states: <i>'The assessment predicts adverse impacts at several stages of the road construction process. It is vital that the Construction Noise Management Plan for the road scheme includes monitoring of noise levels and extensive liaison with residents about the location and duration of high noise activities.'</i> The Code of Construction Practice (Doc Ref. 8.11(C)) requires advance notification of noisy or disruptive works in Part A, Section 3.1(f), and monitoring is proposed at locations to be agreed with the local planning authority, as set out in Part C, Section 3.3(b). Further detail will be submitted in the Noise Monitoring and Management Plan for the works. In conclusion, SZC Co. does not consider the comments set out in ACC's review to be well-founded, and is content that the submitted assessment is both reasonable and robust. Visual Effects The landscape and visual effects are set out in Volume 5, Chapter 6 of the ES [APP-421], as updated by Volume 1, Chapter 5 of the ES Addendum [AS-184]. The assessments concluded that small scale effects would arise on the landscape character in

ExQ1	Question to:	Question:
		the fields around Molletts farm (not significant) during construction and operation. In terms of visual amenity, which is looking at specific changes in views (from residential property, users of PRoW etc), the visual assessment notes that Groups 1 and 2 (Molletts Farm lies between these receptors) are likely to experience significant effects during construction. By Year 15 of operation, the effects would be moderate adverse (not significant) as the proposed planting will have matured. The Applicant is engaging with the Interested Party has met with the owners of Molletts Farm (most recently on 21st July 2021) in relation to landscaping proposals for the Two Village Bypass. A12 Access The Two Village Bypass is intended to reduce the traffic on this section of the existing A12, in addition there is a proposal to reduce the permanent speed limit from 60mph to 40mph from the village of Farnham to the Friday Street roundabout which will result in improvements to access and egress from Molletts Farm During the construction of the Two Village Bypass the traffic flows will be lower than during the peak years of the construction programme, in particular cars and buses. In advance of the Two Village Bypass opening the HGVs using the existing A12 will be managed through both the Delivery Management System and Freight Management Facility to regulate the flow of HGVs along the A12. Amenity Access The Applicant is liaison with the Interested Party and the adjoining landowner at Friday Street Farm regarding the current accessibility between the two businesses on private land, partially along a Public Right of Way, and it is exploring mitigation measures available to this. The Public Right of Way is proposed to be partially diverted and cross the new road on a similar alignment to currently. Business Opportunity The Applicant has met with the Interested Party again recently regarding potential business opportunity associated with the construction of the project. Reference should be made to the Applicant's response in Comments on Written Representations at Deadline 3 [REP3-042].

ExQ1	Question to:	Question:
		Mitigation A number of noise control measures were considered during the design process of the two village bypass, including the use of low noise road surfaces, barriers and bunds and maximising the benefit of natural ground features, such as cuttings, to increase the level of noise attenuation. It is noted, however, that the road is designed in outline terms within certain design parameters, and the final design details are not yet fixed. There will be opportunity for further noise control measures to be incorporated into the detailed road design. Further noise control measures may include the use of a quiet road surface. This further mitigation measure will be discussed with Suffolk County Council (SCC) and documented in the Statement of Common Ground. The Applicant is in liaison and has met with Molletts Farm in relation to landscaping and noise matters including potential mitigation in relation to the Two Village Bypass. Water Supply and Drainage The design of the two village bypass takes account of existing drainage arrangements on adjacent land such that there is no adverse impact on adjacent 3rd party landowners. The drainage issues accommodated are both overland flow across the surface of the land and underground land drainage networks provided for the draining of farmland. The construction of the bypass will result in changes to the route of overland flow. Accommodating overland flow from adjacent land has been allowed for in the design of the highway drainage infrastructure. Where the road is in cutting, a cut off ditch will be provided at the top of the cutting to collect and remove the overland flow. Where the road is on embankment a swale ditch will be provided at the base of the embankment and this will collect overland flow from adjacent land. Reference should be made to the Applicant's response to the Interested Party at Deadline 2. There is no assumed impact to any underground agricultural drainage on the Interested Parties land as the road will be constructed in adjacent land. SZC Co.'s specialist drainage consultant spoke with the Interested Party on 15th July 2021 to discuss the concerns relating to drainage and irrigation, and will continue to liaise with the Interested Party

ExQ1	Question to:	Question:
		(and neighbouring landowners) regarding their drainage and irrigation and how any potential impacts on this can be mitigated.
SE.1.13	The Applicant	Displacement of Visitors The RSPB [RR-1059] express concern that the ES does not adequately assess the impacts on visitor numbers and consequently appropriate mitigation for such affects has yet to be provided and subsequently delivered by an appropriate mechanism through the DCO. Please respond to these concerns and advise on the latest position in respect of any ongoing discussions with the RSPB.
	Response by SZC Co. at Deadline 2	A response on the adequacy of assessment of visitors, addressing additional pressure from displaced recreational visitors and the potential for construction workers to visit RSPB Minsmere is set out in response to question AR.1.12. SZC Co. recognises the importance of the inbound tourist economy within and around the Suffolk coast, and has undertaken an assessment of the effects of the Sizewell C Project on tourism, in-line with the requirements of National Policy Statement EN-1, as part of Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195]. This sets out that there is limited empirical evidence that the Sizewell C Project would lead to a quantifiable reduction in visitor numbers, a change in visitor behaviour, expenditure or business viability in the sector over and above normal variation, particularly when a Tourism Fund is applied. The use of a Tourism Fund for marketing, promotion, and other projects to the benefit of the image of tourism at the Suffolk coast is considered an effective way of providing precautionary mitigation for perceived risks as demonstrated by experience at Hinkley Point C – where similar concerns of effects were raised by Interested Parties, but have not manifested into actual effects on tourism in Somerset – has provided evidence for the positive effect of a Tourism Fund used to promote and market the area and provide information to visitors and prospective visitors. Monitoring of business confidence through governance, as well as public datasets such as tourist-sector employment⁵ and tourism

⁵ ONS (2019) Business Register and Employment Survey. Accessed via NOMIS (<https://www.nomisweb.co.uk/>) on 21/5/21

ExQ1	Question to:	Question:
		spend⁶, has shown no adverse effect on the Somerset tourist economy from the construction activity at Hinkley Point C where a Tourism Fund has been applied. A paper setting out further details on Sizewell C's consideration of ex-ante stated preference surveys, and experiential evidence of the effectiveness of a Tourism Fund drawing on Hinkley Point C evidence is included as an Appendix 23A of this chapter (Response Paper – Tourism – Ex-ante Stated Preference Surveys and Hinkley Point C Evidence). In some cases, where effects on sensitive receptors cross-cut socio-economic and environmental topic areas and there are multiple potential effects which would benefit from comprehensive and holistic mitigation, separate Resilience Funds (see Draft Deed of Obligation, Schedule 13 (Doc Ref. 8.17(C)) are proposed, including one for RSPB Minsmere and one for National Trust Dunwich Heath. This will ensure that the activities funded through those measures do not overlap but can complement the plans, programmes and projects supported by the proposed Tourism Fund (and other funds, where applicable). Regular discussions are ongoing with RSPB and it is understood that they would like their Resilience Fund to focus on paying visitors. The scope and quantum of potential measures has not yet been agreed but is under discussion.
	Response by RSPB at Deadline 3	Please see our response to AR.1.12 regarding the assessment of additional recreational pressure on RSPB Minsmere. As stated in the Applicant's response, discussions regarding the Resilience Fund are ongoing.
	Response by SZC Co. at Deadline 5	Please see SZC Co.'s response at Deadline 5 to AR.1.12 and the Written Summary of Oral submissions for ISH7 (Doc. Ref 9.47).
SE.1.15	The Applicant	Pressure for skilled labour Essex CC [AoC-003] express concern over cumulative effects on socio economics, tourism, the supply chain for materials and workforce, with ongoing effects on broader economic objectives/infrastructure projects. How have the in-combination effects of other major

⁶ Visit Britain / Visit England (2018) Great Britain Tourism Survey. Available at <https://www.visitbritain.org/>

ExQ1	Question to:	Question:
		infrastructure projects been considered and sought to be addressed to avoid problems of shortages as expressed by Essex CC.
	Response by SZC Co. at Deadline 2	The in-combination effects on the regional labour market have been addressed in Volume 10, Chapter 4 (Assessment of Cumulative Effects with Other Plans, Projects and Programmes), Section 4.3 (Socio-economics) [APP-578]. Further detail to that assessment has also been provided specifically on the demand for sub-elements of construction skills in Appendix 23B - Response Paper – Cumulative Effects (Skills and Labour Market). This summarises that – in terms of the labour market of construction skills: - There is not considered to be a significant in-combination effect on demand for construction skills within the labour market - In part, this position is supported by the raft of employment, skills and education initiatives for the Project and the wider region set out at Schedule 7 of the Draft Deed of Obligation (Doc Ref. 8.17(C)), and within relevant skill plans for other regional infrastructure projects. - Notwithstanding this, SZC Co recognises the Project’s responsibility to work collaboratively with regional partners to plan for legacy skills and has built this in to governance and implementation measures within Schedule 7 of the Draft Deed of Obligation (Doc Ref. 8.17(C)). SZC Co. has also developed a Supply Chain Strategy [APP-611] as part of the DCO application, which is intended to support the regional business community to compete for and win work on the Project, with the effect of securing economic benefits and avoiding ‘shortages’. Please also see the response to question SE.1.39.
	Response by Stop Sizewell C at Deadline 3	Pressure for Skilled Labour In responding to concerns expressed by Essex CC regarding cumulative effects on demand for materials and workforce, the Applicant states that: “there is not considered to be a significant in-combination effect on demand for construction skills within the labour market”.

ExQ1	Question to:	Question:
		However, the Applicant has elsewhere stated that the previous experience of the construction of Sizewell B is a relevant source of evidence. In particular, in response to SE.1.3 they state that at its peak, 30% of the Sizewell B workforce had been recruited from other local employers. Moreover, a further 50% of the workforce on that project were working on site with their current employer (i.e., as sub-contractors), which is another mechanism by which displacement can occur – i.e., via effect on local supply chains. The potential effect on supply chains is a key consideration. However, even if the potential effects on the local contractor supply chain is set aside, the previous experience of 30% peak recruitment from other local employers must be regarded as a substantial adverse effect. The Applicant’s conclusion that this scale of potential effect is insignificant is not robust or credible.
	Response by SZC Co. at Deadline 5	Labour market churn is a normal feature of the labour market and the construction sector in particular. People moving jobs is a good thing – they are usually moving for better pay and conditions or working hours that suit them better. Businesses cope with this all the time. In normal times around 650,000 people start a new job and 650,000 people leave a job every month – nearly 8 million in each direction per year out of 29m people in employment. That’s over 25% churn each year (HMRC PAYE Real Time Information - job starts and job exits, two years to May 2021 (Figure 4)) This isn’t something that needs to be regulated by the planning system. It is government policy to support flexible labour markets and to leave employers and workers to negotiate terms and conditions themselves The construction industry has particularly short job tenure. 2019 CITB data for the East of England shows: • 38% of workers are on temporary contracts and only 18% of them expected to be working for the same company or agency in 12 months time • Only 13-23% of all workers expected to be on the same site in 12 months time A worker moving from one site to another is not displacement, and whilst Sizewell C is a large individual project, it’s demand for home-based construction employment is a small proportion of construction activity in the CDCZ, even at the peak (around 5% of all

ExQ1	Question to:	Question:
		construction sector jobs in the CDCZ). Sizewell C will actually offer more certainty and security to construction workers. It is known that the supply of labour isn't fixed. When more jobs and hours are available, more people seek more work. There is consistently around 35,000-40,000 people in Suffolk meeting the ILO definition of unemployment (see Plate 5.2 in the Economic Statement - [APP-610]). The Project represents a massive opportunity regardless of any additional intervention, but even so, SZC Co is proposing a package of measure to help ensure people seeking work have access to skills and training and that employers who lose staff to the project can access potential workers through the SZC jobs service. There is broad agreement on these measures with the local authorities and support from the private sector, including the LEP and the Chamber. The Initial SoCG [REP2-076] sets out that: a) SE18 - Principle of activities for employment, skills and education is agreed – subject to development of detail and funding. b) SE46 – Employment, skills and education scope and governance is developed at a high level - discussions on quantum will be held between SZC Co, ESC and SCC to provide confidence to the Councils on efficacy of the measures; and detailed delivery mechanisms for individual elements to be developed.
SE.1.32	The Applicant	Home Based Workers ESC [RR-0342] criticises the assessment of the proportion of homebased workers to be employed that are already in employment. (i) Please respond to this concern and support your response with evidence as to how you arrived at the range of 42% to 50%[APP-610 section 5.4] (ii) In the event the figure were inaccurate either higher or lower, what implications would this have for the conclusions reached within the ES? (iii) In undertaking such assessments, a number of assumptions are made. Would it be more reasonable to suggest that in the conclusions there would be a range of the proportion already in employment? (iv) If so, what percentage range would this be?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	<u>Response to (i)</u> The Economic Statement [APP-610] reviews primary and secondary data on the source of labour for new jobs created – this draws on: - Research by the Resolution Foundation⁷ that shows that depending on the economic cycle, between 40% and 52% of new jobs are filled each year by people not currently working - including those entering the labour market for the first time or moving from a period of economic inactivity or unemployment. The corollary is that the rest of the new jobs created each year across the economy are filled by those moving job (between 48% and 60%). By its nature, this research does not consider specific interventions which would result in new jobs being filled by people already in work, but whose work changes as their firm wins a contract on the Sizewell C Project. - Experience from Sizewell B⁸, which notes that around 20% of locally recruited employees had previously been unemployed or economically inactive and around 30% (600 of 2,200) recruited in the peak recruitment year had come from other local employers – the corollary being that the remaining 50% would move to work on the Sizewell C Project without changing jobs (i.e. moving with their existing employer). Using these data, it is reasonable to expect that depending on the point in the economic cycle, between 48% and 80% of HB recruits would already be in employment, and between 20% and 52% could come from unemployment, economic inactivity, or be new entrants to the workforce. <u>Response to (ii)</u> SZC Co. understands that the concern raised here may be twofold: - That the number / proportion of workers recruited from unemployment/economic inactivity/new entrants to the labour market is too high, and therefore that;

⁷ Gregg, P and Gardiner, L for Resolution Foundation. A Steady Job? The UK's record on labour market security and stability since the millennium. July 2015. Available at: <https://www.resolutionfoundation.org/app/uploads/2015/07/A-steady-job.pdf>

⁸ Glasson, J and Chadwick, A. The local socio-economic impacts of the Sizewell B PWR power station construction project 1987–1995: Summary report. Impacts Assessment Unit: Oxford Brookes University. 1995

ExQ1	Question to:	Question:
		- The assessment does not properly consider the subsequent effects of those recruited from existing employment on displacement/churn in the labour market. SZC Co. considers that using a lower end of the evidenced range of recruitment from unemployment/economic inactivity/new entrants to the labour market set out above (20%, or 480 people at peak) means that the remaining proportion from existing employment (80%) is a conservative approach to addressing potential displacement and labour market churn effects. The former is considered to be achievable when considering: - The evidence from Sizewell B and the Resolution Foundation set out above; - The fact that there is consistently around 35,000-40,000 people in Suffolk meeting the ILO definition of unemployment (see Plate 5.2 in the Economic Statement [APP-610] (and this does not include new entrants to the labour market – especially those being targeted by SZC Co.’s proposed measures such as Young Sizewell C; and - That there will be substantial intervention in outreach and skills and education, as set out within Schedule 7 of the Draft Deed of Obligation (latest draft Doc Ref. 8.17(C)). As such, the assessed proportion of HB workers moving from existing employment is considered to represent a conservative approach and thereby does represent a proper assessment of the likelihood of effects on labour market churn. <u>Response to (iii) and (iv)</u> Bringing people into work from worklessness is an important part of the drive for sustainable employment and upskilling linked to improved social mobility – SZC Co. and regional stakeholders including SCC, ESC and NALP are collaborating to develop the scope, implementation plans and governance proposals for the measures set out in the Employment, Skills and Education Strategy [APP-611]. The approach to developing project assumptions, and then developing enhancement measures with flexible and responsive governance, takes into account that the Sizewell C Project has long construction phase, likely to pass through at least one economic cycle. The development of Workforce Delivery Strategies and Annual Workforce Delivery Implementation Plans would allow stakeholders to develop the approach to implementation of enhancement measures secured in the Draft Deed of Obligation

ExQ1	Question to:	Question:
		(latest draft Doc Ref. 8.17(C)) reactively to the phase of the project and the economic climate. As such, SZC Co. acknowledges that throughout the construction phase, different proportions of the workforce will be drawn from those currently in work and those that are unemployed or economically inactive, and there could be a range of different proportions at different points within the construction phase. The assessment case has used a reasonable worst-case in terms of consequent socio-economic effects in order to be conservative in terms of development of mitigation.
	Response by Stop Sizewell C at Deadline 3	Home Based Workers The Applicant has provided a detailed response regarding concerns about the proportion of homebased workers who would be already in employment. In particular, the Applicant draws upon two separate stands of evidence: • A research report published by the Resolution Foundation in 2015, which concluded that – depending on the economic cycle – between 40% and 52% of new jobs filled each year are filled by people not currently working (i.e., by those entering the workforce for the first time, or those re-joining the workforce after a period of unemployment or inactivity). • The previous experience of constructing Sizewell B (referred to in the response to SE.1.3 above) which states that around 20% of the peak workforce had been previously unemployed or economically inactive. However, neither of these sources can be regarded as a sound basis for estimating the likely proportion of the Sizewell C workforce that would be filled by people not currently working. Starting with the second strand first (Sizewell B), the reason for doubting the relevance of this finding is articulated clearly by SZC Co. themselves in their response to SE.1.5, as noted above. That is, in responding to SE.1.5 the Applicant stated that in comparison to when Sizewell B was built (1988-1995), the Construction industry is now “structured very differently with respect to qualifications and competencies”. The evolution of the skills needs of the Construction sector (as measured by qualifications levels of the UK construction workforce) can be clearly seen in the trend data for the ONS Labour Force Survey. The increasing requirement for skills and qualifications over the past 30 years or so means that the experience of the 1980s/early 1990s is not a valid comparison with which to develop assumptions about the labour market response in the

ExQ1	Question to:	Question:
		2020: i.e., changing technology and processes means that the skills needs of the industry have evolved since the later 1980s. A further relevant consideration is that the national unemployment rate was significantly higher throughout the 1988-1995 period when Sizewell B was built compared to the current situation. Therefore, there is likely to be fewer undeployed workers with relevant skills waiting to be recruited from the available local pool of unemployed workers. Although the other strand of evidence – the Resolution Foundation research (2015) – in itself is a good piece of research, it is, in our view, an inappropriate evidence base upon which to develop assumptions about the likely local labour market response for the Sizewell C project. This is because it is national research that covers the labour market as a whole and all industries together: in other words, the 40%-52% finding is an average response for all workers across all UK industries. Moreover, the relevance of this research to the Sizewell C and Suffolk situation is weak because the UK Construction sector is not 'average' in terms of the characteristics of its workforce or the requirements it has for workforce skills. Neither is the Suffolk workforce 'average' in terms of its demographic characteristics compared to the rest of the UK. For example, data from the ONS suggests that rates of workforce churn are highest among sectors such as: Accommodation; Food & beverage services; Retailing; and Arts, Entertainment & Recreation. These industries generally also have a lower skills requirement (compared to Construction) and are therefore likely to be making an above-average contribution to the 40%-52% finding reported by the Resolution Foundation. For all these reasons, Stop Sizewell C cannot agree with the Applicant that their approach to assessing the scale of potential recruitment from other local employers is either a conservative or proper assessment.
	Response by SZC Co. at Deadline 5	Please see the response at SE.1.15. The Project represents a massive opportunity regardless of any additional intervention, but even so, SZC Co is proposing a package of measure to help ensure people seeking work have access to skills and training and that employers who lose staff to the project can access potential workers through the SZC jobs service. The Project also offers specific outreach activities – set out in Schedule 7 of the Draft Deed of Obligation (Doc Ref. 8.17(E)) – to enable people to overcome barriers to employment and effectively move from worklessness to employment.

ExQ1	Question to:	Question:
SE.1.37	The Applicant	Displacement Concern is expressed by ESC [RR-0342 para 1.165] over the definition of displacement and whether it would actually be significant. Please respond to this concern and support it with evidence in terms of the degree of effect on the local economy and what could be done and delivered through the DCO to ensure any adverse effect is minimised.
	Response by SZC Co. at Deadline 2	Displacement in this context has a very precise definition. It is defined by HM Treasury Green Book⁹ as: <i>"the degree to which an increase in economic activity promoted by an intervention is offset by reductions in economic activity elsewhere".</i> In the context of the Sizewell C Project, that means that if displacement were to occur, economic activity would reduce or cease elsewhere in the local area as a direct result of Sizewell C going ahead. There is no evidence that displacement will occur at any significant level. Only some of the workforce would be recruited from another companies and move to work on the Sizewell C Project - many will get work through their existing employer, with that firm having been awarded a contract and becoming part of the project in this way. Some of the workforce will be entering or re-entering the labour market. The construction industry is peripatetic. Workers spend relatively short periods on a site and then move to another - typically only between 13% and 23% expect to be working on the same site for more than a year, and up to half less than six months . A worker moving from one site to another is not displacement as defined above, and whilst Sizewell C is a large individual project, it's demand for home-based construction employment is a small proportion of construction activity in the CDCZ, even at the peak (around 5% of all construction sector jobs in the CDCZ). A worker or a contractor moving company to work at Sizewell C is not itself displacement - the jobs or contract they left behind would have to cease to exist for it to be displacement. The likelihood of that activity ceasing to exist is very low - if a local business lost a worker to a Sizewell C, that employer could fill that vacancy by recruiting a new worker, by promoting from within, or by increasing the hours of existing staff. They

⁹ HM Treasury (2018) The Green Book: Central government Guidance on Appraisal and Evaluation.

ExQ1	Question to:	Question:
		are highly unlikely to allow profitable activity to stop because they have a vacancy. That vacancy may be harder to fill, but that is still not displacement. Further detail on this is set out in the Economic Statement [APP-610] and in Volume 2, Chapter 9 (Socio-economics) of the ES [APP-195]. Furthermore, measures are proposed to address the risk of harder-to-fill vacancies: SZC Co. has been working with ESC, SCC, NALEP and the Suffolk Chamber of Commerce on the following measures which are set out in draft in the Draft Deed of Obligation (Doc Ref. 8.17(C)): • A Sizewell C Jobs Service will be open to local employers, who will be able to access the skilled pool of labour generated by the project to assist in backfilling. Monitoring will be undertaken via supply chain engagement to make sure opportunities for local firms are not missed. Jobs Service analytics may be used to monitor a sub-section of movement between the Sizewell C Project and wider employment market. • Local firms will be supported through local supply chain engagement activities to improve competencies to win work on the Sizewell C Project, helping them to retain staff while benefiting from the project. SZC Co., NALEP and the Suffolk Chamber of Commerce are also working on plans to develop skills, competencies and qualifications within the supply chain. • Upskilling will benefit the Sizewell C Project and the wider market – focus will be on 'legacy' roles (as determined by SCC's research base) that the region and the project both need for the long term. SZC Co., ESC and SCC are meeting regularly to develop the scope, implementation plans and governance proposals for the measures set out in the Employment, Skills and Education Strategy [APP-611], that will be secured by the Draft Deed of Obligation (latest draft Doc. Ref 8.17(C) - see Schedule 7). Broad scope and implementation has been agreed for most of the key measures - including the ASEC Fund, Outreach Fund, Skills and Student Bursary, contribution for Funding for Regional Skills Coordination. The scale of financial contributions has still to be discussed.

ExQ1	Question to:	Question:
		Notwithstanding this, SZC Co notes that for a similar project – Hinkley Point C – the Examination Panel concluded in its Recommendation Report ¹⁰ that in terms of displacement <i>'we find little evidence to support fears of worker displacement and conclude that this is not a factor that should attract significant weight in the Secretary of State's decision as to whether or not to make the DCO'</i> (paragraph 4.123). To-date no evidence has been produced to demonstrate that displacement has occurred.
	Response by Stop Sizewell C at Deadline 3	Displacement The Applicant claims that the concept of displacement has a 'very precise definition' and that it is defined by HM Treasury's Green Book as: <i>"the degree to which an increase in economic activity promoted by an intervention is offset by reductions in economic activity elsewhere"</i>. However, the Green Book is not the only place where Government advises on the correct approach to assessing displacement. Indeed, on page 2 of the Green Book the role of supplementary guidance is clearly stated, as follows: Supplementary departmental guidance is produced by Departments and arms-length public organisations. It deals with the application of the Green Book in the particular context that is the organisation's area of responsibility. (HMT Green Book, 2020, p2) In the case of planning decisions, an important place to look for supplementary guidance is the Ministry of Housing, Communities and Local Government (MHCLG) Appraisal Guide (December 2016). Section 4 of this document provides information on how project additionality factors – including displacement, leakage, and multiplier effects – should be treated in assessing projects. However, when it comes to detailed guidance on the quantification of additionality factors (including displacement), the MHCLG Appraisal Guide (December 2016) provides the following advice: "A useful guide to additionality and how users might decide appropriate levels of additionality is the Homes and Communities Agency Additionality Guide". The HCA Additionality Guide (Fourth Edition, 2014) contains much more specific advice and case study examples of how project assessors should quantify additionality factors for

¹⁰ DECC (2013) Secretary of State Letter for Hinkley Point C. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010001/EN010001-000017-130319_EN010001_SoS%20HPC%20Decision%20Letter.pdf

ExQ1	Question to:	Question:
		different types of projects. This document contains the following specific statement about the construction phase effects of projects: Displacement arises where the intervention takes market share (called product market displacement) or labour, land or capital (referred to as factor market displacement) from other existing local firms or organisations. For example, an intervention may help a business to expand its operations. However, this business may take market share from other local firms producing the same goods or services, resulting in them losing trade and possibly staff. Alternatively, the supported business may use up scarce local factors of production (such as skilled labour) or bid up factor prices. (HCA Additionality Guide, p28, emphases added) On the same page the document goes on to say: The scale of displacement effects will vary depending upon the nature of activity supported and local markets. For example, if the supported business has few local competitors, then the level of product market displacement will be low. In terms of factor market displacement, an intervention may result in an increase in demand for construction workers. If these are in short supply, the result may be delays to this or other interventions or an increase in costs. (HCA Additionality Guide, p28, emphases added) It simply could not be clearer that the HCA Additionality Guide regards competition for skilled workers – and with construction workers cited as a specific example – is a key consideration in the assessment of displacement. Yet it is clear from their response to SE.1.37 that the Applicant is either unaware of or is unwilling to acknowledge the detailed advice on construction phase additionality from a leading national Government regeneration agency (and which is advice endorsed by MHCLG). In its SE.1.37 response the Applicant states: A worker or contractor moving company to work at Sizewell C is not itself displacement. SZC Co's interpretation of displacement is narrow, inappropriate and in basic contradiction to detailed Government guidance on the topic. As a result, the Applicant's assessment of the Economic Benefits associated with the Sizewell C project is completely unsound, with its quantified impacts likely to be very substantially overstated. Although we have emphasised the potential effects on existing local businesses of the competition for skilled workers, there may also be other effects, such as increased

ExQ1	Question to:	Question:
		competition (and therefore increased prices) for raw materials, haulage, specialist equipment and other factors of production. But none of this appears to have been assessed by the Applicant.
	Response by SZC Co. at Deadline 5	The response makes reference to other Government guidance on displacement. As the Stop Sizewell C response itself notes, this is guidance on the application of the Green Book. It does not change the definition of displacement, it provides guidance on how to measure it. The MHCLG 2016 Appraisal Guide (which the response also references) defines displacement in the same terms as the Green Book (p.41 footnote 38): <i>"The degree to which an increase in productive capacity promoted by government policy is offset by reductions in productive capacity elsewhere"</i> The response then draws on the HCA Additionality Guide. It states that competition for skilled workers is a "<i>consideration</i> <i>[emphasis added]</i> in the assessment of displacement." It does not change the Green Book definition of displacement (ie the loss of economic activity from elsewhere). The SZC Co statement that "<i>a worker or contractor moving company to work at Sizewell C is not <i>itself</i> <i>[emphasis added]</i> displacement</i>" remains true. It only becomes displacement if economic activity elsewhere is reduced. Stop Sizewell C is therefore wrong to claim that the definition is "<i>narrow, inappropriate and in basic contradiction to detailed Government guidance on the subject.</i>" SZC Co has used the primary definition (from the Green Book) and followed the subsidiary guidance on the application of the Green Book. It has considered the potential for displacement to arise and concluded that it is unlikely to be significant, especially in the light of the evidence from HPC and SZC's significant support for skills and training and for "backfilling" into vacancies at non-project employers. There is no evidence from Stop Sizewell C (or any other interested party) that economic activity would be reduced elsewhere, even if employers lose staff to the project

ExQ1	Question to:	Question:
SE.1.42	The Applicant, ESC, SCC	Freight Management Strategy A number of RRs including [RR-0040] expressed concern that the original application would cause economic harm by severing communities and reducing the quality of the environment which is an important contributory factor to the tourism sector. Would an increase in rail and seaborne freight provide an economic benefit by reducing such severance?
	Response by SZC Co. at Deadline 2	SZC Co. recognises through engagement with the Tourism Working Group and from the results of the Ipsos MORI Suffolk Coast Visitors Survey (Volume 2, Appendix 9F of the ES [APP-196]) that traffic congestion is a key sensitivity to existing and potential visitors. The result of an increase in rail and seaborne freight is a decrease in the proportion of materials being transported by road (HGV) and therefore traffic flows and any severance effects would decrease in absolute terms. Therefore, while an increase in rail or seaborne freight would not change the socio-economic assessment as set out in Volume 2, Chapter 9 of the ES [APP-195], this would result in one of the key sensitivities of potential visitors to tourism being ameliorated to an extent.
	Response by East Suffolk Council at Deadline 2	An increase in rail and sea freight would be of benefit to local communities and the economy, by reducing congestion on the roads, especially at peak times for tourism and the agriculture-based businesses in the locality. However, the benefit is difficult to quantify until construction begins, as throughout a project of this size and scale, unexpected and unplanned loads may need to travel by road that are not suitable for rail or sea – and this will have a negative effect on communities and tourism. Until plans are clearer as to exactly what will travel by rail and sea, it will remain impossible to say whether there will be any economic benefit or whether tourism will be less affected. Even small changes and congestion will affect perceptions of tourism, as messages about it are uncontrolled and people will decide not to visit based on their own experiences of congestion.
	Response by Suffolk County Council at Deadline 2	The LIR (para 24.12) [REP1-045] refers to economic congestion as a negative impact of the construction period, arising from the increase in road traffic in particular of HGVs, buses, AILs and abnormal loads. It states that the transport modelling indicates notable disruption for businesses operating time-dependent activity across the A12. This is further indicated by an assessment of the economic impacts of congestion commissioned by SCC, which is provided in SCC Appendix to ExQ SE.1.42.

ExQ1	Question to:	Question:
		The LIR also refers to increased journey times, increased congestion and reduced reliability on the routes affected by construction traffic (principally any journey that involved part of the A12 north of Seven Hills interchange) that may cause a perception amongst businesses and investors that the area is an inconvenient location for travel and businesses, and may result in considerations to relocate away from the district or development area as they are incurring significant costs from delays. SCC considers that an increase in road congestion may also have an impact on visitor perception which may impact the tourism sector. Even small changes and congestion will affect perceptions of tourism, as messages about it through social media are uncontrolled and people will decide not to visit based on their own experiences of congestion. The LIR also refers to the severance impact of increased road traffic on a number of communities, particularly along the A12, but also on other rural roads. SCC considers that an increase in rail and seaborne freight would reduce the impact of congestion on the highway network. If this increase was significant enough, SCC considers that the economic cost of congestion, as well as the severance impact on local communities, could be reduced. In accordance with mitigation hierarchies, SCC considers that the impacts from road traffic should first be avoided and reduced; therefore an increase in rail and seaborne freight should be a priority. However, SCC considers that there would be residual economic impacts of congestion on the local economy. The high level assessment of the economic impacts of congestion as a result of construction traffic commissioned by SCC (see SCC Appendix to ExQ SE.1.42) indicates that for the A12 corridor between Seven Hills and A1152 Woods Lane there would be a significant negative cost to the economy as a result of congestion along this corridor during construction, and gives a range of the economic impacts based on the high level assessment method. As well as the calculated impacts, it is noteworthy that these calculations do not include any assessment as a result of disruption caused by traffic management as a result of highway works nor as a result of abnormal loads. The LIR ([REP1-045] para 24.26) suggests that consideration should be given to a fund to mitigate/compensate for economic cost of congestion. This would be in addition to measures to mitigate tourism impacts through the proposed Tourism Fund.
	Response by SZC Co. at Deadline 3	The Council's response states that SCC Appendix to ExQ SE.1.42 (Economic Assessment) indicates that <i>'for the A12 corridor between Seven Hills and A1152 Woods Lane there would be a significant negative cost to the economy as a result of congestion along this</i>

ExQ1	Question to:	Question:
		<i>corridor during construction'</i> and that '<i>consideration should be given to a fund to mitigate/compensate for economic cost of congestion'</i> (in addition to the measures to mitigate tourism impacts through the proposed Tourism Fund). The Economic Assessment referred to is a user benefit assessment; this assesses the value of time lost or gained as a result of interventions (such as increase in demand on the road network or changes to infrastructure). The report does not conclude a '<i>significant negative cost to the economy'</i>. The assessment is not of local economic cost – it could, for example, include a journey through the area that does not stop. The Economic Assessment does not calculate the effect on the specific locations, businesses or sectors. The Economic Assessment itself does not conclude that mitigation is needed in the form of a fund. It concludes the '<i>there should be some consideration into what mitigation measures could be adopted to reduce the potential delay along the A12'</i>. This seems to suggest a transport mitigation – not a financial one – and SZC Co. is satisfied that the suite of transport mitigation to be secured within the DCO and Deed of Obligation, with associated management plans, is proportionate and reasonable to reduce the significance of any effect. It is not clear in respect of whom or how the fund proposed would mitigate against the cost of delay. There are a number of issues with the transport user assessment which means the effect of the Sizewell C traffic is overestimated: • The report itself states that the models '<i>do not display a suitable level of convergence for economic assessment'</i> (Section 3.3). It is therefore unsuitable to use the models to estimate the economic effect (in this case the transport user (dis)benefits). • There are a number of assumptions and limitations set out in the report that mean that the disbenefit of the Sizewell C traffic is likely to be overestimated. • In particular, the two park and ride sites are excluded from the modelling of the proposed infrastructure; this reduces the benefit associated with the proposed infrastructure. This is particularly true in the early years since the park and ride sites will come forward in 2024 (and therefore the assessment overestimates the implied net effect of the Sizewell C traffic). • Further, it has been assumed that there will be 1,000 two-way HGVs per construction day between 2028 and 2034. However, the preferred freight strategy is forecast to generate 500 two-way HGVs on a typical day during the peak construction phase and

ExQ1	Question to:	Question:
		up to 700 two-way HGVs on the busiest day. Plate 4.2 of the Freight Management Strategy [AS-280] provided a HGV profile over the construction phase based on the preferred freight strategy (i.e. 4 trains per day and temporary BLF). An updated HGV profile of the construction phase was provided in response to ExQ1 question TT.1.16 [REP2-100] and shows that the level of HGVs per day is far less than the 1000 two-way HGVs assessed in the Economic Assessment. In conclusion, the effect of Sizewell C on the local transport network is overestimated in the Economic Assessment, and in any case, the Economic Assessment is not an appropriate basis for any fund.
	Response by Woodbridge Town Council at Deadline 3	Part of SCC's response at Deadline 2 is that even with increased use of rail and sea freight, the council "considers that there would be residual economic impacts of congestion on the local economy. The high level assessment of the economic impacts of congestion as a result of construction traffic commissioned by SCC (see SCC Appendix to ExQ SE.1.42) indicates that for the A12 corridor between Seven Hills and A1152 Woods Lane there would be a significant negative cost to the economy as a result of congestion along this corridor during construction, and gives a range of the economic impacts based on the high level assessment method. As well as the calculated impacts, it is noteworthy that these calculations do not include any assessment as a result of disruption caused by traffic management as a result of highway works nor as a result of abnormal loads. The LIR ([REP1-045] para 24.26) suggests that consideration should be given to a fund to mitigate/compensate for economic cost of congestion. This would be in addition to measures to mitigate tourism impacts through the proposed Tourism Fund." WTC agrees with this assessment, and further comments that although getting HGVs off the road would reduce the harm done to Woodbridge's economy (and also that of the wider area), the best economic benefit would be gained by cancelling the Sizewell C project - and so avoiding these transport problems altogether.
	Response by SZC Co. at Deadline 5	Refer to SZC Co.'s Written Submissions Responding to Actions Arising from ISH3 (Doc Ref. 9.50) for a response on SCC's assessment of the economic impact on congestion.
SE.1.43	The Applicant, Network Rail	Rail Passenger Services (i) A number of RRs [Greater Anglia, Kelsale cum Carlton Parish Council, Framlingham Town Council, Sudbourne Parish Council in response to proposed changes AS-307]

ExQ1	Question to:	Question:
		express concern about the potential loss of passenger rail services in the event the freight paths are created as suggested, please explain what effect the proposed freight strategy would have on passenger rail services. (ii) Has the alternative of dualling the Lowestoft to Ipswich line which could give significant legacy benefits including providing the opportunity to significantly increase passenger train services been considered as an option? (iii) Was any other form of expanding the network considered?
	Response by SZC Co. at Deadline 2	<u>Response to (i)</u> SZC Co.'s rail freight proposals for four freight trains per day would not have a detrimental impact on passenger train services on the East Suffolk line as seven of the train movements would operate overnight, after the last passenger train of the evening and before the first passenger train the following morning. The eighth train movement would take place in the existing daytime nuclear flask path, without disruption to the existing passenger train service. <u>Response to (ii)</u> Feasibility work undertaken by Network Rail established that in order to run freight trains during the day additional rail capacity was required due to the extended length of single track rail. The length of single track could be split with a passing loop which would increase the capacity on the line. Such a proposal was consulted on through to the Stage 4 consultation for the rail-led freight strategy. In addition to a passing loop, it would also be required to operate freight trains at 40mph along the line rather than the current maximum speed of 20mph. in order to avoid disrupting the passenger service. The combination of adding the additional freight services to the line, and required speed increases, would result in increasing the risk to level crossings on the East Suffolk line. In order to mitigate the increased risk, 45 level crossings on the East Suffolk line between Ipswich and Saxmundham would require interventions. At the Stage 3 consultation it was proposed to close 12 footpath crossings and upgrade a further 33 level crossings to mitigate the increase in risk. As a result of further work undertaken by Network Rail it was decided that this option was not deliverable within the timescales required for the Sizewell C Project.

ExQ1	Question to:	Question:
		Following this decision, the focus was to maximise the utilisation of the East Suffolk line overnight, outside of the passenger service where trains could operate within the current speed restrictions along the line. Sizewell C freight trains would only operate on the southern portion of the East Suffolk line between Ipswich and Saxmundham. For a freight train to operate from the Lowestoft each service would require a two locomotives, at the front and rear of the train, and two train drivers to access the Branch line from that direction. <u>Response to (iii)</u> Only those interventions which would be required to deliver Sizewell Co.'s freight strategy have been considered.
	Response by Network Rail at Deadline 2	i. As SZC have commented seven of the eight services would operate overnight. The day time 'flask path' requires close monitoring as the scheme matures as the new freight movement would be slower resulting in a risk to operations. The night time paths support the approach to not impact on passenger services, however, the interaction of these trains with all the other traffic in the Ipswich area needs to be further managed as the concept matures as any late running could have a knock on affect to the morning passenger train services. It has been suggested that EDF looks at introducing an intermediate block signal on the single line between Saxmundham and Woodbridge. This would mitigate any late running. The proposed day time 'flask path' requires close monitoring as the scheme matures as the new freight movement would be slower resulting in a risk to operations. Network Rail will be continuing to work with SZC on how best to mitigate impacts. Network Rail have previously advised that there is additional benefits (more robust overnight operation) if additional block signals on the Single line were added. ii Network Rail agrees with the Applicant's response shown opposite [above]. Dualling the Lowestoft to Ipswich line was not considered a feasible option iii No

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Suffolk County Council at Deadline 3	SCC remains concerned about the impacts of late running/delayed trains on passenger train services. Further work on capacity of the East Suffolk Line / rest of the rail network needs to be presented . The Applicant needs to work closely with Greater Anglia Trains to understand impacts. The improvement works on the rail line as part of the Sizewell C mitigation may also have adverse effect on passenger services if not well planned. Operation of Sizewell C freight services on rail lines past the East Suffolk Line may be problematic as those lines will be occupied throughout the 24-hour period on most days.
	Response by Woodbridge Town Council at Deadline 3	NWR response to (ii) ... Dualling the Lowestoft to Ipswich line was not considered a feasible option. WTC comment. We understand that this is because the Applicant does not wish to wait until the improvement is done before running the trains. We don't consider this an acceptable approach, as it places project timescales above people's health and wellbeing and before the local economy – in the council area and also more widely.
	Response by SZC Co. at Deadline 5	Please see SZC Co.'s response to NV.1.90.
Chapter 24 TT.1 Traffic and Transport		
TT.1.1	The Applicant	Freight Movement Modal Split by Rail Table 2.2 [AS-280]. Explain why the lower limit in the Rail column of this table is lower than the original application amount of 38% by rail?
	Response by SZC Co. at Deadline 2	It has been assessed that 40% of imported material requires road transport due to its original point or material type, including the relatively small volumes of some materials (paragraph 2.1.8 – 2.1.12 of the Freight Management Strategy [AS-280]). The remaining 60% generally represents bulk materials which are suited to either rail or marine transport. The rail import will be the primary means of import for concrete aggregate due to the need for a robust material supply all year round which cannot be offered by the marine imports. Depending on the capacity for both the rail and marine infrastructure, bulk

ExQ1	Question to:	Question:
		imported backfill material can be allocated at differing proportions between the two transport modes. The current forecast assumes all concrete aggregate and 50% of the fill aggregate are imported by rail with the remaining 50% of fill aggregate imported by marine. This results in rail representing circa 46% of imports, marine accounting for circa 14% and road imports remaining at circa 40%. The reason for the range of rail imported proportion noted in Table 2.2 [AS-280] is if 100% of the backfill materials was imported by marine the corresponding proportions would be closer to rail 31%, marine 29% and road 40%. The modal split of materials and their proportions via rail and marine continue to evolve as the supply chain engagement continues to ensure the most efficient import method is used. The different potential sources have a range of existing infrastructure and supply routes to suit rail or marine. Depending on the source the proportions between rail and marine many change.
	Response by Suffolk County Council at Deadline 3	There still seems to be ambiguity around volumes and sources of materials. The Applicant should demonstrate whether this is an issue when the BLF is not operational – will rail be required to take a higher load? Could this see increase in train operation beyond the proposed 5/6 day operation? Or could it result in increased numbers of HGV movements?
	Response by SZC Co. at Deadline 5	SZC Co.'s submission further to ISH2 sets out the position (Doc Ref. 9.42). The seasonal use of the BLF has been factored into estimates of rail usage, whilst the HGV limits are just that; limits. The material demand in the early years, prior to the completion of the marine infrastructure, is driven by the site establishment and enabling works activities, these primarily require capping and asphalt to form the new access roads and platforms; and concrete for the construction of the diaphragm wall and smaller elements. These stages of construction are well understood and enable a robust assessment of the material quantities. The Project HGV profile makes allowance for the requirement to import some of these material volumes by road prior to the rail infrastructure LEEIE (ACA) rail head and later the Green Rail Route (GRR) and TCA sidings, as demanded by the programme. Following the availability of rail, this becomes the primary mode of

ExQ1	Question to:	Question:
		import for these bulk materials. Initially 2 train per day (tpd) via the ACA rail head and then 4 tpd provide reductions in the daily HGVs of 92 and 184 respectively, these reductions can be seen in the HGV profile with a reduced number of road movements generally in year 2 following the commissioning of the rail. The marine import is targeted at further increasing the bulk import capacity for the main earthworks and backfill phase of the project, which is not until year 3 and therefore provides sufficient programme duration for the completion of this infrastructure. The current modelling for the import of marine materials has been conservatively assessed as noted in TT.1.10 with allowance for disruption of supply due to weather or breakdowns etc. It is anticipated that after the first marine import season a greater degree of confidence in its operability may allow for an increase in its forecast use. This conservative approach would allow a reduction of the rail imported volumes rather than a need to increase them. The project is committed to delivery to project with the HGV limits stated, the 4 trains per day 5 to 6 day per week is the maximum the rail can accommodate due to other wider network restrictions and will therefore not exceed these train movements.
TT.1.2	The Applicant	Marine Freight Quantities Table 2.1 [AS-280]. Indicate where the following are accounted for: (i) All Abnormal Indivisible Loads (AIL) arriving at the BLF and by road; and (ii) The permanent Hard Coastal Defence Feature (HCDF) rock armour said to be directly deposited by barges on the beach in paragraph 3.4.103 [AS-202]
	Response by SZC Co. at Deadline 2	(i) Table 2.1 of the Freight Management Strategy [AS-280] does not include the Abnormal Indivisible Loads (AILs) arriving either via the Beach Landing Facility or by road. Table 2.1 only summarises bulk material quantities. AILs are classified as equipment rather than bulk material quantities. Further details with regards to the forecast number of AILs via the BLF and road are provided in response to question TT.1.8 of this chapter.

ExQ1	Question to:	Question:
		(ii) The permanent Hard Coastal Defence Feature (HCDF) rock armour is included in 'other' within Table 2.1 of the Freight Management Strategy [AS-280].
	Response by Suffolk Constabulary at Deadline 3	Please refer to Suffolk Constabulary's comments on the responses to TT.1.8
	Response by SZC Co. at Deadline 5	Please refer to the response by SZC Co. at Deadline 5 to TT.1.8.
TT.1.3	The Applicant, Network Rail	Provision of Additional Rail Capacity Explain whether the current additional rail proposals are based on ongoing development of the Network Rail Governance for Railway Investment Projects (GRIP) 2 report prepared when a Rail Led strategy was being considered at Stage 3 Consultation and if so: (iii) Explain what GRIP stage proposals are currently at; and (iv) Set out the delivery timescale for the necessary improvement works.
	Response by SZC Co. at Deadline 2	The current additional rail proposals are based on ongoing development of the Network Rail (NWR) GRIP 2 report. The GRIP 2 report considered two scenarios: • Operating 2 trains per day (tpd) overnight, outside of the passenger service, within the existing track capability and regulations; • Operating 5 tpd during the day, taking into account the passenger service timetable and considering what additional infrastructure or operating requirements would be necessary. These led to two freight management strategy options being consulted on at the Stage 3 pre-application consultation: • Road-led strategy – based on 2 tpd operating overnight on the East Suffolk line. This included proposals on the Saxmundham to Leiston branch line but not on the East Suffolk line; • Rail-led strategy – based on 5 tpd operating during the day. This included proposals for a passing loop on the East Suffolk line and the required interventions at level crossings to reduce safety risks as well as proposals on the Saxmundham to Leiston branch line.

ExQ1	Question to:	Question:
		The rail-led option was not taken forward once it became clear that the scale and complexity of the upgrades required on the East Suffolk line would have posed a significant risk to the required timescale for completing the development works. Further assessment of existing rail capacity identified the potential to achieve a third train per day without the need for upgrade works on the East Suffolk line; so this additional path was incorporated into an integrated freight strategy proposed at Stage 4 pre-application consultation. Further consultation and development of the Sizewell C Project logistics strategy identified that the infrastructure included within the DCO could enable the operation of up to four freight trains per day in each direction. The current rail proposals are as described in Part 1 of the Proposed Changes to the Application, dated January 2021, section 2.2, "<i>Change 1: Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail</i>" [AS-281]. This document describes the potential to increase the number of rail deliveries to the main development site during the peak construction phase, thus reducing the number of Heavy Goods Vehicles (HGV) movements on local roads. It is proposed to initially operate up to 2 trains in each direction to and from the Land east of Eastlands Industrial Estate (LEEIE) per 24-hour period (i.e. 4 train movements). Once the Green Rail Route is operational, the number of train movements are proposed to increase to up to 7 overnight movements and 1 daytime movement to and from the temporary construction area, with the potential to also run trains on a sixth night, assumed to be Sunday nights into Monday mornings. The proposals are currently being developed to GRIP 3 stage, in line with SZC Co.'s response to question G.1.51 in Chapter 2, Part 1. SZC Co.'s response to question G.1.51 also provides a timeline for the delivery of the necessary rail infrastructure.
	Response by Network Rail at Deadline 2	i) SZC have entered into a BAPA agreement for the Sizewell Branch Line and Saxmundham Junction workstreams which was agreed in March 2021. NR anticipate an Options Selection Report within the next 4 weeks to commence design review and engineering engagement, based on options SZC's designers has produced. Current status remains at GRIP 2. ii) SZC have provided an indicative timetable in response to question G.1.51

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	It would seem that only two options were examined namely: 1. Operate freight trains overnight outside the operating times of passenger trains. 2. Operate freight trains during the day requiring extensive alterations to level crossings to permit freight trains to run at higher speeds than currently obtained. The higher speeds being necessary so as not to impact the current passenger service. It would seem that a third option was not considered i.e. "Operate up to 5 tpd using both day and night time operation whilst accepting the current freight train speed restrictions". This would require a passing loop at Wickham Market but would have provided 5 reliable round train paths per day. Why was this option not considered, particularly as the benefits of a loop at Wickham Market were identified ten years ago?
	Response by Suffolk County Council at Deadline 3	SCC seeks clarification whether the changes to the East Suffolk Line require a GRIP process. Within the current GRIP documents there is little consideration given to the improvement needs of the East Suffolk Line, yet level crossing work is required. GRIP 5 is anticipated to end in February 2023. No further mention of rail capacity beyond the East Suffolk Line has been made by the Applicant, which could present operational issues.
	Response by SZC Co. at Deadline 5	SZC Co. does not propose to add to its answers given at Deadline 2, which (together with the Initial Statement of Common Ground with Network Rail [REP2-074]) remain valid.
TT.1.4	The Applicant	Provision of Additional Rail Capacity Surrey County Council [RR-1174] Paragraph 24 provided a link to a consultant's report concerning the deliverability of rail improvements. Provide a response to the issues set out in that report
	Response by SZC Co. at Deadline 2	The Suffolk County Council's report (entitled Sizewell C DCO application, Rail Proposals, 17 September 2020 by SCC, Aecom and Cadenza Transport Consulting) ¹¹ does not include

¹¹ Suffolk County Council (2020) Sizewell C DCO application: Rail Proposals.

ExQ1	Question to:	Question:						
		a defined list of issues to respond to. However, a summary of the key issues and responses is provided in the table below. <table><tr><th>Issue</th><th>Response</th></tr><tr><td>Why was the possibility of operating 5 trains during the day not pursued further (timetable operations, level crossing alterations)</td><td> The detailed timeline for why this option was discounted is detailed in the Statement of Common Ground with Network Rail (Doc. Ref. 9.10.10). Please see the answer to AI.1.14, which explains that there is insufficient rail capacity available on the East Suffolk line during the day to provide more than one rail path, and that upgrades to increase capacity are not deliverable within the timescales required. In particular, the option of 5 trains during the day was primarily discounted due to the volume of level crossing upgrades which would be required based on Network Rail's assessment of the increased risk of operating freight trains at 40mph during the day. Network Rail's response to the Stage 3 consultation in 2019 stated: "<i>as noted in the consultation documents Network Rail has identified a number of risks to the rail-led solution that could potentially impact the programme in terms of the submission date for the DCO. Therefore, EDF and Network Rail recognise that this could affect their decision as to which strategy to pursue. We continue to work closely with EDF to understand the necessary timescales and impact on the programme.</i>" Key to SZC Co.'s freight management strategy was to ensure it would be deliverable. Both Network Rail, and Aecom's assessment (para 2.3) identify the delivery risks of such a large programme of level crossing upgrades. This risk was considered unacceptable by SZC Co., and could lead to greater environmental impacts (in the situation that the 5tpd solution would not be delivered in time for the peak years of construction and the required highways mitigations for higher HGV numbers would not have been in the project's scope). </td></tr><tr><td>Programme constraints and delivery risk of the major programme</td><td> As Network Rail are the asset owner, maintainer and operator of the East Suffolk line, the usual process would be for them to undertake upgrades to their own assets, and that Network Rail resource constraints, outside of the control of SZC Co. could impact on the delivery of the works. Section 4.1 of the Aecom report identifies that this would be a risk to delivering a large programme of level crossing upgrades. </td></tr></table>	Issue	Response	Why was the possibility of operating 5 trains during the day not pursued further (timetable operations, level crossing alterations)	The detailed timeline for why this option was discounted is detailed in the Statement of Common Ground with Network Rail (Doc. Ref. 9.10.10). Please see the answer to AI.1.14, which explains that there is insufficient rail capacity available on the East Suffolk line during the day to provide more than one rail path, and that upgrades to increase capacity are not deliverable within the timescales required. In particular, the option of 5 trains during the day was primarily discounted due to the volume of level crossing upgrades which would be required based on Network Rail's assessment of the increased risk of operating freight trains at 40mph during the day. Network Rail's response to the Stage 3 consultation in 2019 stated: "<i>as noted in the consultation documents Network Rail has identified a number of risks to the rail-led solution that could potentially impact the programme in terms of the submission date for the DCO. Therefore, EDF and Network Rail recognise that this could affect their decision as to which strategy to pursue. We continue to work closely with EDF to understand the necessary timescales and impact on the programme.</i>" Key to SZC Co.'s freight management strategy was to ensure it would be deliverable. Both Network Rail, and Aecom's assessment (para 2.3) identify the delivery risks of such a large programme of level crossing upgrades. This risk was considered unacceptable by SZC Co., and could lead to greater environmental impacts (in the situation that the 5tpd solution would not be delivered in time for the peak years of construction and the required highways mitigations for higher HGV numbers would not have been in the project's scope).	Programme constraints and delivery risk of the major programme	As Network Rail are the asset owner, maintainer and operator of the East Suffolk line, the usual process would be for them to undertake upgrades to their own assets, and that Network Rail resource constraints, outside of the control of SZC Co. could impact on the delivery of the works. Section 4.1 of the Aecom report identifies that this would be a risk to delivering a large programme of level crossing upgrades.
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		The Aecom report also identified some potential options to increase the volume of material moved by rail freight, as follows: <i>"Work with Network Rail as early as possible to consider each level crossing against different permutations of timing, frequency and speed of freight trains to determine what might be possible without major changes to level crossings infrastructure. This would be 'reverse engineering' to determine what the level crossings are able to accommodate, and design the timetable around this in order to minimise impacts on the programme."</i> In parallel SZC Co. were independently doing this and where possible these opportunities to operate more trains without the need for significant works to level crossings on the East Suffolk line were incorporated in the Transport Assessment Addendum [AS-266]. Further detail is set out below. <table><tr><th>Proposal</th><th>Current status</th></tr><tr><td>Run all five freight trains at night</td><td>Operational modelling indicates this is not possible without causing disruption to the passenger timetable.</td></tr><tr><td>Run longer trains</td><td>SZC Co. intends to operate trains up to the permitted train length on the East Suffolk line, which is 339m. It is understood that this due to the existing infrastructure constraints on the route.</td></tr><tr><td>Run trains night and day</td><td>It is intended to utilise the existing morning nuclear flask path which provides enough time to run a freight train. This is included in [AS-266].</td></tr></table>	Proposal	Current status	Run all five freight trains at night	Operational modelling indicates this is not possible without causing disruption to the passenger timetable.	Run longer trains	SZC Co. intends to operate trains up to the permitted train length on the East Suffolk line, which is 339m. It is understood that this due to the existing infrastructure constraints on the route.	Run trains night and day	It is intended to utilise the existing morning nuclear flask path which provides enough time to run a freight train. This is included in [AS-266].
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ExQ1	Question to:	Question:
		Run trains at weekends
		Network Rail undertake maintenance of the East Suffolk line overnight, when SZC Co.'s trains are planned to operate. To balance the need for maintenance access, with the requirement to maximise the use of rail freight, Sizewell Co. propose to operate trains up to six days per week, further to discussions with Network Rail.
		Recast passenger timetable
		Greater Anglia's responded to the change consultation and stated: <i>"In principle, we are supportive of rail freight playing a significant role in the construction programme. However, we are opposed to any detrimental impact on the passenger services on the line. As a direct consequence of introducing an hourly service on the line we have generated an increase in passenger journeys of over 100%. With new trains now in place, we have the opportunity to grow patronage further in a manner that not only meets local community, social, tourism and economic needs, but also supports wider decarbonisation targets.</i> Operating a fifth daily freight train to the main development site would only be necessary for 1-2 years at the peak of construction. There would be a direct impact on the passenger timetable if this was progressed which would require further discussions with Greater Anglia. SZC Co. is not progressing the option of a fifth train at this time.
		The Aecom / Cadenza report referred to in RR-1174 details a number of opportunities for SZC Co. to engage with Network Rail to improve the deliverability of rail. SZC Co. has been and continues to engage with Network Rail on all these opportunities to deliver additional materials by rail as detailed in the January 2021 submission. There is nothing within this report that suggests that the revised Freight Management Strategy with respect to rail cannot be delivered.
	Response by Suffolk County Council at Deadline 3	SCC wishes to refer the ExA to its Written Representation [REP2-189] setting out (from paragraph 2.10 onwards) an overview of its perspective on the evolution of the rail proposals, and SCC's stance on them. Paragraph 2.16 sets out a suitable response to the Applicant's answer to this question: "While SCC understands from discussions with the Applicant and Network Rail that they consider it impossible at this late point to deliver infrastructure investments to allow for day time freight trains in the required timescales, we consider opportunities to do so were missed. As a result, SCC, other stakeholders and the local communities are forced into a position where they are responding to two

ExQ1	Question to:	Question:
		unpalatable options forced upon them: Night time trains versus an increase in HGVs on the roads. " There is an omission in the Applicant's referencing of the Aecom/Cadenza report, in that, whilst train operation during the day would not be possible because of the timetable of trains operating on the line does currently not provide track capacity needed to run the freight trains, this would be possible if a loop is provided. Ownership of level crossing improvements needs to be defined, which will also be needed for night-time operation.
	Response by SZC Co. at Deadline 5	SZC Co.'s position on these matters was set out at Deadline 2 and in its Comments on Written Representations (Chapter 17) [REP3-042].
TT.1.5	The Applicant, Network Rail	Deliverability of Rail Capacity (Reference Table 4.1 [AS-280]) Provide comment on the deliverability and anticipated availability date of the following: (i) The early years rail provision – 2 trains /day to the Land East of Eastlands Industrial Estate (LEEIE): (ii) The DCO baseline rail provision – 3 trains / day; (iii) Enhanced rail provision – 4 trains / day; (iv) The potential to run trains 6 days a week rather than the 5 proposed; and (v) The potential to run 5 trains a day.
	Response by SZC Co. at Deadline 2	SZC Co.'s response to question G.1.51 provides a timeline for the delivery of the necessary rail infrastructure. The anticipated availability dates are as follows: (i) The early years rail provision – 2 trains /day to the Land East of Eastlands Industrial Estate (LEEIE): January 2024. (ii) The DCO baseline rail provision – 3 trains / day: Not being progressed. (iii) Enhanced rail provision – 4 trains / day: August 2024. (iv) The potential to run trains 6 days a week rather than the 5 proposed: August 2024. The potential to run 5 trains a day: not currently being progressed.

ExQ1	Question to:	Question:
	Response by Network Rail at Deadline 2	Network Rail have been working on the following as the basis of proposed operations: - 2 Trains (4 paths) From January 2024. All paths at night - 4 Trains (8 paths) From August 2024. 7 paths at night and 1 path during the day (Flask Path) SZC have advised the following are not being progressed: (ii) The DCO baseline rail provision – 3 trains/ day: Not being progressed (v) The potential to run 5 trains a day: Not currently being progressed
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	Please confirm that the earliest the 2tpd service to LEEIE will commence is January 2024. The applicant's previous submission of November/December 2020 envisages that the services will be "parked" on the branch overnight before proceeding to LEEIE for unloading during the day. The current Network Rail Sectional Appendix shows the mode of signalling on the Sizewell Branch to be OTS i.e. One Train Working where a staff is provided. "Staff" in this context means a physical object which is handed to the driver of a train giving him permission to occupy the single line to Sizewell. In the case of the Sizewell Branch the train staff is "divisible" and permits a maximum of three trains on the branch simultaneously but currently a second or third train cannot proceed until the first or second, as appropriate, has been confirmed to have arrived complete at Sizewell Sidings. This method could be adapted substituting LEEIE for Sizewell Sidings but it is not appropriate to a situation where two trains are required to be in the Staff (Token) section simultaneously. What modification to the mode of signalling is proposed to allow two trains to occupy the Sizewell Branch Staff (Token) section simultaneously? Where exactly on the branch will the trains be "parked" overnight and whilst "parked" will the locomotives' engines be shut down?
	Response by Suffolk County Council at Deadline 3	The Applicant claims that Network Rail will take full responsibility for addressing the level crossings on the East Suffolk Line. However, this is not clear and requires confirmation. Some level crossings will require public consultation (Brick Kiln and Westerfield), which could cause an issue to delivery timescales.

ExQ1	Question to:	Question:
		The GRIP process for improving the East Suffolk Line is also not defined by the Applicant – the assumption is that Network Rail will plan and deliver the improvements– but this has, to our knowledge, not been agreed by Network Rail.
	Response by SZC Co. at Deadline 5	Good progress has been made with Network Rail on matters related to level crossings and this will be reported in an updated Statement of Common Ground. The issues raised by TASC are being addressed through the upgrades to the branch line and its interface at Saxmundham with the East Suffolk Line.
TT.1.7	The Applicant	Capacity of Rail Wagons Appendix 9.3A Appendix B Appendix III [AS-257] identifies the rail wagon parameters used in the ground borne noise and vibration report. It states that the payload of a rail wagon is approximately 77.9 tonnes. This would make the theoretical capacity of the rail provision greater at 1558 tonnes per train. This is further supported by the experience set out in Associated British Ports (ABP) submission [AS-307] section 3.2.14 where they also suggest that train capacity can be 1560 tonnes per train. Explain this discrepancy and also if necessary, provide alternative calculations, using train numbers in Table 3.1 [AS-280], as required in previous question of revised rail capacity.
	Response by SZC Co. at Deadline 2	For the purposes of the rail bulk import capacity an import payload of 1,250t per train has been assumed, this has been derived based on the published operational parameters of the rail infrastructure. The Network Rail Sectional Appendix states a Route Availability (RA) of the East Suffolk line and Saxmundham to Leiston branch line as RA7 and a trailing weight of 1,730t (rounded to 1,800t as route planning assessed in 200t increments) per train. The RA7 category limits the axle load of each wagon to 21.5t, resulting in a gross wagon load of 86t. There are several different types of rail wagons that could be used to haul bulk materials via rail, each of these has slightly differing capacities and tare weights which impact of payload available. A typical JNA open wagon has a tare weight of 23.7t, therefore a maximum payload of 62.3t can be carried before the axle load limit is exceeded. This results in the wagon being only partially filled as the design capacity of a JNA wagon is 77.9t payload (101.6t gross) i.e. the total capacity would exceed the permitted axle load of the branch line.

ExQ1	Question to:	Question:
		An alternative HOA hopper wagon (bottom discharge) may also be used. This has a tare weight of 24.2t allowing a max payload of 61.8t. As with the JNA wagon, this wagon is only partially full as a HOA wagon has a design capacity of 77.8t payload (102t gross). The trailing weight restriction places a maximum gross weight of the wagons hauled by the locomotive to ensure sufficient traction and breaking on the gradient of the line. The 1,800t limit on the Saxmundham to Leiston branch line results in a maximum of 20 wagons per train ($20 \times 86 = 1,720\text{t}$). Therefore assuming 20 wagons this results in a rail import of between 1,236 and 1,246t, assumed as 1,250t per train. Considerable further rail enhancement beyond that being considered by the project, such as rail underbridge replacement and track bed renewals, would be required to permit the full capacity of the wagons to be utilised, therefore the maximum wagon payload capacity of 77.9t will not be achieved. For the purposes of noise and vibration assessment the theoretical maximum capacity of the rail wagons has been used, i.e. 77.9t payload. While this cannot be achieved due to the condition of the rail infrastructure it represents a conservative worst case for the assessment. The 1,560t laden cargo weight referred in Associated British Ports (ABP) submission [AS-307] section 3.2.14 related to rail freight into the Port of Ipswich. This section of track is not under the same constraints as those detailed above and allows greater wagon payloads to be imported by rail.
	Response by Together Against Sizewell C at Deadline 3	The applicant's response suggests that two types of wagon are being considered for aggregate train use, namely types JNA and HOA. Please describe the method of unloading these wagons and the noise and dust effects of the chosen method of unloading. Please also indicate the typical time to unload 1,256 tons of aggregate from a train. Assuming that a loaded train is 1,720 tons including locomotive and wagons please state the distance required to bring a train to a stand from 25 mph in the following circumstances: • On a level track. • On a 2.5% falling gradient (1 in 400) • On a 5% falling gradient (1 in 200) • On a 10% falling gradient (1 in 100) • On a 15% falling gradient (1 in 67)

ExQ1	Question to:	Question:
		Assuming that the maximum length of a train is in the region of 339m how will the freight train timetable be constructed to minimise the time that the following level crossings are blocked by a train: 1. Jetty Avenue at Woodbridge when a down train is held at signal ES2011. 2. Ferry and Haywards crossings at Woodbridge when an up train is held at signal ES2004. 3. Chantry Road and Albion St crossings at Saxmundham when a down train is held at signal ES2033. As it seems that a proportion of the aggregates will come from Mendip quarries, what proportion of the route from the Mendips to Sizewell is electrified and what steps will be taken to minimise the use of diesel locomotives on these services? It would seem that the Applicant has decided not to proceed with a 5tpd option. In the two years of maximum activity what does this mean in additional HGV journeys to compensate for the loss of the fifth train?
	Response by Suffolk County Council at Deadline 3	SCC seeks confirmation whether weight restrictions on rail bridges have been considered.
	Response by SZC Co. at Deadline 5	These matters will be recorded in an updated Statement of Common Ground with Network Rail.
TT.1.8	The Applicant	Additional Marine Capacity - Permanent BLF Does the revised design reduce the number of AIL that will need to travel by road? If so set out the original and revised numbers of AIL by: (v) By road each year and in total; and (vi) By sea each year and in total.
	Response by SZC Co. at Deadline 2	Information with regards to AILs by marine and road is set out in the updated Construction Traffic Management Plan (CTMP) (Doc. Ref. 8.7(A)). There are two types of AILs: permanent equipment needed for the power station (referred to as permanent equipment AILs), and temporary equipment needed for the construction of the main development site such as excavators, cranes etc (referred to as temporary construction AILs).

ExQ1	Question to:	Question:
		The permanent BLF has been designed to accommodate the permanent equipment AILs. As set out in paragraph 3.3.25 of Volume 2, Chapter 3 of the ES [APP-184], it was estimated that annual campaign periods (approximately April to October) for a total of approximately 4 years would result in approximately 120 beach landings at the permanent BLF, with each barge accommodating an average of 1.5 permanent equipment AILs. The DCO design of the permanent BLF could therefore accommodate up to 180 permanent equipment AILs during the construction phase. At the time of the DCO submission, the engineering team were basing the permanent BLF design on a high-level estimate of the required permanent equipment AILs of 178. Since the DCO submission, further work has been undertaken to derive an accurate forecast of the permanent equipment AILs, which are now forecast to be 389. Therefore, the design of the permanent BLF was enhanced to accommodate the increased number of permanent equipment AILs. As set out in paragraph 2.2.64 of Volume 1, Chapter 2 of the ES Addendum [AS-181], it is estimated that annual campaign periods (approximately April to October) for a total of approximately 4 years would result in approximately 400 beach landings at the permanent BLF, with each barge accommodating an average of 1.5 permanent equipment AILs. The refined design of the permanent BLF has therefore been assessed to accommodate up to 600 AILs during the construction phase. With regards to the temporary construction AILs, as a worst case, these have all been assumed to be transported by road but SZC Co. will seek to utilise spare capacity within the enhanced permanent BLF to deliver some of the heavier / larger temporary construction AILs by sea aspects such as programme and weather allow. The total number of temporary construction AILs for the whole construction phase is unknown at this stage but the most accurate data available is from Hinkley Point C for the construction to date. A breakdown of estimated temporary construction AIL two-way movements to/from the main development site is provided in the updated CTMP (Doc. Ref. 8.7(A)) and shows that there is expected to be an average of circa 1,400 AIL two-way movements per annum to/from the main development site. The majority (77% on average) of the temporary construction AIL movements are 3.5m wide or less. Based on a construction period of 12 years and the Hinkley Point C data, there is estimated to be circa 16,800 temporary construction AIL movements (i.e. in or out of the main development site) over the construction phase.

ExQ1	Question to:	Question:
		In summary, the enhanced design of the permanent BLF could potentially reduce the number of AILs that will need to travel by road, if any spare capacity can be utilised for some of the largest/heaviest temporary construction AILs. However, for the purposes of providing a worst-case assessment of AIL movement by road within the CTMP (Doc Ref 8.7(A)), it has been assumed that only the permanent equipment AILs would be delivered via the permanent BLF and that all of the temporary construction AILs would be delivered by road.
	Response by Suffolk Constabulary at Deadline 3	The Applicant and Suffolk Constabulary have been in discussions regarding the quantum and frequency of AILs travelling to and from the SZC project. The Applicant has based its assessment on data derived from the Delivery Management Systems for HPC. Suffolk Constabulary has provided feedback on the apparent deficiencies in that data but has now reached an agreement about which data are reliable and which are not robust. The assessment of Suffolk Constabulary's resources required to manage those AIL movements and when those resources would be deployed is close to agreement between Suffolk Constabulary and the Applicant based on the HPC data, and reported by the Applicant as a worst case scenario, deliveries made to the BLF would reduce that demand. The Applicant does not state whether permanent AILS are expected to be delivered between October-April, when the BLF is stated to not be available or for periods between April and October when the BLF is not available due to unforeseen circumstances. While Suffolk Constabulary welcomes the BLF facility, no timeline has yet been given as to when the BLF will come online. If this is delayed, it is likely to require large AILs to be moved by road which will draw heavily on Suffolk Constabulary's resource modelling. The Applicant has not set out a process to agree the change of movement of the permanent AILs from the BLF to road. The Applicant is therefore cognisant that Suffolk Constabulary will derive its resources on that basis and that if the demand exceeds that requirement then standard resourcing protocols will be employed by Suffolk Constabulary, where AILs are managed on a business as-usual basis with other hauliers. The Applicant has not currently committed to funding additional resources for Suffolk Constabulary associated with AIL management and other Roads Policing duties. The use of averaged numbered for movements is helpful, in this case the HPC data shows such variation between years that the use of averages is not a reliable mechanism for Suffolk Constabulary's resource planning. The data for HPC indicates significant variances

ExQ1	Question to:	Question:
		in AIL movements and the Applicant has committed to seek to flatten the profile to allow better management and reduce the impacts on the network and resources. It has already been stressed to the Applicant, and clearly articulated through the Written Representation (REP2-168), that Suffolk Constabulary does not have baseline resources dedicated to the movement of AILs. It is imperative that the Applicant's figures regarding the likely movements of AILs are accurate and consider the tolerances that the SZC programme can absorb if there is an increase in AIL numbers, as the solution being proposed by Suffolk Constabulary to facilitate the movements of AILs for the build of SZC will be predicated on the Applicant's data. Further to the quantum of AILs predicted by the Applicant, its Freight Management strategy does not include AILs. Suffolk Constabulary has been informed by the Applicant that AILs will not be directed via the FMF. This will impact on Suffolk Constabulary's ability to conduct early compliance checks with SZC AILs prior to escorting those loads to the Main Development Site. The Applicant should set out how those compliance checks will be carried out by Suffolk Constabulary in a safe environment.
	Response by Suffolk County Council at Deadline 3	Additional information is provided on the potential number of AILs based on their widths; however, there is no quantification of the relative level of impact on the highway network of an AIL based on its width. It would be beneficial to have an understanding of the expected level of delay that an AIL might cause based on its width; this would help highlight relative impacts on the highway network. Table 3.2 within the [REP2-054] Construction Traffic Management Plan (CTMP) table 3.2 states that the first year of Hinkley Point construction had the peak number of AILs to date (2,055) compared to the average of 1,400 quoted in the response. While it is acknowledged the BLF is vital to remove AILs from roads it is also important to recognise the number of movements before the BLF open and the limited potential effect of the BLF.
	Response by SZC Co. at Deadline 5	SZC Co. agrees with Suffolk Constabulary that good progress has been made on the proposed management of AILs and required police resource. The proposed timing of the delivery of the permanent BLF is set out in the Implementation Plan [REP2-044]. The permanent AILs are scheduled to be delivered once the permanent BLF is operational and will be programmed to be delivered when the BLF is available for use (i.e. between April and October).

ExQ1	Question to:	Question:
		Through discussions with Suffolk Constabulary, it has been agreed in principle that SZC Co. will fund a dedicated AIL police escort resource for the Project, the details of which are in the process of being agreed. SZC Co. has committed to seek to smooth the profile of road based AIL deliveries where possible, which will be incorporated into the next draft of the Construction Traffic Management Plan (CTMP) [REP2-054]. It is understood and accepted by SZC Co. that Suffolk Constabulary would employ standard AIL resourcing protocols for any police escort AIL requirements beyond the daily dedicated police escort resource, in the same way as for any other non-Sizewell C AIL deliveries. AILs are not proposed to route via the freight management facility. Currently AILs requiring police escort along the A12 are met by the police at Orwell lorry park and this existing facility is proposed to be used for the Sizewell C AILs. However, the majority of the road based AILs are not expected to require police escort for the entire route from Orwell lorry park to the main development site. As such, SZC Co. is in the process of agreeing location or locations on the proposed HGV routes for the police to undertake AIL compliance checks and to meet the AILs for onward police escort to the main development site. This process will be included in the next draft of the CTMP [REP2-054]. SZC Co. has committed to adhere to Highways England's water preferred policy, which will be monitored both by Highways England as part of the statutory AIL notification process as well as the TRG monitoring process set out in the CTMP [REP2-054]. The water preferred policy seeks to remove the heaviest / largest AILs from the highway network in order to minimise the impact on the highway network. The majority of the road based AILs are smaller in size and, as such, would have less impact on the highway network. Both the Sizewell link road and two village bypass will bypass Farnham bend and B1122, which will also minimise the impact of AILs. The proposed management of AILs is set out in the CTMP [REP2-054] and further detail is to be provided in the next version based on discussions with stakeholders.
TT.1.9	The Applicant	Permanent BLF – Usage

ExQ1	Question to:	Question:
		Confirm whether, other than AIL, the permanent BLF will be used for other freight deliveries and if so, set out what quantity of freight is expected to be delivered via this facility each year and in total.
	Response by SZC Co. at Deadline 2	As set out in response to question TT.1.8 in this chapter there is potentially some spare capacity within the enhanced permanent BLF, which could be utilised to deliver some of the largest/heaviest temporary construction AILs by sea. However, for the purposes of providing a worst-case summary of AIL movements by road within the CTMP (Doc Ref 8.7(A)), it has been assumed that only the permanent equipment AILs would be delivered via the permanent BLF and that all of the temporary construction AILs would be delivered by road. Any spare capacity within the permanent BLF lends itself best to being utilised by temporary construction AILs as they would be able to be rolled on and off the BLF in a similar way to the permanent equipment AILs and therefore no additional infrastructure would be required. The permanent BLF is not proposed to be utilised for bulk material deliveries as it would require additional off-loading infrastructure to off-load material from the barges. This off-loading infrastructure would require additional space, which is not available, and in addition the infrastructure required would impinge on the ability to receive the AILs for which the permanent BLF is designed. The permanent BLF also has to be demobilised during the winter period making it unavailable to receive other materials in this period. Therefore, the temporary and permanent BLFs have been designed to separately accommodate bulk materials and AILs respectively.
	Response by Suffolk County Council at Deadline 3	The Applicant indicates that spare capacity for the permanent BLF could be used for Temporary AILs; further understanding is requested on the process that would take place here to ensure that all available capacity is used where reasonable to do so and how this is embedded into the project.
	Response by SZC Co. at Deadline 5	SZC Co. has produced a note for Deadline 5 on Materials Import and Modal Split (Doc Ref. 9.49) which addresses these issues in detail. For the reasons explained there, no greater commitment can be given to precise modal split between the three principal transport modes beyond the implications of the HGV limits which ensure that no more than 40% of materials are moved by HGV, although opportunities will be monitored and may arise for greater marine capacity. Notwithstanding this, SZC Co. has already

ExQ1	Question to:	Question:
		committed to adhere to Highways England's water preferred policy, which will be monitored both by Highways England as part of the statutory AIL notification process as well as the TRG monitoring process set out in the CTMP [REP2-054] .
TT.1.10	The Applicant	Temporary BLF – Total Capacity Paragraph 3.3.34 of Appendix 2.2B [AS-202] states that the temporary BLF will operate for approximately 8 years. In paragraph 3.3.35 it goes on to say that 1,275,000 tonnes per year could be achieved. On that basis set out the calculation to show the theoretical maximum marine freight capacity of the temporary BLF each year of operation and in total.
	Response by SZC Co. at Deadline 2	The DCO allows for the flexibility of the temporary BLF to meet the project requirements, with 8 years being the upper limit of the operational life of the temporary BLF. The operational period is limited by the construction and commissioning of the temporary BLF, currently resulting in the temporary BLF becoming available from 2025; then the need for the temporary BLF to be removed to allow the completion of the Permanent Sea Defence. The principal intent of the temporary BLF is to support the import of bulk fill materials during the earthworks period of the project which will predominantly occur during 2025 to 2027. The temporary BLF use is stated as up to 400 vessel deliveries during the April-October season and potentially up to 200 visits during the November - March season, as set out in Volume 1, Chapter 2 of the ES Addendum [AS-181], paragraph 2.2.75. Assuming 4,500t per vessel, limited due to draft and swell heights, there is a maximum theoretical annual capacity of 1.8Mt if every tide had suitable weather conditions (based on 400 vessel deliveries between April – October). However due to the variable nature of the weather, including the wind and visibility as well as the sea conditions for wave / swell heights, an allowance for down time due to unsuitable weather has been made resulting in the stated 1,275,000t annual import capacity. Further opportunity for marine imports outside of the nominal campaign window (November to March) would be likely to experience a much higher proportion of down time due to unsuitable weather and therefore has not been included in the assessment. Maximum Marine capacity:

ExQ1	Question to:	Question:
		Year 1: 0M t (temporary BLF not available) Year 2: 0M t (temporary BLF not available) Year 3: 0.90M t (temporary BLF available for majority of campaign season) Year 4: 1.275M t Year 5: 1.275M t Year 6: 1.275M t Year 7: 1.275M t Year 8: 1.275M t Year 9: 1.275M t Year 10: 1.275M t Year 11 onwards – temporary BLF removal to allow for Sea Defence TOTAL: 9.825M t It should also be noted that the demand profile for the import of bulk materials is heavily weighted towards the first 5 years of the project, therefore the above maximum imports in the later years of the project would not be achieved due to the material demands of the project being below the above capacity. For instance on completion of the earthworks phase of the project the requirement for bulk import reduces. Concrete aggregates would constitute the next largest volume of bulk material import demand, however as this material is required continuously alternative import means outside of the nominal marine campaign periods are required.
	Response by Suffolk County Council at Deadline 3	Further information is sought from the Applicant on the assumptions around the variable nature of the tide and what reasonable potential there is for this to affect the amount of material that could be imported by marine, and impacts on the highway network as a result.
	Response by SZC Co. at Deadline 5	During the marine season, April to October, there will be approximately 213 days of potential operation for the temporary BLF. On the basis of a 12.4 hr tidal cycle, 412 high tides (rounded to 400) will allow suitable depth of water for vessels to sail to and berth at the facility. Historic wave buoy data has been analysed to predict the proportion of time that the wave heights and swell will be too great to

ExQ1	Question to:	Question:
		allow the safe berthing and discharge of a vessel, a proportion of just over 10% has been used in the assessment. An additional 20% for downtime has been allowed to cover other disruptions to the marine import such as breakdowns, port and navigation issues and other unforeseen problems. The result is that an estimated 355 suitable tidal and weather windows will be available for marine import providing a theoretical import capacity per campaign of 1.275M t. The extent to which the capacity can be used or relied upon is explained in the Deadline 5 submitted document on Materials Import and Modal Split (Doc Ref. 9.49).
TT.1.11	The Applicant	Provision of Road Capacity – Heavy Goods Vehicle (HGV) Total Capacity Paragraph 3.2.8 [AS-280]. Using the assumption (HGV capacity = $1250/67.5 = 18.5$ tonnes) and understanding that no controls are proposed that limit the size of HGV's to those set out in paragraph 2.1.23 concerning potential HGV sizes, provide the following: (vii) The theoretical HGV capacity by year and in total using the original submitted limits set out in paragraph 1.2.4 and the Construction Traffic Management Plan (CTMP) [APP-608]; and (viii) The theoretical HGV capacity by year and in total using the suggested limits in paragraph 4.1.12.
	Response by SZC Co. at Deadline 2	Using the assumption of 18.5t payload per HGV: i) The theoretical HGV capacity per year, based on paragraph 1.2.4 of the Freight Management Strategy [AS-280] (i.e. Early years at 300 HGV deliveries per day and peak construction phase at 325 HGV deliveries per day (with busiest day at 500 HGV deliveries per day)) is as follows: - Year 1: 1.39M t (300 daily HGV deliveries) - Year 2: 1.41M t - Year 3: 1.52M t (325 daily HGV deliveries) - Year 4: 1.52M t - Year 5: 1.52M t - Year 6: 1.51M t

ExQ1	Question to:	Question:
		Year 7: 1.52M t Year 8: 1.52M t Year 9: 1.52M t Year 10: 1.52M t Year 11: 1.51M t Year 12: 1.51M t TOTAL: 17.95M t ii) The theoretical HGV capacity per year, based on paragraph 4.1.12 of the Freight Management Strategy [AS-280] (i.e. Early years at 300 HGV deliveries per day and peak construction phase at 250 HGV deliveries per day (with busiest day at 350 HGV deliveries per day)) is as follows: Year 1: 1.39M t (300 HGV daily deliveries) Year 2: 1.41M t Year 3: 1.17M t (250 HGV daily deliveries) Year 4: 1.17M t Year 5: 1.17M t Year 6: 1.16M t Year 7: 1.17M t Year 8: 1.17M t Year 9: 1.17M t Year 10: 1.17M t Year 11: 1.16M t Year 12: 1.16M t TOTAL: 14.46M t However, the above does not represent the true annual import capacity or profile. The HGV payload derived in Paragraph 3.2.8 of the Freight Management Strategy [AS-280]

ExQ1	Question to:	Question:
		compares the import by train to an equivalent number of HGVs with an assumed payload capacity of 18.5t. As rail is solely used to import bulk aggregate this assessment related to a typical HGV for aggregates. Larger HGVs for bulk materials / aggregates are available and SZC Co. has revised the HGV profile, as shown in Plate 4.2 of the Freight Management Strategy [AS-280] to take into consideration payloads of 27t for aggregate deliveries rather than the original 18.5t. The actual payload capacity of HGVs varies considerably depending on the type of material being transported. The daily HGVs arriving to site will constitute a mixed fleet ranging from 3.5t vans and flat beds (classified as HGVs in the CTMP (Doc Ref 8.7(A)) up to low loaders and 28t tankers. Therefore, the above assessments using an 18.5t per HGV payload will not reflect the actual HGV import of the project. In the 'Early Years' (Years 1 and 2) there will be a bias towards bulk materials when the rail and marine import infrastructure are available. Following this, as bulk materials will predominantly be imported by rail or marine the typical payload of the HGVs will drop. This has been taken into account in the HGV profile at Plate 4.2 of the Freight Management Strategy [AS-280].
	Response by Suffolk County Council at Deadline 3	It is important to note that the total materials included in the Early Years do not include the figures associated with the associated development sites. The LHA notes that the theoretical HGV capacity available with daily HGV deliveries within both the early years and peak year caps will still provide enough transport to carry 12.1 million tonnes of materials necessary for the project. Thus the authority seeks greater controls on HGV movements as detailed in our Local Impact Report (LIR) report [REP1-045]. Also there appears to be a mistake in the statement 'In the 'Early Years' (Years 1 and 2) there will be a bias towards bulk materials when the rail and marine import infrastructure are available. Following this, as bulk materials will predominantly be imported by rail or marine the typical payload of the HGVs will drop. This has been taken into account in the HGV profile at Plate 4.2 of the Freight Management Strategy [AS-280]' as the marine and rail options will not be available in the early years.
	Response by SZC Co. at Deadline 5	While the theoretical capacity of 14.46Mt by road would appear sufficient to deliver the 12.1M t of material requirement it must be understood that this would only be achieved by consistently using the maximum HGV movements everyday

ExQ1	Question to:	Question:
		throughout the project. The material demands are not evenly distributed over the project duration and therefore the assumption that the road import could solely meet the demands of the project is incorrect. The bulk materials demand is heavily focused in the first 5 years with high quantities of backfill import in years 3 and 4 and concrete production commencing and overlapping in years 4 and 5. The road capacity would not be sufficient to import the quantities required over this period and the project. Additionally, the basis of the calculation and the assumption that every HGV has a capacity of 18.5t risks exaggerating the capacity by road. As SZC Co. has explained, the HGV classification covers all vehicles down to 3.5t GVW. In additional there are other HGV movements which are not associated with the import of construction material which will be required during the project lifecycle. The delivery of construction plant and equipment which is transported by road is excluded from the 12.1M t demand. The materials for the associated developments that do not route along the B1122 are not included in the HGV profile as these deliveries do not enter the main development site or travel along the B1122 through the villages of Theberton and Middleton Moor and instead are distributed along the A12 corridor. The HGV deliveries for these elements of the work have been assessed and modelled separately. The statement requiring an Early Year bias should have read 'In the 'Early Years' (Years 1 and 2) there will be a bias towards bulk materials import by rail following the infrastructure becoming available. Following this, bulk materials will predominantly be imported by rail, and later by marine, the typical payload of the HGVs will drop as the typical HGV moves from bulk material import to other smaller consumable type materials. This has been taken into account in the HGV profile at Plate 4.2 of the Freight Management Strategy [AS-280].

ExQ1	Question to:	Question:
		Further information is provided, including a breakdown of HGV movements by size in the Deadline 5 document on Materials Import and Modal Split (Doc Ref. 9.49).
TT.1.12	The Applicant	Change to Percentage of Freight by Road Paragraph 2.1.15 [AS-280] reduces the freight by road to an anticipated 40%. Using the methodology in the above question how many HGV's does 40% by road equate to and how would that number be distributed over the construction period?
	Response by SZC Co. at Deadline 2	Table 2.1 of the Freight Management Strategy [AS-280] provides an indicative total material import of 12.1Mt. Using the anticipated 40% by road results in an expected tonnage of 4.84Mt by road. With the assumption of 18.5t per HGV this would equate to 261,620 HGVs. However, these would not be distributed evenly across the construction period and the actual payload will vary considerably from 3.5t to 28t depending on the material. The HGV movement histogram shown in Plate 4.2 of the Freight Management Strategy [AS-280] illustrates the forecast profile of HGVs over the construction phase based on 4 trains per day and the provision of the temporary BLF.
	Response by Suffolk County Council at Deadline 3	The Applicant helpfully provides an estimate of total HGVs within their response of approximately 260,000 HGVs (520,000 movements). In reviewing the Hinkley Point C (HPC) Transport Review Group's reporting, SCC estimates that as of January 2021 there had been in the order of 170,000 HGVs (340,000 movements). It may be that additional information is available from HPC that would inform the likely level of materials and associated levels of HGV movements.
	Response by SZC Co. at Deadline 5	Data from Hinkley Point C is a useful reference as it allows a basis for comparison against the Sizewell C proposed strategy however the two projects have very different enabling works requirements and materials import facilities. The ability to import by rail directly onto the project site in addition to marine also allows a greater proportion of material to be diverted off the road and therefore a direct comparison with Hinkley Point C would not be accurate. The document on Materials Import and Modal Split submitted at Deadline 5 (Doc Ref. 9.49) provides further detail on the HGV profile over the construction stage.

ExQ1	Question to:	Question:			
TT.1.14	The Applicant	HGV - Associated Development Sites Table 2.1 [AS-280] shows the total expected import of materials for what is said to be the Sizewell C Project. From reading of the Materials Management Strategy [AS-202] it is assumed that this includes the materials required for the Associated Development Sites. Confirm the following: (ix) Do the figures in Table 2.1 include all the Associated Development site material requirements; and (x) Provide a breakdown of the quantities of materials for the main development site (xi) and for each of the associated development sites			
	Response by SZC Co. at Deadline 2	(i) and (ii) The bulk material quantities in Table 2.1 [AS-280] are for the main development site and do not include associated development materials. (iii) The anticipated materials quantities for the associated development sites at the time of assessment are contained within: - Northern Park and Ride – Table 2.3 [APP-350] - Southern Park and Ride – Table 2.3 [APP-380] - Freight Management Facility – Table 2.3 [APP-511] - Two Village Bypass – Table 2.2 [APP-411] - Sizewell Link Road - Table 2.2 [APP-446] - Yoxford Roundabout – Table 2.2 [APP-480] - Other highway improvements – Table 2.3 [APP-480] Rail – Table 2.1 [APP-541]			
	Response by Suffolk County Council at Deadline 3	SCC questions if the material quantities for the associated development are complete. The data given in Sizewell Link Road Table 2,2 [App-446] gives a total of 16,422 movements (below - assuming 18.5 tonne payloads) compared to a total of 24,869 HGV movements in TT.1.15. This may be due to movements related to earthworks. The applicant is asked to confirm this and also that if correct these movements have been included in the transport modelling. <table><tr><td>Material</td><td>Tonnes</td></tr><tr><td>Concrete</td><td>1200</td></tr></table>	Material	Tonnes	Concrete
Material	Tonnes				
Concrete	1200				

ExQ1	Question to:	Question:
		Bitumen 80000 Aggregate 70000 Steel 600 Other 100 Total 151900 No. of HGVs (18.5t): 16422
	Response by SZC Co. at Deadline 5	As noted in TT.1.11 the assumption of a typical HGV capacity of 18.5t if used as an average may underestimate the number of HGV movements. For instance, concrete will be delivered in 6 cubic meter / 14t wagons, whilst other materials will be delivered in 'HGV' vehicles as small as 3.5t. The document on Materials and Modal Split (Doc Ref. 9.49) shows the likely breakdown.
TT.1.15	The Applicant	HGV Associated Development Sites The limits set out in the CTMP [APP-608] refer to HGV movements to the main development site. Provide: (xii) The number of HGV movements by year to the associated development sites; and (xiii) The yearly and total quantity of materials transported by HGV for the associated developments sites.
	Response by SZC Co. at Deadline 2	(i) HGV forecasts for the off-site associated development schemes have been produced. These forecast annual movements for the schemes as noted below: - Northern park and ride facility: - Year 1 – 3,068 movements (1,534 deliveries) - Year 2 – 178 movements (89 deliveries) - Southern park and ride facility: - Year 1 – 3,040 movements (1,520 deliveries) - Year 2 – 460 movements (230 deliveries) - Freight management facility:

ExQ1	Question to:	Question:															
		- Year 1 - 3,262 movements (1,631 deliveries) - Year 2 – 192 movements (96 deliveries) • Two Village Bypass, TVBP: - Year 1 – 3,680 movements (1,840 deliveries) - Year 2 – 5,538 movements (2,768 deliveries) • Sizewell link road: - Year 1 – 5,350 movements (2,675 deliveries) - Year 2 – 19,519 movements (9,760 deliveries) • A12/B1122 Yoxford roundabout: - Year 1 – 1,548 movements (774 deliveries) The anticipated material quantities for these schemes are summarised in TT.1.14.															
	Response by Suffolk County Council at Deadline 3	The Applicant sets out the forecast annual HGV movements associated with the AD sites; these are also set out at paragraph 3.3.6 of (REP2-054) the Construction Traffic Management Plan (CTMP). A comparison between TT.1.15 and the CTMP has been undertaken below: <table><tr><th>AD Site</th><th>CTMP Daily Average HGV movements</th><th>TT.1.15 Peak Year movements</th><th>TT.1.15 Average Daily Movements (based on 313 days)</th><th>TT.1.15 Average Daily Movements (based on 261 days)</th></tr><tr><td>Two Village Bypass</td><td>120</td><td>5,538</td><td>18</td><td>21</td></tr><tr><td>Sizewell Link Road</td><td>200</td><td>19,519</td><td>62</td><td>75</td></tr></table>	AD Site	CTMP Daily Average HGV movements	TT.1.15 Peak Year movements	TT.1.15 Average Daily Movements (based on 313 days)	TT.1.15 Average Daily Movements (based on 261 days)	Two Village Bypass	120	5,538	18	21	Sizewell Link Road	200	19,519	62	75
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ExQ1	Question to:	Question:																				
		<table><tr><td>A12 / B1122 roundabout</td><td>20</td><td>1,548</td><td>5</td><td>6</td></tr><tr><td>Northern Park and Ride</td><td>42</td><td>3,068</td><td>10</td><td>12</td></tr><tr><td>Southern Park and Ride</td><td>42</td><td>3,040</td><td>10</td><td>12</td></tr><tr><td>FMF</td><td>42</td><td>3,262</td><td>10</td><td>13</td></tr></table>	A12 / B1122 roundabout	20	1,548	5	6	Northern Park and Ride	42	3,068	10	12	Southern Park and Ride	42	3,040	10	12	FMF	42	3,262	10	13
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		FMF	42	3,262	10	13																
It would be useful if the Applicant could explain the difference between the figures in each document, and on that basis whether the figures within the CTMP should be amended.																						
Response by SZC Co. at Deadline 5	As noted in TT.1.11 the distribution of materials over the construction of a project is not linear and therefore an assessment of average movement requirements over the total construction period cannot be undertaken. The early earthworks phase and latter surfacing phase of the highway schemes demand much greater HGV imports than outside of these periods. During these discrete operations the daily HGV movements will be aligned with the figure stated in the CTMP.																					
TT.1.16	The Applicant	Minimum HGV Numbers Plate 4.2 [AS-280] Provide the input numbers for this graph in a table and include any missing months at either end of the construction period.																				
	Response by SZC Co. at Deadline 2	An updated histogram showing the forecast 'Minimum HGV numbers over the construction period', has been produced based on the latest project detail and programme information as well as the proposed freight strategy of 4 trains per day and the temporary BLF. This replaces the previous profile shown in Plate 4.2 [AS-280]. As with Plate 4.2 [AS-280]																				

ExQ1	Question to:	Question:
		the updated histogram includes all HGV movements for construction within the main development site, including: site establishment and enabling works within the main construction area, temporary construction area and LEEIE, Sizewell B relocated facilities, green rail route and rail sidings, accommodation campus, site accesses / adoptable highways works and the main permanent works construction. This update aligns with the project years and indicative construction schedule commencing in Year 1. It has been developed from the various resource loaded programmes, with input and learning for similar elements of work at Hinkley Point C during the construction phase, up until the end of Year 6. Due to the programme maturity, the forecast beyond Year 6 is indicative based on the evolving Sizewell C design and programme, with forecasting from Hinkley Point C. This is a gross, un-mitigated forecast which indicates several discrete periods where the HGV limits would be breached. However these periods will be controlled in accordance with the CTMP (Doc Ref 8.7(A)) and the peaks eased to stay within the daily HGV limits. The delivery management system secured via the CTMP (Doc Ref 8.7(A)) will allocate a set number of daily delivery slots which are aligned with the HGV limits. Therefore any forecast periods which exceed the HGV limits will not be permitted and will be levelled to fill the residual movement capacity either side of the peaks. The updated Plate 4.2 [AS-280] is provided within Appendix 24A of the written responses.
	Response by Suffolk County Council at Deadline 3	The Applicant has helpfully provided additional information on the 'minimum HGV numbers over the construction period'. SCC has presented this information in the Graph below. As the Applicant notes, these figures are based on an unmitigated assessment and so in reality the figures will be managed by the CTMP to address those occasions where breaches of the caps are forecast (which are indicated in the graph). SCC considers the following points of particular note when reviewing the data: • The Early Years will in general see the peakier profile and worst HGV traffic (especially when considering that the HGV movements associated with the associated development sites are not shown). This is especially pertinent as whilst the Associated Development HGVs will be monitored, they do not have any caps proposed by the Applicant. • That for a significant period of the build the 'minimum number of HGV movements' sits just under the 'typical day' 500 movements profile meaning that there is a

ExQ1	Question to:	Question:																																																
		reasonable likelihood that the impacts would exceed the 'typical day' for extended periods of time unless proper mechanisms of control are put in place. As an example, if you look at each year in isolation you see the following average numbers: <table><tr><th>Year</th><th>Maximum</th><th>Minimum</th><th>Mean</th></tr><tr><td>1</td><td>836</td><td>76</td><td>461</td></tr><tr><td>2</td><td>690</td><td>114</td><td>375</td></tr><tr><td>3</td><td>600</td><td>372</td><td>485</td></tr><tr><td>4</td><td>664</td><td>370</td><td>520</td></tr><tr><td>5</td><td>666</td><td>456</td><td>515</td></tr><tr><td>6</td><td>550</td><td>432</td><td>475</td></tr><tr><td>7</td><td>504</td><td>418</td><td>450</td></tr><tr><td>8</td><td>558</td><td>450</td><td>488</td></tr><tr><td>9</td><td>476</td><td>418</td><td>453</td></tr><tr><td>10</td><td>460</td><td>380</td><td>418</td></tr><tr><td>11</td><td>368</td><td>116</td><td>252</td></tr></table> These would indicate that the 'typical day' would be consistently breached for both Year 4 and Year 5. The typical day may be being weighted by the last few years of the project which sees a tailing-off of the required number of HGV movements.	Year	Maximum	Minimum	Mean	1	836	76	461	2	690	114	375	3	600	372	485	4	664	370	520	5	666	456	515	6	550	432	475	7	504	418	450	8	558	450	488	9	476	418	453	10	460	380	418	11	368	116	252
Year	Maximum	Minimum	Mean																																															
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5	666	456	515																																															
6	550	432	475																																															
7	504	418	450																																															
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ExQ1	Question to:	Question:
		A need for quarterly caps, as well as peak hour caps, and caps on each HGV route is set out in the LIR [REP1-044], as well as in SCC's D3 submission "Comments on any additional information/submissions received by D2".
	Response by SZC Co. at Deadline 5	The HGV profile is for the preferred freight management strategy and therefore reference to 'minimum HGV numbers over the construction period' is only reference to the fact that the integrated freight strategy would result in more HGVs. However, SZC Co. is confident that the preferred freight strategy is deliverable and this is the basis of the proposed HGV limits. Therefore, the HGV profile sets out the forecast HGV movements and not the minimum number of HGVs for the preferred freight strategy. The early years HGV daily limit of 600 two-way HGV movements/day includes all Sizewell C HGVs that route along the B1122 through Middleton Moor and Theberton and therefore HGV movements associated with the construction at the main development site (including LEEIE), the green rail route, improvements to Lover's Lane, Sizewell link road and the

ExQ1	Question to:	Question:
		consented relocated Sizewell B facilities are all included within the 600 daily HGV limit for the early years. It is proposed to have a daily HGV cap of 600 two-way HGV movements on the B1122 in the early years (prior to the delivery of the Sizewell link road and two village bypass) and thereafter for the remainder of the construction phase have a daily HGV cap of 700 two-way HGV movements at the main development site. The material presented in the HGV histogram shows the project estimate of material requirements. It shows how the work will need to be managed to ensure HGV numbers stay within the daily HGV caps of 600 and 700 two-way HGV movements respectively. It would be wrong to conclude that the caps would be breached; they are fully enforceable. Further information on quarterly average caps is set out in the Written Submission for ISH2 (Doc Ref. 9.49).
TT.1.18	The Applicant	Freight Management Facility – Control of HGV Flows Table 7.4 of the TA [AS-017], shows the arrival and departure pattern of HGVs at the Main Development Site. The FMF is intended to be in part used to regulate the flow of HGVs to the Main Development Site. Is it intended that HGVs would leave the FMF in convoys or individually?
	Response by SZC Co. at Deadline 2	HGVs will be released from the freight management facility individually rather than in convoy.
	Response by Suffolk Constabulary at Deadline 3	At 570 HGVs arrivals per day at peak and a peak of 71 HGVs in the busiest hour, this is approximately 1 lorry one-two minutes for much of the day, a near constant flow of vehicles leaving the FMF and arriving at the Main Development Site. Whilst this is a matter associated with network capacity and operations for Suffolk County Council (SCC) to consider, Suffolk Constabulary is concerned that poor management at the main site gate line could cause network safety problems. The Applicant has been asked to respond to how this will be mitigated simply through the Delivery Management System and to assure Suffolk Constabulary that safety will not be impeded. For example, will the Main Development Site gate be free flow or will final checks be carried out? Will the Applicant guarantee that there will not be queuing back onto B1122?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	One of the primary roles of the DMS and FMF is to manage the arrival profile of HGVs at the main development site to ensure that there will not be queuing back onto the B1122. Sufficient HGV stacking capacity is also provided at the main development site access road and within the plaza itself in order to ensure that this will not occur.
TT.1.21	The Applicant	Freight Modal Shares - Revised Freight Management Targets Provide: (xiv) Explanation of how the revised modal targets for freight management and HGV numbers will be secured within the DCO; (xv) A revised CTMP to reflect the updated Freight Management Strategy?
	Response by SZC Co. at Deadline 2	(i) Meaningful and effective assurance is best secured through limits on HGV movements. It is the movement of HGVs (rather than the modal split) which is of particular concern to the highway authority and to many local communities. HGV limits are measurable and enforceable. It would be more complex to provide for modal shares for rail and marine transport. Contracts for materials will be procured on a long term basis with suppliers in order to achieve best price and quality assurance but also so that suppliers can invest in the necessary infrastructure. Provisions for securing HGV limits are explained in response to question TT.1.22 of this chapter. (ii) An updated CTMP (Doc. Ref. 8.7(A)) has been provided.
	Response by Suffolk County Council at Deadline 3	The Applicant sets out that 'meaningful and effective assurance is best secured through limits on HGV movements' rather than imposing controls on modal share. This is considered reasonable in the context of controlling the impact on the highway network, but potentially may not be seen to be in the context of promoting sustainable development. SCC also considers that this should be seen in the context of the need for caps for the typical day, as the potential would exist for the Applicant to bring in additional materials by road and still be 'under the peak cap' meaning that they fail to achieve the modal split proportions indicated, whilst an average cap is likely to better achieve compliance and a more sustainable build by limiting this potential, as indicated in the LIR [REP1-044]. It is also worth noting that there are no controls proposed on the routing of HGV movements with regards to the 15/85 split between north and south on the A12; on that

ExQ1	Question to:	Question:
		basis the potential exists for significant unassessed impacts, particularly to the north where HGV numbers could easily exceed the 15% assessed. On this basis controls on each route to/from the site should be included within the CTMP [REP2-054].
	Response by SZC Co. at Deadline 5	The HGV limits have been set taking account of the scale and nature of the construction materials. It is inherent in this that sustainable modes will be used for c. 60% of construction materials. Further consideration of HGV caps is provided in the Written Submission for ISH2 (Doc Ref. 9.49).
TT.1.22	The Applicant	Freight Management Strategy [AS-280] Paragraph 4.1.12 sets out the potential to reduce daily HGV movements during construction and Paragraph 5.1.4 sets out the potential to reduce freight transport by road to 40% of the total. Paragraph 5.1.5 states "The relative balance to be struck between transport modes can now be examined and, through this revised approach to its FMS, SZC Co. has provided the environmental, transport and practical information necessary to enable any necessary controls to be put in place to regulate the use of the proposed transport infrastructure to ensure that an appropriate balance is struck in the public interest." Explain: (xvi) What controls are suggested to ensure target HGV numbers and sizes are limited to those assessed in the application; (xvii) The monitoring process to ensure compliance; (xviii) Remedial actions should HGV numbers exceed any limits set; and (xix) How such controls, monitoring and remedial actions will be secured within the DCO.
	Response by SZC Co. at Deadline 2	Provisions are proposed in Schedule 9 of the Deed of Obligation (Doc. Ref. 8.17(C)) to ensure the bringing forward of the associated development – including new roads, road improvements, the freight management facility, rail and marine infrastructure – in a timely manner. Collectively these elements of associated development represent a comprehensive package of measures designed to facilitate and mitigate the impact of the operation of each principal mode of freight transport. A greater marine capacity through the construction of a full scale jetty has been examined but ruled out on environmental

ExQ1	Question to:	Question:
		grounds, whilst more rail capacity is not achievable without a scale of intervention that is not practical or deliverable. The application provides the tools to enable the policies of the NPS to be met – particularly paragraph 5.13.10 of EN-1 which prefers water-borne or rail transport where cost effective. Against this background: (i) The updated Construction Traffic Management Plan (CTMP) (Doc. Ref. 8.7(A)) contains limits on HGV movements and details of monitoring and reporting via a traffic monitoring report submitted to the Transport Review Group (TRG) quarterly or more frequently to monitor and ensure compliance with the terms of the CTMP. Monitoring provisions are explained in the updated CTMP (Doc. Ref. 8.7(A)), including the control inherent in the role of the freight management facility as a reporting, waiting and despatch site and the comprehensive nature of the delivery management system (DMS). The DMS is a virtual freight booking and tracking system, which will be used to monitor compliance with the CTMP (Doc. Ref. 8.7(A)). The DMS would enable compliance to be monitored with the HGV limits and timing limits as well as the tracking of HGV movements via GPS to/from the main development site to ensure compliance with the HGV routes. (ii) See above. (iii) The CTMP (Doc. Ref. 8.7(A)) makes clear the ability of the TRG to require corrective actions to ensure HGV numbers stay within the defined limits. Other measures available include a transport contingency fund which the TRG can direct be drawn down in the event that mitigation is required to address significant adverse transport impacts that were not mitigated through the DCO. The CTMP (Doc. Ref. 8.7(A)) is secured through the Deed of Obligation (Doc. Ref. 8.17(C)). Schedule 16 requires SZC Co. to implement the CTMP (Doc. Ref. 8.7(A)), which is annexed to the Deed of Obligation. Schedule 16 further requires SZC Co. to propose any necessary revisions to the CTMP for approval by the TRG if circumstances require.
	Response by Suffolk County Council at Deadline 3	SCC considers that the controls proposed are insufficient, as detailed below in our response to the CTMP in our D3 submission "Comments on any additional information/submissions received by D2".

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	SZC Co. has explained the operation of the CTMP at ISH1 and ISH2 and in the subsequent Written Notes (Doc Ref. 9.42 and 9.43). An updated CTMP taking account of comments received will be provided at Deadline 6.
TT.1.23	The Applicant, SCC	Construction Traffic Management Plan (CTMP) [APP-608], Traffic Incident Management Plan (TIMP) [APP-607], Construction Worker Travel Plan (CWTP)[APP-609] – Transport Review Group The Transport Review Group membership, structure, roles and responsibilities is explained in the CTMP, the CWTP and the TIMP. The group consists of six members three appointed by SZC and three from other stakeholders. Notwithstanding information in the draft Section 106 [PDB-004], explain how the decisions will be made in this group if there is not a majority vote?
	Response by SZC Co. for Deadline 2	The experience at Hinkley Point C (which has an identical Transport Review Group (TRG) structure in the Section 106 agreement) has been positive. The TRG works collaboratively in order to ensure the efficient construction of the project and the effective mitigation of effects. The parties have common objectives and voting is not necessary. At Sizewell C the engagement over transport issues has been close and constructive and a similar approach to the TRG is anticipated. However, in the event that disputes arise which cannot be resolved within the TRG, the Deed of Obligation (Doc. Ref. 8.17(C)) contains clear provisions for governance. Schedule 16 (Transport) provides for disputes to be escalated to the Delivery Steering Group – which is a comparable structure to the governance provisions at Hinkley Point C. To date no issues have arisen at Hinkley Point C which could not be resolved within the governance structure. However, in the event of continuing unresolved disagreement, the dispute resolution provisions set out in section 8 of the Deed of Obligation could also be called upon.
	Response by East Suffolk Council at Deadline 2	ESC is proposed as one of the attendees from other stakeholders and we highlight that Highways England as one of the 'other stakeholders' may abstain from votes on roads that do not fall to their control creating an imbalance in the group. ESC suggests that SCC as local highway authority has greater representation on the group to avoid imbalance.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 2	The Transport Review Group can in cases of dispute refer these to the Delivery Steering Group for resolution ([PDB-004] Schedule 17) and ultimately Clause 6 of the Deed within the s106 [PDB-004] enables resolution of disputes for example if no majority decision is reached by the TRG members. SCC notes that this process takes time (as yet not defined within the s106) reducing the responsiveness of the group and that Highways England are not party to the s106. While it is accepted that the group would aim to reach consensus in its decision making, and while the arbitration route is seen as appropriate to resolve disputes, SCC proposes for Suffolk County Council (as the local Highway Authority) to chair the group, and that the Chair would have the casting vote. Further work is required to detail procedures and terms of reference to give clarity to the decision-making process to avoid ambiguity that could lead to split or bipartisan decisions. The key will be the independence of the Transport Co-ordinator from the Applicant's delivery team. While appointed by the Applicant, there is no requirement for the postholder to be an employee ([APP-608] section 2.3.1). SCC also proposes a proxy voting arrangement in the group's constitutional arrangements, so that if one of the "other stakeholders" (not appointed by the Applicant) referred to in the question above does not attend a meeting, one of the attendees can vote as a proxy.
	Response by SZC Co. at Deadline 3	Chapter 2 of the Construction Traffic Management Plan (CTMP) [REP2-054], Construction Worker Travel Plan (CWTP) [REP2-055] provides more information on the governance, terms of reference and procedures proposed for the Transport Review Group (TRG). Responding to SCC's points above: 1) Paragraphs 2.3.5 of the CTMP [REP2-054] and CWTP) [REP2-055] allow SCC, ESC and Highways England to nominate an alternative representative (proxy) from their authority if they are unable to attend. 2) Paragraphs 2.4.3 of the CTMP [REP2-054] and CWTP) [REP2-055] state that the Transport Coordinator could either be an employee of SZC Co. or an independent consultant but notes that they would need to be independent of the Sizewell C delivery team. 3) The administration and decision-making of the TRG is established within Section 3.2 of Schedule 16 to the draft Deed of Obligation (Doc Ref. 8.17(D)). It proposes

ExQ1	Question to:	Question:
		that SCC would chair the TRG as proposed by SCC in their Deadline 2 response, but SCC would not have a casting vote. This follows the approach at Hinkley Point C which the Applicant considers has worked well. Please also see SZC Co.'s response to SA.1.59. 4) Should it be required to resolve a situation where no majority can be reached through TRG voting, a dispute resolution procedure will be in place. The dispute resolution procedures are set out in clause 8 of the draft Deed of Obligation (Doc Ref. 8.17(D)), as described in SZC Co.'s response to this question at Deadline 2. The dispute resolution process will be time constrained, but acknowledge that timescales are not included in the draft Deed of Obligation (Doc Ref. 8.17(D)).
	Response by Suffolk Constabulary at Deadline 3	i. Suffolk Constabulary wishes to be included within the constitution of the Transport Review Group (TRG) to allow fuller and more succinct review and management of Roads Policing aspects of the SZC project. This could include the detailed planning of temporary roads interventions. ii. Suffolk Constabulary wishes to be included within the constitution of the TRG to allow fuller and more succinct review and management of Roads Policing aspects of the SZC project. This could include the detailed planning of temporary roads interventions.
	Response by SZC Co. at Deadline 5	SZC Co. has explained the operation of the CTMP at ISH1 and ISH2 and in the subsequent Written Notes (Doc Ref. 9.42 and 9.43). An updated CTMP taking account of comments received will be provided at Deadline 6. Refer to the Written Submission for ISH 3 (Doc Ref 9.50) for SZC Co. position on the TRG. SZC Co. does not propose to amend the constitution of the TRG to give voting rights to the Suffolk Constabulary. The role of the Police is hugely valued and the Police have a central role to play in the Community Safety Working Group, which will be attended by the Transport Coordinator. SZC Co. is also working with the Police to agree a protocol to address arrangements for joint working and resourcing. It will be a matter for the TRG but SZC Co. would expect that the attendance of the Police would be very welcome at meetings of the TRG where there is no question that its advice on a range of issues would be accorded considerable weight.

ExQ1	Question to:	Question:
		However, the TRG has a wide ranging role, covering the remit of the highway authorities. The TRG is proposed with a deliberately balanced structure and works successfully in that way at Hinkley, where the Police feed into issues but are not full members of the TRG. There is no evidence that approach has created practical difficulties for the Police or other parties.
TT.1.25	The Applicant, SCC	Traffic Management Monitoring System (TMMS)/ Delivery Management System (DMS). Could the TMMS/ DMS be coordinated and developed to actively manage the following? (i) HGV movements to associated development sites; (ii) HGV movement to avoid sensitive periods in areas where impact might be high, e.g. schools, etc.; (iii) Light Goods Vehicle (LGV) movements and routes; (iv) Bus movements and routes; (v) Route monitoring to ensure that HGV numbers did not exceed those modelled on specific routes; and (vi) Currently the earliest and latest timings of freight movement to/ from the main site will be 07.00 and 23.00, however depending on origins and destinations HGV movements could be on the adjacent highway network for longer periods. In addition to on site monitoring of HGV timings, can HGV movements be managed so as to avoid much earlier and later disruption in sensitive areas?
	Response by SZC Co. at Deadline 2	The updated CTMP (Doc. Ref. 8.7(A)) provides details of the vehicle movements that will be managed and monitored via the DMS. (i) HGV movements to/from the associated development sites during their construction will be booked into the DMS and actively managed. A comparison of the actual movements with the assessed HGVs for the construction of the associated development sites will be included in the transport monitoring report provided to the Transport Review Group (TRG) for review. (ii) There are no schools on the proposed HGV routes during the early years or peak construction phase. HGV movements to/from the main development site are

ExQ1	Question to:	Question:
		limited in terms of their arrival and departure at the start and end of the day in accordance with the assessment and adherence to the time limits will be actively managed through the DMS and reported to the TRG. (iii) LGV movements: LGV movements to/from the main development site will be booked into the DMS and actively managed. A comparison of the actual LGV movements with the assessed LGVs to/from the main development site will be included in the transport monitoring report provided to the Transport Review Group (TRG) for review. The Consolidated Transport Assessment (Doc Ref. 8.5(B)) includes evidence from Hinkley Point C to demonstrate that the level of LGV movements assessed to and from the main development site is robust. LGV routes: LGVs are not proposed to be tracked on their route to/from the main development site. The LGVs have been assigned to the highway network within the VISUM strategic model based on the observed distribution of LGVs in Suffolk. LGVs have route choice within the VISUM strategic model and therefore their impact has been assessed and mitigated. The number of LGVs to/from the main development site will be monitored to ensure it is within the assessed level of LGV movements. (iv) Buses will be routed on fixed routes in accordance with a timetable. The assessment of bus routes within the Consolidated Transport Assessment (Doc Ref. 8.5(B)) is based on the workforce profile and the distribution of workers based on the gravity model and provides a reasonable basis from which to assess the transport effects of the bus service. The bus strategy has been assessed for two points in time during the construction phase – the early years and the peak construction phase. In practice, the bus service will be aligned to the actual number of workers at any one time working on the Sizewell C project and the location of those workers. SZC Co. is committed to achieving the mode share targets in the Construction Worker Travel Plan (CWTP) (Doc Ref 8.8(A)) and to fund a bus service that meets the targets. Therefore, it is proposed to monitor compliance with the mode share targets rather than the number of buses provided. (v) The DMS will enable monitoring data to be provided to the TRG with regards to the number of HGVs on the HGV routes. (vi) The traffic modelling included in the Consolidated Transport Assessment (Doc Ref 8.5(B)) and the assessment of the environmental effects of Sizewell C traffic on the highway network in terms of transport, air quality and noise included in the

ExQ1	Question to:	Question:
		Environmental Statement Addendum [AS-181 to AS-189] take account of the proposed arrival and departure times of HGV movements to/from the main development site and the effect on the surrounding highway network and receptors of the vehicles travelling on the wider highway network to/from the main development site during the hours before and after the time limits at the main development site. The delivery management system will provide delivery slots based on the proposed HGV movement and timing limits to ensure compliance with the controls set out in the CTMP (Doc Ref 8.7(B)).
	Response by Suffolk County Council at Deadline 2	To ensure that vehicle movements do not exceed those assessed within the environmental statement: I) The Delivery Management System shall be used to record the total HGV movements entering and exiting each Associated Development Site. SCC considers that the simplest way of ensuring that this was the case would be for all HGVs to be required to have GPS, but potentially other satisfactory methods may be feasible. II) As above, GPS should be used to monitor the timing of HGV movements on sensitive links and to restrict peak hour movements to those assessed within the Transport Assessment. However, SCC is mindful that other acceptable methods may be feasible. If possible, monitoring data could include journey times along the HGV route. III) SCC considers that the DMS could be used to monitor the total number and routing of LGVs; this should be reported to the TRG and may require further investigation through traffic counts or another reasonable method and appropriate mitigation. IV) SCC considers that the TMMS should be used to monitor the routing of bus movements, including journeys when empty; and this should be reported and monitored by the TRG. However, an alternative monitoring method may be considered reasonable. V) As above, GPS should be used to monitor the routing of HGV movements to those assessed within the Environmental Statement. However, SCC is mindful that other acceptable methods may be feasible. VI) Tracking of HGVs shall enable monitoring and control of journeys at the beginning or end of the working day to control overnight movements and avoid unnecessary disturbance to communities adjacent to the haul routes or antisocial activities associated with overnight stays in laybys. These issues have been raised in the LIR Annex M [REP1-058].

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	Refer to SZC Co. response in Chapter 15 (Sections 15.4 and 15.5) Comments on Councils' Local Impact Report (Doc Ref. 9.29) with regards to SZC Co. position on the robustness of the transport assessment and need for controls. Further comments are provided below in response to Suffolk County Council's response for Deadline 2: (i) The CTMP [REP2-054] proposes to monitor the number of daily HGV movements for each of the associated development sites during its construction through the development management system (DMS). Given the level of HGV movements and duration of associated development site construction, which will be phased in accordance with the Implementation Plan [REP2-044] it is not proposed to track associated development site construction HGVs with GPS. (ii) The CTMP [REP2-054] includes peak hour (i.e. 08:00-09:00 and 17:00-18:00) HGV limits as well as daily HGV limits for HGV movements to/from the main development site. (iii) The CTMP [REP2-054] proposes to monitor the number of LGV movements to/from the main development site but not the routing for the reasons set out in SZC Co.'s response to this question for Deadline 2 set out above. (iv) The CWTP [REP2-055] proposes to monitor the arrival and departure of buses at the main development site. However, it is not proposed to provide the TRG with monitoring data of the routing of buses as, unlike the HGV drivers, the bus drivers will be regular drivers for the Sizewell C Project and will be driving buses on fixed bus routes to a timetable that will have been approved by the TRG. (v) The CTMP [REP2-054] proposes to monitor compliance with the HGV routes to/from the main development site based on GPS technology. (vi) The CTMP [REP2-054] proposes to monitor HGV use of laybys on the local highway part of the HGV routes outside of the main development site HGV timing restrictions.
	Response by Suffolk County Council at Deadline 3	SCC notes that while the main site entrance is from Ransom Road, Farlingaye High School is situated immediately adjacent to the A12 in Woodbridge and bus access is from the southbound carriageway. The shared use cycleway adjacent to the A12 is used by pupils and national cycle route 1 crosses the A12 via the Toucan crossing midway between the Grundisburgh Road (B1079) and Woods Lane (A1151) Roundabouts https://osmaps.ordnancesurvey.co.uk/52.09685,1.31706,12

ExQ1	Question to:	Question:
	Response by Woodbridge Town Council at Deadline 3	SCC's response at Deadline 2 to this question mentions using the Delivery Management System, and tracking vehicle movements by GPS or some other technology. WTC comments that this response shows commendable desire, but has not gone beyond a suggestion that it might be possible to find out where vehicles are at a given time. In our view, and as implied in question TT.1.24 to the Applicant, 'active management' will need more than evidence-gathering; it needs to be extended to actions to prevent harm to the various communities (including Woodbridge), and where the rules are transgressed there should be a disciplinary procedure with proportionate sanctions, including the option to permanently remove individuals or companies from the project for repeated offences. Those charged with 'actively managing' these activities must be accountable for doing this job properly. We understand this may already be working on the Hinkley Point C project, and suggest this be investigated to see what can be learned.
	Response by Stop Sizewell C at Deadline 3	Heavy loads route (referenced in several questions) Highways England heavy loads route 100 runs from Lowestoft along the A12 and includes the B1122. This designation relates to the status of the B1122 during the construction of the A and B stations. However, it is very clearly unsuitable for the proposed development, including before the construction of the proposed SLR. This illustrates the complete inadequacy of the existing East Suffolk transport network for SZC construction activities. The Applicant needs to build a link road in the correct position and if this means bypassing Yoxford for transport coming from the north that is what they need to do.
	Response by SZC Co. at Deadline 5	SZC Co. continues to liaise with the stakeholders on necessary controls and monitoring of SZC related traffic during the construction phase. In addition, as part of the liaison with SCC, SZC Co. is currently addressing comments on Volume 1, Chapter 2 of the ES Addendum [AS-181] and a technical note will be submitted at Deadline 6. The updated assessment includes consideration of the hour of greatest environmental impact such as vulnerable road users travelling to and from school, including Farlingaye High School.
TT.1.28	The Applicant	Traffic Incident Management Plan (TIMP) [APP-607] In the case of the TIMP can this be extended to include management of emergency service responses in the event of:

ExQ1	Question to:	Question:
		(xx) Traffic incidents already covered in the plan; and (xxi) Traffic delays created by movement of abnormal loads and their potential impacts on emergency services responses
	Response by SZC Co. at Deadline 2	(i) The Traffic Incident Management Plan (TIMP) (Doc Ref 8.6(A)) is a management plan, which sets out the protocols in the event of an incident within the Traffic Management Area. It focuses on how the TIMP ((Doc Ref 8.6(A)) will be activated, the communication between SZC Co. and the transport authorities and emergency services and the procedures that SZC Co. will follow in the event of an incident. The purpose of the TIMP (Doc Ref 8.6(A)) is not to replicate existing and detailed protocols already in place by the emergency services to respond to incidents on the highway network. (ii) It should be noted that there are a range of classifications of abnormal indivisible loads (AILs) depending on their width, length and weight. The level of delay on the highway network from AIL movements will be dependent on the AIL classification. The updated Construction Traffic Management Plan (CTMP) (Doc Ref (8.7(A)) provides a breakdown of the forecast number of AILs by classification and width. The majority (77% on average) of AIL movements by road will be <3.5m wide and a small proportion would be >5m wide (1% on average). As set out in response to question TT.1.8 of this chapter, SZC Co. will seek to utilise any spare capacity in the permanent BLF to move the largest temporary construction AILs via the BLF rather than road and this would further reduce delay on the highway network. To further reduce the effect of AIL movements on the highway network, the CTMP (8.7(A)) sets out protocols for the management of AIL movements to and from the main development site by road. This includes the statutory notification of AIL movements to the authorities, including the emergency services, police escort requirements for wide/long loads and time limits for AIL movements to be moved outside of the network peak hours in order to reduce their impact both on general traffic and emergency service response times. In addition to the statutory notifications, the CTMP (Doc Ref 8.7(A)) sets out that the Community Safety Working Group, of which the emergency services will be members, will be provided with regular forecasts of AIL movements by road based on DMS bookings. The forecasts will be subject to refinement and confirmation but it will provide a helpful tool for emergency services forward planning. In addition, the two village bypass

ExQ1	Question to:	Question:
		and Sizewell link road are being designed to cater for the AIL movements required for the Project and would bypass existing AIL constraints, such as the Farnham bend. For all these reasons, and the reasons set out in answer to (i), the movement of AILs is properly managed by the CTMP (Doc Ref 8.7(A)) rather than the TIMP (Doc Ref 8.6(A)).
	Response by Suffolk County Council at Deadline 3	SCC has commented on the delays resulting from AIL movements in the LIR [REP1-044] paragraph 15.69 and in the response to TT.1.8 above and as noted in TT.1.32. We note that AILs predominately travel from Lowestoft and little mitigation is planned for the A12 between Yoxford and Lowestoft. Specific issues regarding AIL movements such as the management of these loads crossing the Darsham and Middleton Level crossing have been raised with the applicant and are under discussion.
	Response by SZC Co. at Deadline 5	Management of AILs across the Darsham and Middleton level crossings was discussed at the ISH2 and is summarised in the Written Notes for ISH2 (Doc Ref 9.42).
TT.1.29	The Applicant	Construction Worker Travel Plan (CWTP)[APP-609] In the case of the CWTP explain the apparent anomaly of the total workforce on the main site of 1500 in Tables 3.1 and 3.2 for the early years mode of travel when in Plate 1.1 the chart shows a total workforce as high as 4000 at the end of construction of the Associated Development sites.
	Response by SZC Co. at Deadline 2	The workforce profile in Plate 1.1 of the Construction Worker Travel Plan (CWTP) (Doc Ref 8.8(A)) shows the total workforce profile for the construction phase, which is inclusive of the associated development construction workforce. It reaches around 4,000 workers towards the end of construction of the associated development sites. The early years assessment within the Consolidated Transport Assessment (Doc Ref 8.5(B)) is based on 1,500 construction workers travelling to the main development site (i.e. exclusive of associated development construction workers), which is expected to occur circa mid-Year 2. In addition to the 1,500 construction workers travelling to the main development site, the early years assessment includes a worst case assumption that all of the associated development sites will be constructed concurrently rather than phased, and assesses a total workforce of 730 workers constructing the associated development sites (i.e. a combined total of 2,230 construction workers for the construction of the main development site and associated development sites).

ExQ1	Question to:	Question:
		The CWTP (Doc Ref 8.7(A)) sets out mode share targets for the early years and peak construction phases of the construction of the Project. The transport strategy for the construction workforce in the early years is based around the park and ride facility and caravan park at the LEEIE and an element of parking at the main development site, with parking permits and car sharing. The monitoring of mode share targets will move from the early years mode share to the peak construction phase mode share targets once the southern and/or northern park and ride facilities are operational. As set out in the updated Implementation Plan (Doc Ref 8.4I(A)), the southern park and ride facility is expected to be operational mid way through Year 2 of the construction phase. It is after this point that the main development site workforce is forecast to reach and start to exceed 1,500. Table 1.5 in Volume 2, Appendix 9A of the ES [APP-196] provides a breakdown of the construction workforce by year. It shows that mid-Year 2 there are estimated to be 1,410 construction workers at the main development site.
	Response by Suffolk Constabulary at Deadline 3	Through on-going engagement with Avon and Somerset Police Constabulary, Suffolk Constabulary has been made aware of increased levels of traffic offences which are noted to be associated with the workforce at HPC. Suffolk Constabulary has therefore committed to the Applicant that, should the additional resources within the AIL unit, that would be funded by the Applicant, have residual time, then that time would be used for active and pro-active enforcement and complementary Roads Policing duties.
	Response by Suffolk County Council at Deadline 3	It is worth noting that there are no controls proposed on the workforce numbers prior to the delivery of mitigation; the assessment assumes 1,500 workers; however, the potential exists for this number to increase prior to the delivery of relevant mitigation, most notably the accommodation campus and park and rides, this could lead to increased vehicle movements on the local highway network. However, the council also note that there are proposals to monitor vehicle movements at the main site; this would mean that additional workers would need to be moved by bus with associated monitoring of fly parking needed to be in place, as set out in the [REP2-054] Construction Worker Travel Plan (CWTP). Controls on workforce numbers or on the delivery of mitigation should be considered on this basis. However, it would be beneficial if the Applicant could outline the process for management of workforce vehicle movements on the basis that mitigation was not in place but the workforce had exceeded the 1,500 workers. There are also no controls on total workforce numbers (see paragraph 2.40 below). Table 2 in SCC's D3 submission

ExQ1	Question to:	Question:
		"Comments on any additional information/submissions received by D2" sets out additional controls requested by SCC.
	Response by SZC Co. at Deadline 5	The early years workforce transport strategy was discussed at ISH2 and ISH3 and further detail is set out in SZC Co.'s Written Submissions Responding to Actions Arising from ISH3 (Doc Ref 9.50).
TT.1.32	The Applicant	Abnormal Indivisible Loads (AIL) A number of RR's express concern whether movement of AIL will hinder traffic movement and potential response times for emergency services in the area. Explain: (i) How many AIL movements are expected on a typical day in the early years in advance of the Sizewell Link Road being open; (ii) How traffic movement and emergency service access will be maintained during the early years prior to a suitable alternative route being available; and (iii) How many AIL's movement are expected on a typical day during peak construction and on the busiest days.
	Response by SZC Co. at Deadline 2	The Construction Traffic Management Plan (CTMP) (Doc Ref 8.7(A)) has been updated to include further information on AIL movements. Please refer to response to Question TT.1.8 of this chapter, which sets out the two types of AILs. AIL movements by road are expected to be limited to temporary construction AILs. The total number of temporary construction AILs for the whole construction phase is unknown at this stage, however the most accurate data available is from Hinkley Point C for the construction to date. A breakdown of estimated temporary construction AIL two-way movements to/from the main development site is provided in the updated CTMP (Doc Ref 8.7(A)). (i) Data from 2017 for Hinkley Point C is the most accurate forecast of the level of AIL movements by road for the Sizewell C Project during the early years prior to the two-village bypass and Sizewell link road being operational. The data shows that

ExQ1	Question to:	Question:
		there would be circa 2,055 AIL two-way movements to/from the main development site per annum during this phase, with an average of 6 AIL movements per day and a peak of 23 AIL movements in a day. Based on the 2017 data from Hinkley Point C there were 31 loads during the year that were >5m wide and 12 loads during the year that were 4.4m-5m wide. Over 50% of the loads were <3.5m. (ii) Please refer to the response to TT.1.28 of this chapter for the approach to managing AIL movements by road as well as (i) above, which provides the context of the types of loads expected. Based on discussions with Hinkley Point C, data from 2018-2020 for Hinkley Point C (summarised in the Sizewell C CTMP (Doc Ref 8.7(A)) is the most accurate forecast of the level of AIL movements by road for the Sizewell C Project during the peak construction phase once the two-village bypass and Sizewell link road are operational. The data over the three years has been averaged and shows that there would be circa 1,171 AIL two-way movements to/from the main development site per annum during the peak construction phase, with an average of 3 AIL movements per day and a peak of 26 AIL movements in a day. Based on the average of the 2018-2020 data from Hinkley Point C there were an average of 11 loads per year that were >5m wide and 13 loads per year that were 4.4m-5m wide. 91% of the loads were <3.5m.
	Response by Suffolk Constabulary at Deadline 3	Suffolk Constabulary continues to engage with the Applicant on the specific details and controls set out within the outline CTMP, such as the AIL management matrix / matrices. Suffolk Constabulary is not yet able to agree to the outline CTMP as submitted. The Applicant has prepared network modelling to illustrate the effect of the project-based traffic on the A12 corridor, however, that evidence does not consider the impacts of slow and larger AIL movements and especially any residual effects into the peak period on the network following a movement along the corridor. The effects of AIL movements on the network is therefore not demonstrated in evidence before the Examination. In correspondence with Suffolk Constabulary, the Applicant has recognised the low quality of the data from 2017 and it is noted that there is no robust evidence available. As noted elsewhere in these responses, if the Applicant provides funding, Suffolk Constabulary will seek to establish an increased resource for AIL management to the level agreed with the Applicant. If that is insufficient for the Applicant's purposes, then the business-as-usual AIL unit will assist in line with current practice and availability.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	The Construction Traffic Management Plan (CTMP) [REP2-054] sets out the proposed management of AILs, which includes the delivery of AILs in accordance with the time limits set out in the Norfolk and Suffolk Constabulary AIL guidance (Dec 2016). Therefore, AIL movements will be scheduled outside of the network peak hours. SZC Co. has engaged with Suffolk Constabulary to agree the forecast AIL movements for Sizewell C based on the HPC data. The updated version of the CTMP [REP2-054] to be submitted at Deadline 6 will include updated Tables 3.1 and 3.2 based on the discussions with Suffolk Constabulary and analysis of HPC data.
TT.1.33	The Applicant	Abnormal Indivisible Loads (AIL) – Road Based Provide details of the likely origin and routes for the road based AIL movements.
	Response by SZC Co. at Deadline 2	Please refer to the response to TT.1.8 of this chapter for context with regards to permanent equipment AILs and temporary construction AILs. The vast majority of the permanent equipment AILs will originate from Europe. The proposed approach to AILs is for the permanent equipment AILs to be transported by sea via the permanent BLF. SZC Co. will seek to utilise any spare capacity within the permanent BLF to deliver some of the heavier / larger temporary construction AILs by sea, if the programme allows. The temporary construction AILs will primarily originate from the UK from a wide number of sources. Road based temporary construction AILs that originate from the north of the main development site would route via Highways England Heavy Load Route 100 from Lowestoft via the A12 (north) and the B1122 in the early years and the B1122, Middleton Moor link and Sizewell link road, once operational. Road based temporary construction AILs that originate from the south of the main development site would route via the A12 (south) and the B1122 in the early years and the Sizewell link road once operational.
	Response by Stop Sizewell C at Deadline 3	The vast majority of AILs, all of which will be for permanent structures, will come from Europe. Temporary construction AILs will come from the UK via the A12 and B1122.

ExQ1	Question to:	Question:
		AILs from the south will also use the B1122, using the A12 via tight bends at Yoxford. There will be a dramatic impact on Yoxford and flow of traffic on A12 and the B1122. This illustrates the urgent need for an appropriately located Link Road of the development proceeds.
	Response by Together Against Sizewell C at Deadline 3	The Applicant states that Abnormal Indivisible Loads (AIL) from the north will be routed via Lowestoft via the A12 and then onto the B1122 at Yoxford. This entails crossing Darsham AHBC level crossing. What steps will the applicant take to eliminate the risk of an AIL "grounding" on the level crossing?
	Response by SZC Co. at Deadline 5	Network Rail has advised SZC Co. that the level crossings at Darsham station on the A12 and the B1122 at Middleton do not present any specific concerns as long as standard cautions for crossing are observed by AILs. Management of AILs across the Darsham and Middleton level crossings was discussed at the ISH2 and is summarised in the Written Notes for ISH2 (Doc Ref 9.42).
TT.1.34	The Applicant, SCC, Scottish Power	Transport Assessment (TA) [AS-017] – Cumulative Assessment with EA1 and EA2 In the Table 26.2 of Chapter 26 of Environmental Statement (ES) for the East Anglia One North and Two Offshore Windfarm application it is identified that there may be a need for potential structural alterations to the existing bridge on the A12 at Marlesford to facilitate the movement of abnormal load vehicles over this bridge. Has this requirement: (i) Been considered as part of the Sizewell C project? (ii) If this was to be required how would construction work impact on traffic flows on the A12 at Marlesford?
	Response by SZC Co. at Deadline 2	(i) Suffolk County Council (SCC) has confirmed that the highway structures on the A12 between the A14 at Seven Hills and the B1122 have all been approved by SCC for Special Type General Order (STGO) Category 1, 2 and 3 loads and Construction and Use (C&U) loads (i.e. loads below 150 tonnes). It is proposed to provide a permanent beach landing facility (BLF) to deliver the largest/heaviest AILs by sea. Given the existence of the Highways England heavy load route 100, which routes from Lowestoft Port to Sizewell, it is envisaged that any heavy loads not delivered via the permanent BLF would be delivered via the heavy load route. Therefore,

ExQ1	Question to:	Question:
		structural alterations to the bridge on the A12 at Marlesford are not considered to be required for the Sizewell C Project. (ii) As set out in (i), structural alterations to the bridge on the A12 at Marlesford are not considered to be required.
	Response by Scottish Power Renewables at Deadline 2	EA1N&EA2 Applicants' Responses to Written Question 2 Volume 8 2.18 Transportation and Traffic - Version 01, Q2.18.17 (East Anglia TWO examination reference REP6-065¹²) sets out the traffic management implications should structural intervention at Marlesford Bridge be required as a result of the East Anglia ONE North and East Anglia TWO Projects and concludes: "Noting that the bridge span is 6.1m the most likely structural intervention (if required) would be a temporary steel bridge placed over the existing bridge deck. There is potential for this intervention to be implemented under single lane closure, for a period of two days, to avoid the requirement to divert traffic. The lead in time for a Transformer is between 12 and 24 months enabling advance notice to be served to all highway stakeholders and a programme to be agreed with SCC to avoid major events. It is therefore concluded that the driver delay impacts of the roadworks would not be significant."
	Response by Suffolk County Council at Deadline 2	(i) SCC is not aware of any consideration by the Applicant of Marlesford Bridge. However, the Applicant indicates that the largest/heaviest AILs are proposed to be transported to site via the permanent BLF. (ii) Information provided by SPR (See EA1N examination library [REP8-021]) considered that temporary strengthening of the bridge deck would be adequate for their AIL movements. In SCC's response (EA1N examination library [REP9-046]) it was noted that such work would only be permitted outside normal working hours to avoid disruption to traffic using the A12, including that to or from SZC.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2. In particular, it remains the case (notwithstanding the response from Scottish Power Renewables) that the Sizewell C Project does not require the bridge at Marlesford to be strengthened given the use that will be made of the BLF and the heavy load route 100.

¹² <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004047-ExA.WQ-2.D6.V1%2008%20EA1N&EA2%20Applicants'%20Responses%20to%20WQ2%20Volume%208%202.18%20Transportation%20and%20Traffic.pdf>

ExQ1	Question to:	Question:
	Response by Marlesford Parish Council at Deadline 3	The Applicant explains that for loads under 150t, all road structures on the A12 between the A14 at Seven Hills and the B1122 have all been approved by SCC. For loads in excess of 150t the applicant explains that they will either be brought in by sea or use the Highways England heavy load route 100, which routes from Lowestoft Port to Sizewell. They therefore conclude that "structural alterations to the bridge on the A12 at Marlesford are not considered to be required for the Sizewell C Project". It should be noted that in discussions with Scottish Power Renewables regarding their AIL requirements for EA1-N and EA2, there has been some debate about the future availability of the Belvedere Yard at Lowestoft. MPC therefore believes that the Applicant should have a contingency road plan should loads have to be brought in from the south. For completeness, Scottish Power have said that if Marlesford Bridge has to be used for AILs, they would lay down a temporary bridge deck.
	Response by Suffolk Constabulary at Deadline 3	The challenges to delivering AILs to Lowestoft due to wharf and quay constraints is noted by Suffolk Constabulary, however, this is not a policing issue but may affect the viable routing from Lowestoft.
	Response by Scottish Power Renewables at Deadline 3	Deadline 8 Submission - EA1N&EA2 Applicants Comments on Suffolk County Councils Deadline 7 Submissions (EA2/EA1N REP8-046) sets out East Anglia ONE North Limited and East Anglia TWO Limited position with regard to Marlesford Bridge. It is clarified that the most likely structural intervention (if required) would be a temporary steel bridge placed over the existing bridge deck. There is potential for this intervention to be implemented under single lane closure, for a period of two days, to avoid the requirement to divert traffic.
	Response by SZC Co. at Deadline 5	Confirmation has been provided by Lowestoft Port to SZC Co. that Belvedere Yard on the south side of the port is now within the Port's ownership. Further information on this is summarised in SZC Co.'s Written Submissions Responding to Actions Arising from ISH2 (Doc Ref. 9.49).
TT.1.36	The Applicant, SCC	Fly Parking Fly parking if uncontrolled will potentially lead to several problems not least of which is modelled traffic flows being underestimated on some routes. Paragraph 13.3.2 of the TA Addendum [AS-266] states further work is ongoing about the management of fly parking.

ExQ1	Question to:	Question:
		Explain how fly parking on the local highway network will be controlled, monitored, and enforced during the construction period.
	Response by SZC Co. at Deadline 2	The updated Construction Worker Travel Plan (CWTP) (Doc Ref 8.8(A)) sets out the proposed approach to control, monitor and enforce against fly parking. The CWTP is secured through the Deed of Obligation (Doc. Ref. 8.17(C)). In particular, SZC Co. will employ a fly parking patrol team to identify possible cases of fly parking. They will be both proactive by carrying out daily patrols as well as reactive by following up reports from local residents to the Sizewell C community help line who believe Sizewell C construction workers may be fly parking. In addition to the fly parking team, Sizewell C buses will be fitted with an electronic reader to scan workers' security badges when boarding the park and ride and direct buses. The data will be compared against the data for workers entering the main development site in order to enforce the policy that workers assigned to a park and ride or direct bus service should not drive closer to the main development site and change onto another mode of transport. Workers who enter the site but did not board their allocated direct or park and ride bus would be deemed to have contravened that policy, and appropriate action would be taken and the Transport Review Group notified. Workers will be provided with Driver Rules that must be adhered to. The Worker Code of Conduct will set out a disciplinary process relating to fly-parking. Where a worker's vehicle is proven to be fly-parking, SZC Co. will adopt a just and fair disciplinary process with escalation to higher levels of management at each stage. Ultimately this process could lead to the removal of an individual worker from the Sizewell C Project. Monitoring data from the fly parking team, supplemented by the bus and security gate data, will be used to report occurrences of fly parking per quarter to the Transport Review Group as well as action taken.
	Response by East Suffolk Council at Deadline 2	ESC is more concerned with fly parking arising that is not on the local highway network therefore resulting in planning enforcement being required that is the responsibility of ESC. This is covered in further detail in the LIR [REP1-045].
	Response by Suffolk County Council at Deadline 2	The Applicant sets out that: a) one aim of the CWTP is to transport a significant number of staff by bus and to try to ensure that this occurs. Staff will be allocated a bus to travel to/from the site and an

ExQ1	Question to:	Question:
		electronic reader will be installed on each bus which will compare those staff that arrive at the main development site with those travelling by bus; this will be checked to ensure that staff are using the correct method of travel to/from the site reducing the likelihood of fly parking. b) Any staff living within the 'drive to site catchment' (i.e. inside the area bounded by the A12, River Blyth, and River Deben, excluding Leiston) and who are allocated a permit will be able to drive directly to site reducing the likelihood of them needing to park off-site, and therefore of fly parking. c) As a commitment within the Construction Worker Travel Plan, the Applicant will employ a fly parking patrol team ([APP-609] section 4.7.8) to carry out daily patrols to identify possible cases of fly parking; this will reflect reports by local residents who are concerned about fly parking in their area. Enforcement associated with fly parking is proposed to be undertaken through the 'Worker Code of Conduct', which can result in an individual worker being removed from the project depending on the number of breaches. SCC understands that this process has been relatively successful at Hinkley Point C both in identifying fly parking and reducing fly parking, as well as showing that a number of cases of reported fly parking related to legitimate worker parking; however, it is also recognised that the process may need to be amended through the TRG to reflect specific local circumstances or to be more effective as stated in the CWTP ([APP-609] section 6.4.3). Monitoring will be key to allow for early reactive measures if fly parking does occur.
	Response by SZC Co. at Deadline 3	The SZC Co. response at Deadline 2 and updated Construction Worker Travel Plan [REP2-055] provides more detail than the draft CWTP submitted with the DCO Application [APP-609]. It is considered that the mechanisms set out in the CWTP will be effective, as indicated by SCC's acknowledgement that this has been the case at Hinkley Point C. SZC Co. further address ESC concerns about potential increased on-street parking as a result of potential increased numbers of houses in multiple occupation in the SZC Co. response in Chapter 15, Comments on Councils' Local Impact Report (Doc Ref. 9.29).
	Response by Suffolk Constabulary at Deadline 3	i) Suffolk Constabulary would welcome a definition from the Applicant of the term "fly parking" in order to understand how it would be enforced by the Applicant through the Code of Conduct if there has been no traffic regulation broken or an offence committed. Suffolk Constabulary would also like clarity on how the Applicant's patrols will recognise "fly parking" by their workforce. It is understood that the

ExQ1	Question to:	Question:
		Code of Conduct has not been enforced at HPC where there can be no breach of contract. If "fly parking" is to be enforced by Suffolk Constabulary or under a decriminalised parking regime then a road traffic offence has to have been committed. Reports of the effects of obstruction or complaints from residents over parking are anticipated to be reported to Suffolk Constabulary in the first instance. Suffolk Constabulary will then need to deal with those complaints with other business-as-usual actions where other dedicated resources are not provided for. It is not clear how the Applicant will operate within the Data Protection Act to enact any alleged breaches of the Code of Conduct. The proposed approach to management of "fly parking" is therefore not viable. ii) No further comment on "fly parking". iii) Please refer to Suffolk Constabulary's comments on the responses to TT.1.36
	Response by Stop Sizewell C at Deadline 3	The Applicant's 'Fly Parking Team' would need to be proactive and also able to respond immediately to reports of misdemeanours by local communities.
	Response by SZC Co. at Deadline 5	The term "fly parking" is defined for the Sizewell C project at para. 4.7.11 of the CWTP [REP2-055]. It states that: "Fly parking refers to construction workers who live outside of the 'drive to site' catchment area, not using their allocated mode of travel to the main development site and instead driving to a location within the 'drive to site' catchment and either walking, cycling or using a direct bus service to access the main development site." The definition of the 'drive to site' catchment is provided at para. 4.7.5 of the CWTP [REP2-055]. The catchment is the area bounded by the A12, River Blyth and River Deben, excluding those living within Leiston or within 800m of the main development site. The approach to controlling and monitoring 'fly parking' is described in the CWTP [REP2-055] and is considered to be effective based on the experience at Hinkley Point C. Should monitoring data indicate that enhanced measures are required at Sizewell C, they will be agreed through the Transport Review Group (TRG). As is the case at Hinkley Point C, in addition to the daily patrols, the fly parking team will follow up reports of potential fly parking received from local residents to the Sizewell C

ExQ1	Question to:	Question:
		community help line or the Sizewell C information office in Leiston. Suffolk Constabulary will not be expected to deal with fly parking complaints.
TT.1.38	The Applicant, SCC	Change 15, New Bridleway Link between Aldhurst Farm and Kenton Hills Figure 2.2.32, of the ES Addendum [AS-202], shows the proposed new bridleway. Explain: (i) Why the former site access road junction is retained for what is assumed, after construction, to be a field access, including the right turning pocket; and (ii) How does the proposed bridleway and crossing relate to the desire lines for intended users in the area.
	Response by SZC Co. at Deadline 2	i) The secondary site access junction from Lover's Lane will only be in place during the construction of Sizewell C. Once construction of Sizewell C is complete, the junction and right-turn lane will be removed. ii) The new bridleway link between Kenton Hills and Aldhurst Farm has been proposed in order to provide a number of additional connections for non-motorised users (NMUs). It connects two recreational areas and enables pedestrians, cyclists and equestrians to move between Bridleway 19 and the new bridleway running south of Lover's Lane. The crossing location has been sited so as to provide good visibility between motorists and NMUs whilst also minimising deviation from NMUs' desire lines.
	Response by Suffolk County Council at Deadline 2	(i) SCC's understanding is that the site access road junction is temporary and is to be removed following completion of the SZC construction phase; this is to be confirmed by the Applicant. The plans including Fig 2.2.32 in [AS-202] are not consistent with others. Rights of way plan SZC-SZ0204-XX-000-DRW-100344 Rev 3 [AS-113] has been updated to show the bridleway link to Kenton Hills as a permanent feature but does not show the junction. Plan SZC-SZ0204-XX-000-DRW-100105 [AS-119] shows a footway rather than a bridleway on the north side of Lovers Lane. The Transport Assessment Addendum [AD266] section 5.2.13 confirms that the secondary access will no longer be present during the SZC operational phase. The Applicant needs to clarify inter-relation of the rights of way and the secondary site access during the construction and operational phases.

ExQ1	Question to:	Question:
		(ii) The desire line for users of the bridleway would be the most direct route, i.e. the entrance to the Kenton Hills Car Park. However, to obtain adequate visibility on Lovers Lane the crossing point has been located to the west. SCC's view is that the bridleway link is necessary for non-motorised users to access the permissive paths at Kenton Hills during the construction phase. SCC understand that the bridleway crossing will only be provided once the construction phase has completed and the remainder of Bridleway 19 (E-363/019/0), temporarily closed through the campus site, is reopened. For walkers, cyclists and horse riders coming from the west on the bridleway on the north side of Aldhurst Farm, and from Leiston, it will provide a useful and relatively direct link to BR 19 north and to the permissive access on Kenton Hills. For recreational users using the bridleway network in a north-south direction, it is a compromise, as it requires users to cross Lovers Lane twice to access the bridleway in Aldhurst Farm. For these users, a bridleway link wholly to the east of Lovers Lane would have better reflected a desire line.
	Response by SZC Co. at Deadline 3	i) The Deadline 2 response from SZC Co. confirms that the secondary site access junction from Lover's Lane will be removed following construction of Sizewell C, with the right of way converted to a bridleway. During construction of Sizewell C, a shared footway and cycleway will be provided on the north side of Lover's Lane, including a crossing at the secondary site access. The shared footway and cycleway will be converted to a bridleway once construction of Sizewell C is complete and the secondary site access is removed. The submitted plans are correct. ii) The proposed B19 alignment to the north of Lover's Lane avoids removal of SSSI to the east of Lover's Lane. SZC Co. considers the proposed B19 alignment provides a safe route for recreational users, including safe crossing points.
	Response by Suffolk County Council at Deadline 3	(i) SCC as Local Highway Authority has advised the applicant that sequential plans are required to show the layout at the different phases of the project at this and other locations to clearly show the arrangement in the construction and operational phases. (ii) SCC welcomes the footpath / bridleway link from the diverted BW19 in Aldhurst Farm to Kenton Hills. Without this there would be no safe access to Kenton Hills by foot or cycle and the recreational area only reached by car.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	(i) The alignment shown on the Access and Rights of Way plans (Doc Ref. 2.4(D)) is correct for both construction and operational phases. A Footpath Implementation Plan which will be prepared by SZC Co. and submitted to the highway authority for agreement pursuant to the Draft DCO, which will provide sequential plans over the course of construction. (ii) SZC Co. welcomes Suffolk County Council's comments regarding the footpath and bridleway link between Aldhurst Farm and Kenton Hills.
TT.1.39	The Applicant	Transport Assessment (TA) [AS-017] - Scoping Paragraph 1.6.1 references extensive scoping discussions. Has there been a formal scoping process with the relevant Highways and Planning Authorities on development of the TA? If so, submit copy of agreed scoping report.
	Response by SZC Co. at Deadline 2	Section 6.3 of Volume 1, Appendix 6A (EIA Scoping Report) of the ES [APP-168] describes the Transport Assessment (TA) scope and methodology, addressing comments received from stakeholders on the 2014 EIA Scoping Report. The TA scope and methodology was refined through extensive discussions with Suffolk County Council (SCC), East Suffolk Council (ESC), including monthly Traffic and Transport Workgroup meetings attended by SCC, ESC, Highways England and the Suffolk Constabulary, and fortnightly transport modelling focused meetings with SCC, ESC and Highways England. TA scoping discussions considered the study area, assessment hours, traffic surveys, project trip demand and distribution, modelling methodology, assessment scenarios and years, forecast growth, committed schemes, transport strategy, embedded mitigation and impact assessment criteria.
	Response by Suffolk Constabulary at Deadline 3	Suffolk Constabulary was not consulted on the scope of the Transport Assessment. Suffolk Constabulary has raised comments on the Transport Assessment but has not received responses from the Applicant.
	Response by SZC Co. at Deadline 5	It is standard practice for Transport Assessments to be scoped with the relevant highway authorities. In the case of Sizewell C this is SCC and Highways England. It is not standard practice to agree the scope of Transport Assessments with the police.

ExQ1	Question to:	Question:
		Notwithstanding this, further to SZC Co.'s response at Deadline 2, SCC in their Deadline 2 response to ExQ1 [REP2-192] confirm that the Transport Assessment scope has evolved through four rounds of consultation, in order to respond to various matters that arose. Suffolk Constabulary attend the monthly Traffic and Transport Workgroup meetings along with SCC, ESC and Highways England where the scope of the Transport Assessment has been discussed and augmented where required. In particular SZC Co. have had meetings with Suffolk Constabulary specifically in relation to the management plans and approach to movement of AILs, which are on-going and detailed. The Suffolk Constabulary were also involved in meetings where SZC Co. demonstrated the VISSIM micro-simulation traffic modelling of the A12. SZC Co. provided a response to comments received on the Transport Assessment from Suffolk Constabulary in August 2020.
TT.1.42	The Applicant	Transport Assessment (TA) [AS-017] – Daily Traffic Variations Paragraphs 2.3.74 to 2.3.76 outline the assessment of daily variations set out in Table 2.2. Mention is made throughout the TA about traffic variations being compared to daily variations in traffic. What percentage typical daily variation is assumed for these comparisons and how is this derived?
	Response by SZC Co. at Deadline 2	The reference to daily variation in traffic flows within paragraphs 2.3.74 to 2.3.75 of the Transport Assessment [AS-017] (now superseded by the Consolidated Transport Assessment (Doc Ref 8.5(B))) was in the context of deriving the flows which the VISUM strategic base model was based on. As set out in response to TT.1.41 of this chapter, two elements of robustness were factored into the VISUM strategic base model traffic flows. One was with regards to the daily variation observed in the traffic flows collected in the neutral month of May. It was concluded that traffic flows on Monday to Thursday mornings are consistently busier than Friday mornings. The analysis also indicated that Friday afternoon and early evening traffic within the study area is consistently the busiest period of the week, and higher than any other weekday or weekend period in a neutral month. Therefore the VISUM base traffic model was based on observed average Monday to Thursday traffic flows for the AM peak period and Friday traffic flows for the PM peak period. Further analysis of daily variation is provided in Appendix 2C of the Consolidated Transport Assessment (Doc Ref 8.5(B)).

ExQ1	Question to:	Question:
		It should be noted, as referenced in response to question TT.1.83 in this chapter, that by comparing against 'daily variation' it is not intended to imply that there would be no impact of Sizewell C traffic, but rather to demonstrate how the impacts of Sizewell C traffic may be perceived by drivers compared with the variation experienced already on a day-to-day basis.
	Response by Stop Sizewell C at Deadline 3	The Applicant acknowledges that traffic flows will be consistently busier on Monday to Thursday mornings than on Friday mornings, and also higher in the evenings. How will this be affected if (a) car sharing is banned due to Covid regulations, and (b) if more buses are required to ensure social distancing?
	Response by SZC Co. at Deadline 5	Latest advice from the UK Government is that coronavirus restrictions will continue to ease from 19 th July, as the country moves to step 4 of the roadmap in line with expectations. Whilst the Government continues to emphasise a cautious approach, most of the legal restrictions will be lifted in step 4, including restrictions on social distancing. SZC Co. will continue to work within government guidance in relation to Covid-19 measures applicable at the time.
TT.1.43	The Applicant	Transport Assessment (TA) [AS-017] – Journey Times In Paragraph 2.3.78 explain why Route 3 A12 Martlesham to Sizewell C does not use a route from the A12 further south than the B1122 at Yoxford, when more direct and shorter routes are available.
	Response by SZC Co. at Deadline 2	Journey time 'Route 3', shown in Figure 2.4 of the Transport Assessment [AS-017] (now superseded by the Consolidated Transport Assessment (Doc Ref 8.5(B))) is one of four additional journey time routes specifically requested by the emergency services. A number of other journey time routes were agreed with the highway authorities and emergency services and cover a wide range of routes. The question queries why Route 3 does not route to Sizewell C via a more direct route than via the B1122. Route 8 of the original journey time routes covers the route from Martlesham to Sizewell C via the A1152/B1069. This route is illustrated in Plate 8.4 of the Transport Assessment Addendum [AS-266] (now superseded by the Consolidated Transport Assessment (Doc Ref 8.5(B))).

ExQ1	Question to:	Question:
	Response by Stop Sizewell C at Deadline 3	Route 8 covers the A1152 / B1069 and will be used. Surely all local roads from north, south and west would be used by construction workers and LGVs unless the Applicant forbids this and enforces it through contracts?
	Response by SZC Co. at Deadline 5	See SZC Co. response to TT.1.87, TT.1.25(iii) in REP2-100 which sets out the measures proposed to manage Sizewell C workforce travel to and from work and LGV movements.
TT.1.44	The Applicant	Transport Assessment (TA) [AS-017] – Policy Paragraph 3.4.30 states that the Suffolk Rail Prospectus 2015 included the opportunity of achieving a passenger service and station for Leiston as a legacy benefit from the new development at Sizewell should be explored. Explain how this issue has been explored.
	Response by SZC Co. at Deadline 2	During the development of the rail options for Sizewell C since 2016, neither Greater Anglia, DfT or Network Rail have expressed interest in developing proposals for a passenger service and station for Leiston. Given the potential of rail to reduce the number of HGVs travelling to site, SZC Co. considers that there is a compelling case to use all of the train paths for moving freight rather than construction workers. This case is enhanced by the following considerations: • only a limited proportion of the construction workforce is likely to live sufficiently close to a rail station to make daily travel by rail an attractive proposition; • the attractiveness of using rail for workers is likely to be further limited by the constrained frequency of services on the East Suffolk Line and the relatively slow journey time by rail from many locations when compared to travel by car or bus; and • start and finish times for the workforce would not likely always coincide with available rail services, whereas park and ride and direct bus services can be more easily timed and flexibly adapted to meet the required demand. SZC Co.'s proposals do not preclude the eventual delivery of such a service (and provide a legacy benefit through the proposed track improvements), should it be identified that there is sufficient passenger demand, interest from a train operator to run the service, and funding from the DfT or other sources.
	Response by Stop Sizewell C at Deadline 3	Stop Sizewell C considers that more effort should have been put into this.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	No further response from SZC Co. is required.
TT.1.45	The Applicant	Transport Assessment (TA) [AS-017] – Policy Paragraph 3.4.33 states that the New Anglia Strategic Economic Plan (2014) details a key transport priority with regards to the Sizewell C development: "A bypass of Stratford St. Andrew, Farnham, Little Glenham and Marlesford is needed to keep HGV traffic off the A12 through these villages." Explain in this context: (i) Why only two of these villages is proposed to be bypassed rather than the four; and (ii) What consideration has been given to the alignment of the Two Village Bypass with respect to the eventual alignment of a four village bypass envisaged in the Plan
	Response by SZC Co. at Deadline 2	(i) An assessment based on guidance in the Design Manual for Roads and Bridges (DMRB) indicated that highway capacity would not be reached in Marlesford, Little Glenham and Stratford St Andrew but the narrowing of the A12 and tight configuration of the bend at Farnham would be likely to cause congestion during the peak construction period of the project. In addition, the Farnham bend is an existing known constraint to abnormal indivisible load (AIL) movements on the A12, as identified by Suffolk Constabulary. In light of the above, SZC Co. considered that the impact of Sizewell C traffic would not be sufficient to justify a bypass of all four villages, particularly as a bypass of this scale would have significant environmental impacts, as noted in the 2006 Four Villages Study by Suffolk County Council (SCC). A four village bypass would therefore be a disproportionate intervention to mitigate the effects of Sizewell C traffic during the construction phase, and therefore it was not included within the application for development consent for the Sizewell C Project. However, it did remain necessary to give further detailed consideration to more local issues and, particularly, issues arising from the bend in Farnham. Four options to deal with the issue at Farnham were presented at Stage 2 consultation – no modifications; bend widening; a Farnham bypass only; and a two village bypass. The last was presented as an alternative given Stage 1 objections to the Farnham bypass. The two village bypass bypasses Farnham and Stratford St Andrew to the south, joining the A12 at Tinker Brook, in an alignment broadly the same as the earlier 2014 SB5 Blue Bypass proposal by SCC (A12 Four Villages Study 2014). The scheme bypasses Stratford St Andrew due to the suitability of the southern alignment rather than because of traffic

ExQ1	Question to:	Question:
		capacity impacts in Stratford St Andrew but would have the added benefit of reducing severance impacts through Farnham and Stratford St Andrew. (ii) The proposed two village bypass would contribute significantly to a four village bypass, if one was developed in the future, by providing the A12/A1094 roundabout at Friday Street, which has been a constant in all of the previous studies by SCC, and the bypass of two of the villages on a similar alignment to that previously preferred by SCC. In theory, the two village bypass could have a spur coming off of it to the south to facilitate a four village bypass, which would continue to bypass Little Glemham and Marlesford. This would require changes to the two village bypass to tie the two together but it could be achieved if a four-village bypass was still sought in the future. SZC Co.'s two village bypass would provide a substantial start to this. However, the alignment of the proposed two village bypass is based on SB5 (blue route) from SCC's 2014 A12 Four Villages Study. The route has evolved as the detail has been developed but it is fundamentally the same route. In the 2014 Study, SCC concluded that <i>"a staged approach for the implementation of an improvement scheme for the length of A12 between Wickham Market bypass and the junction with A1094 Friday Street – termination point for this study – would be the most suitable solution. Currently the section of A12 between Marlesford and Little Glemham has a layout with comparatively acceptable road widths and geometry. The most difficult section with the worst geometric layout is that between Stratford St Andrew and a point north of Farnham."</i> Similarly, the DfT's decision (December 2019) to reject the bid for Suffolk's Energy Gateway (SEGWay, 2017) scheme stated that alternative options <i>"such as a smaller two village bypass"</i> should be considered. The proposed two village bypass would not prejudice the delivery of a longer, four village bypass in the future but, based on the 2014 Study by SCC and the DfT's decision on the SEGWay proposals, a simpler and better solution would be for a separate bypass of Little Glemham and Marlesford to be brought forward in the future by SCC if deemed appropriate. This solution would meet with the conclusions of SCC's 2006 study that shorter interventions are preferable, the 2014 study that a staged approach would be most suitable, and the DfT's conclusion that a shorter bypass would be better value for money.

ExQ1	Question to:	Question:
		This would be similar to the A12 Four Villages Study (2014) options, which includes SB5 (blue route) – similar to the proposed two village bypass – and a separate bypass option for the other two villages (LB3 and SB4 (bypassing Little Glemham only)).
	Response by Marlesford Parish Council at Deadline 3	In answer, the Applicant states "An assessment based on guidance in the Design Manual for Roads and Bridges (DMRB) indicated that highway capacity would not be reached in Marlesford, Little Glemham and Stratford St Andrew but the narrowing of the A12 and tight configuration of the bend at Farnham would be likely to cause congestion during the peak construction period of the project." MPC accepts that technically this may be the case, but we would point out that a Four Village Bypass has been deemed highly desirable, if not essential since the late 1980's. A full history of the attempts to provide a Four Village Bypass appear in a letter to Baroness Vere (Parliamentary Under-Secretary of State in the Department for Transport) dated 30th June 2020 from Dr Daniel Poulter MP, which has been submitted with this representation. Of particular note is the fact that as recently as October 2018, Suffolk County Council made a bid for funding to Department for Transport (which was unsuccessful) but SEGWay (the Four Village Bypass) remains a strategic objective for SCC. The Applicant goes on to say "The proposed two village bypass would contribute significantly to a four village bypass, if one was developed in the future, by providing the A12/A1094 roundabout at Friday Street, which has been a constant in all of the previous studies by SCC, and the bypass of two of the villages on a similar alignment to that previously preferred by SCC. In theory, the two village bypass could have a spur coming off of it to the south to facilitate a four village bypass, which would continue to bypass Little Glemham and Marlesford." This is at odds with the view expressed by SCC at para 2.24 in their Deadline 2 Written Representation [Rep2-189] and referred to above under A1.1.16. MPC and Great Glemham Parish Council remain of the opinion that the two villages should not be forced to wait until traffic becomes intolerable on the A12 before a bypass is delivered. And under the Applicant's current proposals and according to SCC, it appears that the alignment of the Two Village Bypass will preclude the provision of a bypass for Marlesford and Little Glemham – we have to assume, for at least a generation. This is a missed opportunity to provide a costeffective solution – any later provision of a bypass for Marlesford and Little Glemham will come at a high price because it will not be an integrated project.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid.

ExQ1	Question to:	Question:
TT.1.48	SCC, Highways England	Transport Assessment (TA) [AS-017] / [AS-266] – Modelling Approach Are you satisfied with the strategic modelling scope and approach outlined in Section 6 of the Transport Assessment?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by Highways England at Deadline 2	Highways England is satisfied with the strategic modelling scope and approach as outlined in the Transport Assessment with regards to the assessment of impacts on the Strategic Road Network. We have been engaged in discussions with the applicant alongside Suffolk County Council to review aspects of the model
	Response by Suffolk County Council at Deadline 2	The modelling approach which is set out within the Transport Assessment Addendum [AS266] is considered to be acceptable (although we have not reached agreement on the visitor car share factors used and this will be covered in the Statement of Common Ground) subject to relevant caps, monitoring, enforcement and controls on the assessed vehicle movements, as set out in the LIR (LIR Annex M [REP1-058]), and in previous responses, including SCC's Relevant Representation [RR-1174], and to pre-submission consultations. However, whilst the method of assessment is acceptable, the conclusions on the traffic impacts have yet to be agreed.
	Response by SZC Co. at Deadline 3	No further response from SZC Co. is required.
	Response by Suffolk Constabulary at Deadline 3	Suffolk Constabulary notes the response from SCC on the detail of the Transport Planning modelling. Suffolk Constabulary has viewed output videos from the peak hour modelling of A12, which incorporated mitigation proposed as part of the Brightwell Lakes development. Those models indicated only moderate delays along the A12 corridor during those selected periods but did not appraise the effects on the network of the movement of AILs or the residual effects of those movements on the peak hours. This point has been raised with the Applicant.
	Response by SZC Co. at Deadline 5	SCC and Highways England have confirmed their acceptance of the strategic modelling scope and approach in their Deadline 2 responses.

ExQ1	Question to:	Question:
		The Construction Traffic Management Plan (CTMP) [REP2-054] sets out the proposed management of AILs, which includes the delivery of AILs in accordance with the time limits set out in the Norfolk and Suffolk Constabulary AIL guidance (Dec 2016). Therefore, AIL movements will be scheduled outside of the network peak hours.
TT.1.50	The Applicant	Transport Assessment (TA) [AS-017] – Trip Generation, Distribution and Mode Share There is no replacement Table 7.1 in the TA Addendum [AS-266] so the following questions relate to Table 7.1: (iv) The routing of direct bus services is this correct for all services, including from Saxmundham and Leiston? (v) How is the number of bus passengers derived? (vi) What is the peak number of buses required? (vii) How are LGV numbers derived? (viii) How were the HGV numbers derived? and (ix) Why paragraph 7.2.1 [AS-266] states the only change relates to bus frequency but not overall HGV numbers?
	Response by SZC Co. at Deadline 2	(i) The routing of the park and ride bus services is unchanged (i.e. using the A12 and Sizewell link road). However Table 7.1 should have been included in the Transport Assessment Addendum [AS-266] and refined to include that the Saxmundham direct bus service has been assessed to route via the B1119 and B1122 Abbey Road, and the Leiston route has been assessed to traverse the town centre and B1122 Abbey Road. In addition, as part of the refined direct bus strategy reported in the Transport Assessment Addendum [AS-266], the modelling assessed a direct service from Woodbridge using the B1438 route through Woodbridge and Melton, followed by the A12 and Sizewell link road. All routes are shown in Plate 7.1 of the Transport Assessment Addendum [AS-266]. (ii) For the Transport Assessment [AS-017] the total number of bus passengers using the park and ride services was calculated based on the forecast home location of construction workers derived from the gravity model. Construction workers would

ExQ1	Question to:	Question:
		be allocated to the park and ride site closest to their home location (based on journey time). Further information is provided in the Gravity Model Technical Note, Appendix 7A of the Consolidated Transport Assessment (Doc Ref 8.5(B)). The gravity model originally assumed that 200 workers lived within the catchment of direct bus services from Ipswich and Lowestoft, which was based on professional judgement, as a conservative estimate. The gravity model also assumed all workers living in Leiston would travel to the site by direct bus service (934 workers). For the Transport Assessment Addendum [AS-266], the assessed direct bus strategy was refined based on the gravity model and the assumed number of workers living within walking distance of a direct bus stop. The analysis estimated that 447 workers in the gravity model would live within walking catchment of a direct bus service from Ipswich (151), Lowestoft (128) and Woodbridge (168). Following a review of the assessed routing of the Leiston direct bus service, it was concluded that the direct bus would be unlikely to serve workers living in Knodishall given the limited forecast demand. The removal of Knodishall from the Leiston direct bus service catchment reduced the number of workers travelling by direct bus from 934 to 895, a reduction of 39 workers, who instead have been assumed to drive directly to the main development site within the assessment. (iii) The assessment has modelled two points in time of the workforce bus strategy during the construction phase: early years prior to the southern park and ride facility being operational and peak construction when the construction workforce is at its peak and the southern and northern park and ride facilities are both operational. It is considered that the assessment includes a reasonable level of buses to assess the effects of Sizewell C traffic on the highway network. SZC Co. will appoint a bus operator to operate the Sizewell C bus services and will fund a bus service to meet the mode share targets included in the Construction Worker Travel Plan (CWTP) (Doc Ref 8.8(A)). Whilst the park and ride bus routes are fixed on the assessed routes, the timetable and number of buses will need to adapt in accordance with the workforce profile and shift pattern over time. As set out in (ii) the modelled direct bus services are based on the gravity model. The actual direct bus services will need to adapt to the

ExQ1	Question to:	Question:
		workforce profile, location and shift pattern over time. The CWTP (Doc Ref 8.8(A)) requires the direct bus services to be approved by the Transport Review Group. The peak number of buses has been assessed to occur during the peak construction phase when the construction workforce is at its peak. The number of buses per day assessed for the peak construction scenario is: - Leiston direct bus: The traffic modelling has modelled 186 two-way bus movements per day between Leiston and the main development site. - Saxmundham direct bus: the traffic modelling has modelled 26 two-way bus movements per day. - Ipswich, Woodbridge and Lowestoft direct buses: The traffic modelling has modelled 72 two-way bus movements per day for each of these direct bus services. - Park and ride services: The traffic modelling has modelled 152 two-way bus movements from each of the northern and southern park and ride facility per day. (iv) As set out in Chapter 7 of the Consolidated Transport Assessment (Doc Ref 8.5(B)), the early years traffic modelling assesses 250 two-way LGV movements to/from the development site. The peak construction traffic modelling assesses 700 two-way LGV movements, of which 525 two-way LGVs have been assessed to/from the main development site and 175 two-way LGVs have been assessed to/from the postal consolidation facility at the southern park and ride. The peak construction traffic modelling assesses 4 two-way LGV movements per day between the postal consolidation facility and the main development site. The LGV movements to/from the main development site has been derived based on experience at Hinkley Point C. Appendix 7D of the Consolidated Transport Assessment (Doc Ref 8.5(B)) provides a comparison of the assessed LGV movements to/from the main development site and Hinkley Point C data and demonstrates that the assessed level of LGV movements is robust. As set out in the CTMP (Doc Ref 8.7(A)), the vast majority if not all of the LGV movements to/from the postal consolidation facility will already be on the highway network making other postal deliveries. However, in order to provide a worst case assessment they have all been assessed as new trips on the network. The LGVs to/from the postal consolidation facility only account for 25% of total LGV movements on the highway network during peak

ExQ1	Question to:	Question:
		construction. Evidence from Hinkley Point C is not available for post/couriers and therefore the level of LGV movements has been based on the construction team's experience of other major projects. (v) Plate 4.2 of the Freight Management Strategy [AS-280] sets out the forecast HGV movements to/from the main development site during the early years and peak construction phase of the Project. Plate 4.2 [AS-280] has been updated in response to question TT.1.16. The HGV movements to/from the main development site has been developed from the various resource loaded programmes, with input and learning for similar elements of work at Hinkley Point C during the construction phase, up until the end of Year 6. Due to the programme maturity, the forecast beyond Year 6 is indicative based on the evolving Sizewell C design and programme, with forecasting from Hinkley Point C. (vi) Two scenarios were assessed in the Transport Assessment Addendum [AS-266]: - the same assessment undertaken within the Transport Assessment [AS-017] based on 3 trains a day at peak construction but with refinements to the traffic modelling (refer to response to question TT.1.49); and - the assessment of the reduced number of HGV movements to/from the main development site associated with the preferred Freight Management Strategy (i.e. 4 trains per day and the enhancement to the permanent beach landing facility (BLF) and proposed temporary BLF. Section 7.2 of the Transport Assessment Addendum [AS-266] discusses the modelling refinement undertaken since the Transport Assessment [AS-017], which includes the refined bus strategy but no changes to the HGV numbers. Section 7.4 [AS-266] discusses the proposed changes to the freight strategy which includes reduced HGV numbers associated with the preferred Freight Management Strategy. These two assessments were presented separately in Sections 8.2 and 8.3 of the Transport Assessment Addendum [AS-266] respectively.
	Response by Suffolk County Council at Deadline 3	SCC accepts that the evidence provided from Hinkley Point gives a reasonable indication of the potential numbers of LGV movements; however, without controls on these movements, they represent a small risk to the overall assessment. As the level of

ExQ1	Question to:	Question:
		movements are proposed to be monitored it is determined that this risk can be addressed through the TRG. Table 2 in SCC's D3 submission "Comments on any additional information/submissions received by D2" sets out additional controls requested by SCC.
	Response by Stop Sizewell C at Deadline 3	Calculated number of buses suggests that 16 buses (or five buses in every 10 minutes over 12 hours) will operate on the link road in addition to LGV and HGV movements. In spite of the opportunity (i.e. not affecting construction period) there are no proposals to lay on buses for construction workers in the early years. COVID – does the Applicant accept that Covid-19 social distancing rules, if legally enforceable, may necessitate earlier provision of bus services to reduce car-sharing and also the provision of additional buses to ensure social distancing by limiting passenger numbers? How many buses, and when would they commence operating?
	Response by SZC Co. at Deadline 5	SZC Co. continue to engage with SCC, ESC, Suffolk Constabulary and Highways England on the monitoring and control of Sizewell C traffic movements. An updated Construction Traffic Management Plan and Construction Worker Travel Plan is expected to be submitted at Deadline 6 which will respond to discussions at the Issue Specific Hearings 2 and 3 and subsequent engagement with the relevant authorities. Dedicated buses will be provided for Sizewell C workforce in the early years, as described in Section 4.3 of the Consolidated Transport Assessment [REP2-045] and Section 4.3 of the updated Construction Worker Travel Plan [REP2-055]. Sizewell C workers parking in the temporary park and ride at the LEEIE will be bussed to the main site. Buses will be offered free of charge to Sizewell C workers. Any direct bus services will need to be agreed with the Transport Review Group (TRG) as described in para. 4.3.6 of the CWTP [REP2-055]. See SZC Co.'s response at Deadline 5 to ExA question TT.1.42 in relation to coronavirus restrictions and social distancing.
TT.1.52	The Applicant, SCC	Transport Assessment (TA) [AS-017] – Classification of HGV. Paragraph 7.2.43 states "HGVs include, for transport modelling purposes, all goods vehicles over 3.5 tonnes. HGVs are usually classified as goods vehicles over 7.5 tonnes; however, the lower threshold has been applied to provide a robust basis for the Transport Assessment.". Explain this assumption in the following context:

ExQ1	Question to:	Question:
		(i) It is unlikely that the pattern of sizes of goods vehicles associated with the Proposed Development would replicate the sizes of types of goods vehicles in the existing flows surveyed. It is more likely the Proposed Development HGV traffic would be in the 'usual' classification of HGVs mentioned above. That being the case the same usual classification of HGV size of 7.5 tonnes would seem the most accurate one to use; (ii) With the inflation of the baseline number of HGVs represented by the current assessment it would mean that the baseline (existing) level of HGV's are over estimated and therefore percentage increases in HGVs associated with the Proposed Development are being under estimated both in the Transport Assessment and in the Chapter 10 of the ES; and (iii) If the applicant is satisfied that the HGV traffic associated with the Proposed Development will replicate the size pattern of baseline surveyed traffic, explain how this would be controlled within the DCO process to avoid the dominance of much larger vehicles being used.
	Response by SZC Co at Deadline 2	(i) Paragraph 7.2.43 of the Transport Assessment [AS-017] incorrectly states that the assessment has assessed a HGV to be goods vehicles over 3.5 tonnes. The baseline HGVs within all of the traffic modelling are based on the standard design manual for roads and bridges (DMRB) classification (i.e. Other goods vehicles (OGV1+OGV2)) as identified within the observed traffic survey data. The traffic modelling of Sizewell C LGVs and HGVs has also taken the standard approach with HGVs being classed as OGV1+OGV2. Therefore, there is no underreporting of HGV impacts within the traffic modelling. This has been rectified in the Consolidated Transport Assessment (Doc Ref 8.5(B)). Whilst the assessment has taken a standard approach to assessing HGVs and LGVs, the monitoring of HGVs within the Construction Traffic Management Plan (CTMP) (Doc Ref 8.7(A)) will include all goods vehicles over 3.5 tonnes. Therefore, any goods vehicle between 3.5 tonnes and 44 tonnes will be classified as a HGV for the purposes of monitoring and will be required to adhere to the HGV routes and would be monitored against the proposed HGV limits. (ii) Refer to the response to (i). The percentage increases in HGVs associated with the Project are not being under estimated.

ExQ1	Question to:	Question:
		(iii) Refer to the response to (i). The assessment is based on the standard classification of HGVs. The monitoring, management and control of HGVs is secured through the CTMP (Doc Ref 8.7(A)) and for monitoring purposes a HGV will be classed as any goods vehicle between 3.5 and 44 tonnes.
	Response by Suffolk County Council at Deadline 2	i) SCC has noted that (as per the Transport Assessment [AS-017] paragraph 7.2.43, quoted in this question) HGVs include, for transport modelling purposes, all goods vehicles over 3.5 tonnes. In accordance with CD 224 Traffic Assessment of the Design Manual for Roads and Bridges (DMRB) the vehicle size for OGV1 is a 2 or 3 axle rigid vehicles and makes no reference to weight. As the data provided by survey companies is, usually, based on the vehicle classification set out within DMRB, the baseline data used for the modelling should include all 2 axle rigid vehicles which can be 3.5 tonne to 7.5 tonne vehicles under OGV1. As such the data used for modelling purposes is considered to be correctly applied. SCC accepts for modelling purposes the definition of HGV / OGV is a vehicle over 3.5 tonnes maximum gross vehicle weight (CD224) https://www.standardsforhighways.co.uk/prod/attachments/257e5888-2bfd-492d92d4-ecf7d40428b0?inline=true and government guidance https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/211948/simplified-guide-to-lorry-types-and-weights.pdf). ii) The proportion of OGV1 versus OGV2 has not been accounted for in the Applicant's assessment. If HGV classifications have underestimated the larger proportion of HGVs to be in place due to Sizewell C, then there may be a potential for some impacts to be underestimated. Hence this issue remains under review. iii) SCC recognises that there is a balance between the number and size of HGVs. The position of SCC is firstly to reduce the overall amount of material that is required to be transported by road to the Main Development Site and Associated Development Sites. Thereafter SCC would seek to reduce the number of vehicles by using the largest appropriate ones to the nature of the route, balancing fewer numbers of HGVs against the greater wear to the highway fabric by each individual vehicle. The proposed monitoring of HGV movements within the CTMP includes 3.5 tonne vehicles and therefore also the smaller vehicles above 3.5 tonne will need to follow the routes set for all HGVs and be included for within the caps and controls identified.

ExQ1	Question to:	Question:
	Response by SZC Co at Deadline 3	As stated in SZC Co.'s response at Deadline 2, there has been no error in the estimation of HGVs within the strategic highway models. The environmental assessment is based on total Heavy Duty Vehicles (or HGVs) which are a combination of OGV1 and OGV2 vehicle classes. Therefore, SZC Co. do not believe there is any underrepresentation of HGVs in the assessment.
	Response by Stop Sizewell C at Deadline 3	The Applicant confirms that HGVs are classified as vehicles over 7.5 tonnes (not 3.5 tonnes as mentioned in the transport assessment). There has been considerable focus on HGVs (over 7.5 tonnes). What is the estimated number of additional goods vehicles including vans and 3.5 tonne LGVs in total that will be on the B1122 each day in the early years? Where is this taken into account in the modelling?
	Response by SZC Co at Deadline 5	All Sizewell C vehicles have been included in the traffic modelling as described in the SZC Co. response at Deadline 2. At the Issue Specific Hearings 2 and 3 SZC Co. committed to providing the ExA with more detail on the movement of Sizewell C traffic on the B1122 in the early years of construction, which is set out in Materials Import and Modal Split note (Doc Ref. 9.49).
TT.1.61	The Applicant, SCC	A12 improvements: A14 'Seven Hills' to A1152 Woods Lane. Explain how the development of this project takes account of the impact of the Proposed Development and also whether the submitted modelling of the Proposed Development takes account of any of the improvements planned.
	Response by SZC Co at Deadline 2	A VISSIM micro-simulation model has been produced for the A12 corridor from Seven Hills to Woods Lane. This model includes a 2019 base year plus 2023 (early years) and 2028 (peak construction) forecast years which include a 'Reference Case' and a 'Reference Case + SZC' scenario. Full documentation was provided in Appendix 9C of the Transport Assessment Addendum [AS-266]. As part of the Brightwell Lakes consented development, junction upgrades are committed at: - A12 / A14 Seven Hills Interchange: signalisation (to be operational ahead of the 2028 forecast year). - A12 / Foxhall Road / Newbourne Road: partial signalisation (to be operational ahead of the 2028 forecast year).

ExQ1	Question to:	Question:
		- New access junction on the A12 just north of Newbourne Road (to be operational by the 2023 forecast year). - A12 / Barrack Square: partial signalisation (to be operational ahead of the 2028 forecast year). - A12 / Anson Road: partial signalisation (to be operational beyond the 2034 forecast year). In accordance with Department for Transport (DfT) Webtag (TAG) guidance (Ref 3), the 2023 VISSIM models include the new access north of Newbourne Road and the 2028 VISSIM models include all of the upgrades with the exception of the Anson Road junction as this is not expected until beyond 2034. Suffolk County Council (SCC) is currently seeking funding for A12 improvements between Seven Hills and the A1152 at Melton through the Department for Transport (DfT) Major Road Network (MRN) fund. The proposed SCC MRN schemes are not committed improvements and have not been included within the VISSIM modelling. It should also be noted that, based on the A12 VISSIM modelling, no material impact on driver delay is predicted and therefore no mitigation in the form of highway improvements is considered to be required by SZC Co. for the A12 corridor between Seven Hills and Melton. Instead, Sizewell C traffic is proposed to be managed through the implementation of the transport management measures (i.e. TIMP (Doc Ref 8.6(A)), CTMP (Doc Ref 8.7(A)) and CWTP (Doc Ref 8.8(A)).
	Response by Suffolk County Council at Deadline 2	(See also answer T1.82 regarding impact of the Sizewell C project on this section of the A12) The A12 Major Road Network assessment includes a number of scenarios all of which includes Sizewell C traffic; these are the following: • 2025: this currently includes traffic from the Early Years Construction phase + EA1N and EA2 construction traffic; • 2028: this currently includes traffic from the Peak Years Construction phase + EA1N and EA2 construction traffic; and • 2040: this currently includes the Sizewell C Operational phase (for confirmation it does not include EA1N or EA2 Traffic as construction would be completed and they generate very low operational traffic). The Sizewell C development has been included in the Core Scenario to reflect TAG Unit M4: Forecasting and Uncertainty. Whilst Sizewell C has been included in the forecasting,

ExQ1	Question to:	Question:
		the proposed works for the Major Road Network (MRN) project are to support Local Plan growth and to accommodate and mitigate associated traffic impacts, as such assessments consider forecasts beyond the build out of Sizewell C, EA1N and EA2. For the delivery of the MRN works, a construction phasing plan is not yet available, however, assuming funding being allocated by the Department for Transport, an indicative timetable would see construction of the highway works being undertaken in phased process between autumn 2023 and winter 2025. SCC would engage with the Applicant on these works and programming to minimise disruption where possible. The Applicant's assessment does not take into consideration the MRN scheme; however, the strategic model takes into account relevant developments and their mitigation measures, of most note is the Brightwell Lakes development which sees improvements to the Brightwell Lakes access road onto the A12 and improvements to the Seven Hills grade separated A12 / A14 junction. However, it should be noted that the microsimulation model did not include the proposed slip-road from the A14 Westbound Off-Slip onto the A1156 Felixstowe Road at the Seven Hills grade separated A12 / A14 junction. This is a limitation in the microsimulation model. For clarity the Applicant's assessment does include an acceptable phased build out of the Brightwell Lakes mitigation, and so includes consideration of the built form of the highway works for the following scenarios: • Early years includes the Brightwell Lakes mitigation at the A12 / Brightwell Lakes access only. • Peak Construction includes the Brightwell Lakes mitigation at A12 / Brightwell Lakes access, A12 / Foxhall Road, A12 / Seven Hills and A12 / Barrack Square. The Applicant's assessment does not consider any impact associated with the traffic management associated with the construction of either of the Brightwell Lakes mitigation nor with the traffic management associated with the construction of the MRN mitigation.
	Response by SZC Co at Deadline 3	SZC Co. recognises the importance of the A12 corridor to the project and will continue to engage with SCC via the Transport Review Group (TRG) throughout the Sizewell C construction period to ensure Sizewell C activities are coordinated with proposed highway works on the A12 and across Suffolk. SCC are correct that the microsimulation model does not include the planned segregated left-turn lane improvement on the A14 westbound off-slip at the A12 / A14 junction. Despite this, queues in the left-hand lane on the off-slip are not predicted to be significant

ExQ1	Question to:	Question:
		with or without Sizewell C traffic. Adding this improvement to the model is therefore unlikely to change the conclusions significantly and, if anything, would reduce the predicted delays. Temporary traffic management (TTM) arrangements that would be in place during construction of the Brightwell Lakes and MRN mitigation have not been assessed as part of the Sizewell C modelling. TTM associated with third-party projects would not normally be assessed in a transport assessment. In addition: 1) the MRN scheme is not a committed highway improvement; 2) TTM would be in place on the A12 only during temporary highway construction works. Any impacts would therefore be short term; 3) Detailed construction phasing plans (e.g. lane closures) and a detailed programme of construction activities is not available to a level of detail that could be modelled. It is expected that any impacts that arise on the A12 due to construction of the Brightwell Lakes and MRN schemes would be mitigated by those projects, and carefully managed by SCC as highway authority, and Highways England in relation to the Seven Hills interchange.
	Response by Suffolk County Council at Deadline 3	As per SCC's response [REP2-192] to TT.1.82 at Deadline 2, the Council disagrees with the Applicant's conclusion that 'no material impact on driver delay is predicted'.
	Response by SZC Co. at Deadline 5	As indicated in SCC's response at Deadline 3, SZC Co. and SCC have not reached agreement on the significance of Sizewell C traffic effects on A12 travel times. Both parties are continuing discussions on the matter.
TT.1.62	The Applicant, SCC, Scottish Power	Transport Assessment (TA) [AS-017] – Cumulative Assessment with EA1N and EA2 Is the traffic data input provided used in the modelling of the Scottish Power proposal EA1 and EA2 still the correct current data?
	Response by SZC Co. at Deadline 2	SZC Co. recently met with Scottish Power Renewables (SPR) in order to discuss the traffic generation included in the SZC Co. traffic models for EA1N and EA2 (taken from the preliminary environmental information report, PEIR) and compare it with the SPR traffic figures included in their Environmental Statement submitted with their applications for development consent. Whilst there are minor differences, it was agreed these would not have a significant effect on the conclusions presented in the Sizewell C cumulative impact

ExQ1	Question to:	Question:
		assessment included in the Transport Assessment Addendum [AS-266] and Environmental Statement. In order to respond to this question, a note (Appendix 24B) has been produced summarising the differences in the SPR PEIR and ES traffic inputs.
	Response by Scottish Power Renewables at Deadline 2	East Anglia ONE North Limited and East Anglia TWO Limited have been provided with a copy of the modelling data used by the Sizewell C project to assess the potential for cumulative impacts with the EA1N and EA2 projects. East Anglia ONE North Limited EA1NL and East Anglia TWO Limited EA2L will review this information and revert.
	Response by Suffolk County Council at Deadline 2	The Applicant submitted a technical note to SCC that highlighted the differences in the flows between those assessed within the respective DCOs; it is understood that this technical note will be submitted to the Examining Authority by the Applicant. There are some differences to the flows assessed; however, SCC considers these as very minor and highly unlikely to have a material impact on any conclusions.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2. The technical note referred to by SCC is the note (Appendix 24B) referred to in SZC Co.'s Response to ExQ1s for Deadline 2 [REP2-112].
	Response by Scottish Power Renewables at Deadline 3	Please refer to comments on responses to ExQ1 PART 3 OF 6 Cu.1.7.
	Response by SZC Co. at Deadline 5	SZC Co. continue to engage with SPR to ensure the cumulative scenarios in the assessment of both projects are as consistent as is practically possible. See SZC Co. Deadline 5 response to Cu.1.7.
TT.1.63	The Applicant, SCC, Scottish Power	Transport Assessment (TA) [AS-017] – Cumulative Assessment with EA1N and EA2 Explain: (i) How highway mitigations proposed for this project would be aligned with those proposed by East Anglia One North and Two offshore windfarms; (ii) How any overlap of mitigations proposed would be managed to minimise potential abortive work;

ExQ1	Question to:	Question:
		(iii) How highway works would be coordinated between the projects; and (iv) How the Construction Traffic Management Plans would be aligned and managed to ensure consistent approach to traffic management between all projects and existing highway users.
	Response by SZC Co. at Deadline 2	SZC Co. recognise the importance of regular and effective communication between SZC Co., Scottish Power Renewables (SPR) and Suffolk County Council (SCC) to co-ordinate the delivery of highways mitigation, so as to minimise the impact on the community and travelling public, avoid duplication and abortive works. A commitment to regular engagement during design and construction phases is set out in the Statement of Common Ground (SoCG) between SZC Co. and SPR. SZC Co. (Doc Ref. 9.10.28). SZC Co. propose to establish clear communications protocols between all three parties, which will be defined in the terms of reference of the Transport Review Group (TRG). (i) The SPR EA1N and EA2 project on-shore order limits overlap with Sizewell C order limits in three locations: (a) Sizewell Gap, (b) A12 / Friday Street and (c) B1069 Snape Road / A1094 Aldeburgh Road. Appendix 1 to the SoCG between SPR and SZC Co. (Doc Ref. 9.10.28) shows the overlapping areas. (a) Sizewell Gap will be used as a construction access during the initial period of construction of Sizewell C, but the works proposed by SPR do not materially conflict with the construction of Sizewell C. EA1N and EA2 have provided an Outline Sizewell Gap Construction Method Statement¹³ which describes the nature of the works on Sizewell Gap and how they are proposed to be undertaken to ensure that traffic is not disrupted. (b) Both SZC Co. and SPR propose an improvement at the A12 / A1094 junction. SPR propose a traffic signal scheme, whilst SZC Co. propose a roundabout. It is understood that Suffolk County Council (SCC) have identified that the proposed SZC Co. roundabout improvement, if delivered early enough, could negate the need for the SPR signal scheme. The updated Implementation Plan (Doc Ref 8.4I(A)) shows that the Friday Street roundabout is proposed to be delivered early in the Sizewell C construction phase. SZC Co. will continue to engage with SPR and SCC as the detailed delivery programmes

¹³ Scottish Power Renewables (2021) Outline Sizewell Gap Construction Method Statement.

ExQ1	Question to:	Question:
		are developed to agree the works required to avoid duplication or abortive work. (c) At the A1094 / B1069 junction SPR propose temporary carriageway widening and vegetation clearance (on B1069) to accommodate AIL movements. SZC Co. mitigation also proposes vegetation clearance (A1094), signs and lines and a reduced speed limit from 60mph to 40mph to improve safety. The mitigation proposals are complementary, and should not lead to any abortive works. (ii) Refer to (i) (iii) The SoCG between SZC Co. and SPR (Doc Ref. 9.10.28) states the commitment of SZC Co. and SPR parties to engage regularly during design and construction so that any interface between the projects can be considered at an early stage, recognising it is in the interests of both parties and the wider community. (iv) The SZC Co. Construction Traffic Management Plan (CTMP) (Doc Ref 8.7(A)) states that the Transport Review Group (TRG) can invite representatives from other organisations to meetings for particular agenda items and this could include SPR to discuss the co-ordination of the two projects if considered necessary by the TRG. As stated above, SZC Co. Also propose to establish clear communications protocols between all three parties, which will be defined in the terms of reference of the Transport Review Group (TRG).
	Response by Scottish Power Renewables at Deadline 2	EA1N&EA2 Sizewell C Cumulative Impact Assessment Note (Traffic and Transport) - Version 02 (East Anglia TWO examination reference REP6-043¹⁴) sets out the cumulative interactions between the East Anglia ONE North, East Anglia TWO and Sizewell C projects. The Statement of Common Ground with NNB Generation Company (SZC) Limited V2, SZC-501 (East Anglia TWO examination reference REP8-112¹⁵) confirms:

¹⁴ [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004009-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20\(Traffic%20and%20Transport\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004009-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20(Traffic%20and%20Transport).pdf)

¹⁵ [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004551-ExA.SoCG-18.D8.V2%20EA1N&EA2%20Statement%20of%20Common%20Ground%20with%20NNB%20Generation%20Company%20\(SZC\)%20Limited.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010078/EN010078-004551-ExA.SoCG-18.D8.V2%20EA1N&EA2%20Statement%20of%20Common%20Ground%20with%20NNB%20Generation%20Company%20(SZC)%20Limited.pdf)

ExQ1	Question to:	Question:
		"The Applicants and SZC will engage regularly with each other during design and construction of their respective projects so that any interface between the projects can be considered at an early stage, recognising it is in the interests of the Applicants and SZC as well as the wider community that all projects be coordinated as far as reasonably practicable"
	Response by Suffolk County Council at Deadline 2	i) Given the complexity and programming of projects there are a number of scenarios that could occur; meaning that SCC needs to ensure that each project mitigates its impacts in isolation. It is expected that there will be ongoing engagement between the SCC, ESC, Scottish Power Renewables and Sizewell C Co. SCC considers the timing of interventions is critical to avoid construction activities causing delays to either Sizewell C or East Anglia One North and Two haul routes. This may require some activities being brought forward. ii) SCC considers there are three locations where the potential for abortive work could occur (Marlesford, Yoxford and A12 / A1094 Friday Street junction), and all Projects are expected to mitigate their proportional impacts at these locations. It is anticipated that there will be on going engagement between the relevant parties on the programming of works for all projects, and as set out at Paragraph 83, 101 and 105 of REP9-003 of the EA1N DCO, as part of the final CTMP, SPR will submit details of the mitigation works it proposed to implement (if any) to address predicted impacts at Friday Street junction, Marlesford and Yoxford taking into account of the most up to date information available on the Sizewell C programme to avoid the potential for abortive works. iii) At SZC-402 to 404 of REP8-112 of the EA1N/EA2 DCO, which forms the EA1N / EA2 Statement of Common Ground with SZC Co., there is a commitment for regular engagement between the parties with regards to elements of the EA1N/EA2 mitigation. At SZC-501, there is a commitment to engage regularly between the parties so that any interface between the projects can be considered at an early stage. The Applicant would keep the Councils informed of highway works through the Transport Review Group incorporating their engagement with SPR and it is understood that this commitment will be included in a future submission of the CTMP. iv) The construction management plan of each project reflects their relative works, scale and impacts and as such are not identical. Through the TRG the highway authority will keep the Applicant informed of upcoming highway works and any programming associated with major schemes (i.e. the MRN works). SPR will be appointing a Construction Transport Management Plan Coordinator (paragraph 14 of the Outline Construction Transport

ExQ1	Question to:	Question:
		Management Plan https://infrastructure.planninginspectorate.gov.uk/wpcontent/ipc/uploads/projects/EN010077/EN010077-004831-8.9%20EA1N%20Outline%20Construction%20Traffic%20Management%20Plan%20(Tracked).pdf) for their projects and it will be imperative that they co-operate with their equivalent in the SZC project. In the EA1(N) / EA2 DCO's there is a commitment by NNB and SPR to engage during design and construction of their respective projects (SZC-501 https://infrastructure.planninginspectorate.gov.uk/wpcontent/ipc/uploads/projects/EN010077/EN010077-004486-ExA.SoCG18.D8.V2%20EA1N&EA2%20Statement%20of%20Common%20Ground%20with%20NNB%20Generation%20Company%20(SZC)%20Limited.pdf) although SCC feels this short of the details require to assess how this will be done and whether this includes co-operation managing construction and worker trips.
	Response by SZC Co. at Deadline 3	Further to the SZC Co. response at Deadline 2, The Construction Traffic Management Plan [REP2-054] outlines the role of the Transport Review Group (TRG) which will be set up prior to construction commencing. In addition to the regular TRG attendees from SCC, ESC and Highways England, specialist ad-hoc attendees may be invited to discuss specific issues. The SPR Construction Transport Management Plan Coordinator could be invited to establish effective coordination of transport aspects between both projects. The Sizewell C Delivery Coordinator may also have a role in coordinating Sizewell C traffic movements (e.g. AILs) with SPR, although this would be subject to further discussion.
	Response by Scottish Power Renewables at Deadline 3	(i)&(ii) Deadline 11 Submission - 8.9 EA1N Outline Construction Traffic Management Plan (Clean) - Version 06 (EA2/EA1N REP11-017 of the East Anglia ONE North and East Anglia TWO examination) contains provisions to manage the mitigation measures with potential for abortive works, namely Friday Street junction, Marlesford and Yoxford by committing to: As part of the final CTMP submitted for approval under Requirement 28, the Applicants will submit further details of the above mitigation works it proposes to implement (if any) to address predicted impacts [at Friday Street junction, Marlesford and Yoxford] taking account of the most up to date information available on the SZC proposals and programme.

ExQ1	Question to:	Question:
		(iii)&(iv) East Anglia ONE North Limited and East Anglia TWO Limited have ongoing engagement with SZC Co. pursuant to the development of the respective parties' DCO plans. Deadline 2 Submission - 9.10.28 Initial Statement of Common Ground - East Anglia One North and Two - Revision 1.0 (REP2-092) contains the following 'in principle' agreement: The Applicant and EA1/EA1N will engage regularly with each other during design and construction of their respective projects so that any interface between the projects can be considered at an early stage, recognising it is in the interests of the Applicant and EA1/EA1N as well as the wider community that all projects be coordinated as far as reasonably practicable.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 and 3 is still valid. The next version of the Construction Traffic Management Plan [REP2-054], which is expected to be issued at Deadline 6, will include a commitment for SZC Co. to engage regularly with SPR and keep the TRG informed of highway works, incorporating engagement and co-ordination with SPR. It should be noted that, through continued engagement with SPR it has been noted that SPR do not intend to close Grove Road north of Friston during construction of EA1N and EA2 as stated at para. 12.4.33 of the Consolidated Transport Assessment [REP4-005]. SZC Co. identified an alternative route for cyclists in the event of a closure, but this is no longer required if Grove Road is to remain open.
TT.1.64	The Applicant	Transport Assessment (TA) [AS-017] – Junction Modelling In their representation both Suffolk County Council a [RR-1174] paragraph 33 and East Suffolk Council [RR-0342] paragraph 1.204 consider that the highway mitigation proposed by the Applicant is not comprehensive. They propose the areas listed in the two cited paragraphs require additional consideration for improvement. Provide a detailed response to these concerns.
	Response by SZC Co. at Deadline 2	Discussions are ongoing with Suffolk County Council and East Suffolk Council to discuss transport matters and the proposed mitigation. The ongoing discussions include the scope of the proposed transport contingency fund secured via the Deed of Obligation (Doc Ref

ExQ1	Question to:	Question:
		8.17(C)), which could be used by the Transport Review Group to mitigate potential unmitigated significant adverse transport effects, should they arise.
	Response by Stop Sizewell C at Deadline 3	Given the intention to make the B1122 a walking and cycling route, what arrangements are being made to accommodate walkers, cyclists and equestrians on that section of the B1122 between and including the proposed Yoxford Roundabout, the new link road spur and within Yoxford itself? Are these arrangements compliant with Government guidance LTN1/20 to ensure the safety and attractiveness of the infrastructure?
	Response by SZC Co. at Deadline 5	See SZC Co.'s response to ExA's question TT.1.95(ii) and Appendix 24C of the written response [REP2-112], submitted at Deadline 2 which describes the B1122 mitigation proposals. SZC Co. continue to work with SCC and ESC to agree mitigation for the B1122.
TT.1.66	The Applicant	Transport Assessment Addendum [AS-266] – Junction Modelling Junction 5 A1094/ B1069 junction, explain why the cumulative impact of Scottish Power is not considered given that in the assessment in the TA [AS-107] the cumulative impact has the junction operating over capacity in some time periods in both the Early Years and Peak Construction periods with Scottish Power traffic.
	Response by SZC Co. at Deadline 2	<u>Junction 5: A1094 / B1069 Snape Road</u> In the junction modelling within the Transport Assessment Addendum [AS-266], the B1069 minor arm is predicted to operate with a maximum ratio of flow to capacity (RFC) of 0.80 due to the combined impact of Sizewell C traffic and the proposed mitigation (see Table 9.10). This is within the 0.85 design threshold. The delay results show that the Sizewell C traffic causes delays to increase in 2023 and 2028 by up to 12 seconds per vehicle and by no more than 3 seconds per vehicle in 2034. In the Transport Assessment Addendum [AS-266], only results from the without-Scottish Power model are presented within the main body of the report in Chapter 9 , in the interests of being concise. However, the results for all junction models were provided in Appendix 9A [AS-266]. The summary of junction modelling results in Appendix 9A provides the ability to compare the 'J5 existing layout with SPR', 'J5 mitigation layout with SPR' and 'J5 mitigation layout without SPR' results. As set out in Appendix 9A of the Transport Assessment Addendum [AS-266], the addition of the Scottish Power traffic causes the RFC of the B1069 arm of the junction to increase to 0.96 during the hour of 17:00-18:00 during the early years and peak

ExQ1	Question to:	Question:
		construction phases. All other arms of the junction are shown to operate within the 0.85 RFC design threshold for all assessed hours. The B1069 arm provides direct access to the Scottish Power site and the capacity of the B1069 arm are considered to be an impact of the Scottish Power site and not Sizewell C. An element of caution needs to be given to the junction modelling as it is based on a number of worst case assumptions for both Sizewell C and SPR projects aligning in addition to limitations within the modelling software itself. Given that the junction modelling shows that the junction is expected to operate within the design threshold of 0.85 RFC for all arms and all time periods and scenarios except for one hour (17:00-18:00) in the cumulative assessment for the B1069 arm in the early years and peak construction, it is proposed to monitor and manage the effects at the junction through the Construction Worker Travel Plan (CWTP) (Doc Ref 8.8(A)) and Construction Traffic Management Plan (CTMP) (Doc Ref 8.7(A)) rather than provide additional mitigation as part of the DCO. As set out in the CWTP (Doc Ref 8.8(A)) and CTMP (Doc Ref 8.7(A)), the Transport Review Group (TRG) will be able to draw down from a transport contingency fund during the construction phase if the transport monitoring shows that there are significant unmitigated impacts at particular junctions or roads. Therefore, it is proposed for this junction to be monitored and managed through the transport contingency fund. Any contingency fund mitigation would need to be cognisant of the transport policy set out in National Policy Statement of Energy (EN-1), which states at paragraph 5.13.8 that <i>"where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts."</i> Paragraph 5.13.9 of EN-1 goes on to recognise that the decision maker should <i>"have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures."</i> Therefore, demand management measures should be considered by the TRG if drawing down any transport contingency funding ahead of physical highway improvements.
	Response by Scottish Power Renewables at Deadline 3	Deadline 6 Submission - ExA.AS-6.D6.V2 EA1N&EA2 Sizewell C Cumulative Impact Assessment Note (Traffic and Transport) - Version 02, Section 2.5.3 (EA2/EA1N REP6-

ExQ1	Question to:	Question:
		043 of the East Anglia ONE North and East Anglia TWO examination) contains a cumulative assessment of the A1094/B1069 junction and concludes no significant impacts. In reaching that conclusion it is noted that the SZC assessment (AS-266) does not take account of the commitments made in the ONE North and East Anglia TWO Projects' ES to mitigate driver delay (EA2/EA1N APP-074). These include: • Scheduling of construction activities to smooth peak traffic demand; • Increasing the employee to vehicle ratio through the use of minibus pickup or crew vans; or • Increasing the employee to vehicle ratio through incentive measures.
	Response by SZC Co. at Deadline 5	SZC Co. recognises the commitments made by SPR to mitigate driver delay impacts at the A1094/B1069 junction as set out in Deadline 6 Submission - ExA.AS-6.D6.V2 EA1N&EA2 Sizewell C Cumulative Impact Assessment Note (Traffic and Transport) - Version 02, Section 2.5.3 (EA2/EA1N REP6- 043 of the East Anglia ONE North and East Anglia TWO examination).
TT.1.71	The Applicant	Transport Assessment (TA) [AS-017] – Junction Modelling Junction 13 A12 / B1122 Junction. Provide a Junction 9 assessment of the early years scenario of the existing layout so as to enable direct comparison of performance between the existing and proposed layouts and in addition so comparison can be made with the Junctions 9 assessment undertaken within the East Anglia windfarm applications.
	Response by SZC Co. at Deadline 2	<u>Junction 13: A12 / B1122</u> A VISSIM micro-simulation assessment was undertaken for the Yoxford area and included the A12 / B1122 junction. The VISSIM model covers the existing and proposed layouts, so junction modelling was not considered necessary at this location from a highway capacity perspective. In the 2023 VISSIM scenarios (no roundabout upgrade), queues and delays on the B1122 approach are expected to increase beyond those observed in 2015. A small increase is predicted in the 2023 Reference Case and a larger increase in the 2023 Early Years scenario, particularly from 07:30-08:00. This was summarised in Table 24 and Table 26 of Appendix 9B of the Transport Assessment Addendum [AS-266]. In the 2028 VISSIM scenarios, queues on the B1122 approach are expected to increase further still in the 2028 Reference Case scenario. However, in the 2028 Peak Construction

ExQ1	Question to:	Question:
		scenario, queues are predicted to return to 2015 levels or better due to the introduction of the roundabout, despite the increase in traffic due to Sizewell C. This was summarised in Table 36 and Table 38 of Appendix 9B of the Transport Assessment Addendum [AS-266]. In the 2034 VISSIM scenarios, queues on the B1122 approach are expected to increase in the 2034 Reference Case scenario. However, in the 2034 operational phase scenario, queues are predicted to return to 2015 levels or better due to the presence of the roundabout. This was summarised in Table 46 and Table 48 of Appendix 9B of the Transport Assessment Addendum [AS-266]. The proposed roundabout does create a small increase in delays (up to +4 seconds per vehicle on average) on the A12 approaches but offers significant relief to the B1122 approach (reducing delay by up to 29 seconds per vehicle on average) mitigating the impacts of both the committed growth and Sizewell C demands.
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	Transport Assessment (TA) [AS-017] – Junction Modelling Junction 13 A12 / B1122 Junction The applicant was asked about the A12/ B1122 junction, both in the Early Years and once the roundabout has been built. We believe that their traffic data (Appendix 9B of the Transport Assessment Addendum) and their response to the ExA was too broad-brush, and did not properly cover the interaction between the B1122 Junction and the A1120 junction in both periods. No reference was made to seasonal peaks in August and the Latitude festival or daily ones - specifically the release of traffic from the Darsham rail crossing, or the substantial delays caused by the construction and integration of the new roundabout on the junction. We maintain that for these reasons substantial congestion and particulate pollution exceeding WHO recommended levels will be inevitable, and we request that the applicant's modelling data should be rerun by a qualified third party. We ask the ExA that if the applicant's traffic modelling proves to be overoptimistic (as we believe it will), and creates unpredicted significant congestion and pollution, what powers will be available to SCC or any other body to restrict SZC traffic movements in order to meet approved levels?

ExQ1	Question to:	Question:
	Response by Scottish Power Renewables at Deadline 3	Assessment Note (Traffic and Transport) - Version 02, Section 2.5.3 (EA2/EA1N REP6-043) contains a cumulative assessment of the A12/B1122 junction and concludes no significant impacts. In reaching that conclusion it is noted that the SZC assessment forecasts the new roundabout would operate with spare capacity for cumulative impact Scenario B1 (Appendix 9B of the Transport Assessment Addendum (AS-266)) and the existing junction would generally operate with spare capacity for a cumulative impact Scenario A2 (8.5 Transport Assessment, Section 9.16 (APP-602)).
	Response by SZC Co. at Deadline 5	The topic of seasonality was discussed at the Issue Specific Hearings 2 and 3 and a commitment made by SZC Co. to prepare a further note on the seasonality of traffic flows, and in particular to compare the uplift in August against the Sizewell B outage traffic levels. This is set out in SZC Co.'s Written Submissions Responding to Actions Arising from ISH2 (Doc Ref. 9.49) submitted at Deadline 5. The Yoxford VISSIM model was built to assess the A12/B1122 junction as well as the interaction with the A12/A1120 junction, Darsham level crossing, the petrol filling station, northern park and ride access and the A12/A144 junction. It was developed using industry standard and policy compliant software and techniques. The models were audited by Suffolk County Council and accepted by SCC and ESC as an appropriate basis for assessment of the effects of the Sizewell C project. See ref. TM12 in the Initial Statement of Common Ground – East Suffolk and Suffolk County Council [REP2-076].
TT.1.72	SCC	Transport Assessment Addendum [AS-266] – Junction Modelling Junction 13 A12 / B1122 Junction. Paragraphs 9.5.29 and 9.5.30 suggest that the introduction of the roundabout will add or even create queues on the A12. What is the Highways Authority's view of the introduction of this roundabout?
	Response by SZC Co. at Deadline 2	Refer to the response to TT.1.71 for SZC Co. position.
	Response by Suffolk County Council at Deadline 2	SCC recognises that the proposed roundabout will create additional delay, particularly for southbound A12 traffic; however, this delay is generally considered to be minor, with some short spikes in queue lengths, which within the modelling are seen to dissipate

ExQ1	Question to:	Question:
		quickly and have been considered in the context of wider impacts. The modelling indicates that the roundabout will reduce delay for B1122 outbound movements, will at points reduce the delay and therefore impact of right turn movements onto the B1122, and the associated blocking of northbound A12 through movements and is likely to be of a road safety benefit for right turning movements. SCC considers the roundabout as acceptable mitigation with a positive impact on B1122 movements, but with a negative impact on traffic flow for A12 southbound traffic.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	Transport Assessment (TA) [AS-017] – Junction Modelling Junction 13 A12 / B1122 Junction The applicant was asked about the A12/ B1122 junction, both in the Early Years and once the roundabout has been built. We believe that their traffic data (Appendix 9B of the Transport Assessment Addendum) and their response to the ExA was too broad-brush, and did not properly cover the interaction between the B1122 Junction and the A1120 junction in both periods. No reference was made to seasonal peaks in August and the Latitude festival or daily ones - specifically the release of traffic from the Darsham rail crossing, or the substantial delays caused by the construction and integration of the new roundabout on the junction. We maintain that for these reasons substantial congestion and particulate pollution exceeding WHO recommended levels will be inevitable, and we request that the applicant's modelling data should be rerun by a qualified third party. We ask the ExA that if the applicant's traffic modelling proves to be overoptimistic (as we believe it will), and creates unpredicted significant congestion and pollution, what powers will be available to SCC or any other body to restrict SZC traffic movements in order to meet approved levels?
	Response by SZC Co. at Deadline 5	Refer to the response to TT.1.71 for SZC Co. position.

ExQ1	Question to:	Question:
TT.1.82	SCC	Transport Assessment Addendum [AS-266] – Junction Modelling A12 Corridor Assessment. Paragraph 9.6.20 states that “Based on the VISSIM assessment, no perceivable impact is predicted and therefore no mitigation in the form of highway improvements is considered to be required for the A12 corridor between Seven Hills and Melton. SZC Co. will implement a Construction Traffic Management Plan and Construction Worker Travel Plan to monitor and manage the impacts of Sizewell C freight traffic and workforce movements during the construction of Sizewell C. A Transport Review Group (TRG) will be established to review these plans and review the monitoring report produced each quarter. A transport contingency fund will be made available to the TRG to be used if necessary, to implement any further mitigation measures and remedial actions.” Do you agree with this analysis and the suggested approach to any necessary mitigation?
	Response by SZC Co. at Deadline 2	<u>A12 corridor assessment</u> Based on the A12 VISSIM model, documented within Appendix 9C of the Transport Assessment Addendum [AS-266], it is concluded that Sizewell C impacts would not be significant on the A12 corridor from the A14 to the A1152. It should be noted that, the 650-HGV and 700-HGV figures in Table 9.55 and 9.56 had been accidentally swapped. The Consolidated Transport Assessment (Doc Ref 8.5(B)) includes the corrected results.
	Response by Highways England at Deadline 2	Highways England has no comments to make. However depending on Suffolk County Council’s response to ExA, we may wish to provide comment/respond if necessary by the 24th June deadline
	Response by Suffolk County Council at Deadline 2	SCC do not agree with the conclusion that mitigation is not required on this corridor. SCC recognises that issues along this corridor are both pre-existing and worsened by general background growth, but that these issues will be further exacerbated by Sizewell C traffic. In particular, the Applicant’s modelling, for which there is inherent risk within the results, has identified that the increase in traffic will result in the following impacts: a) In the early years average delay per vehicle will increase by 3 to 5 seconds and total delays on the corridor by 24 to 43 hours as a result of Sizewell C traffic. North to south journey times along the entire length of the corridor would increase by between 1 and 18 seconds depending on the hour and direction as a result of Sizewell C traffic. However, as noted under c), there are notable significant impacts of delay in specific location.

ExQ1	Question to:	Question:
		b) For Peak Construction, a number of scenarios have been modelled, but average delay per vehicle would increase by between 5 and 13 seconds and total delay would increase between 56 and 152 hours as a result of Sizewell C traffic. North to south journey times would increase by between 1 and 62 seconds depending on the hour and direction as a result of Sizewell C traffic. However, as noted under d), there are notable significant impacts of delay in specific location. c) Some examples of noticeable impacts in the Early Years scenario include the following: - o An approximate 17min increase in the queue length on the A12 north approach to the A12 / A1214 roundabout. - o An approximate 43min increase in the queue length on the Foxhall Road approach to the A12 / Foxhall Road roundabout. - o An approximate 24min increase in the queue length on the Barrack Square approach to the A12 / Barrack Square roundabout. d) Some examples of noticeable impacts in the Peak Years scenario include the following: - o An approximate 113min increase in the queue length on the A12 south approach to the A12 / B1438 roundabout. - o An approximate 76min increase in the queue length on the A12 south approach to the A12 / B1079 roundabout. - o An approximate 82min increase in the queue length on the A12 north approach to the A12 / A1214 roundabout. - o An approximate 104min increase in the queue length on the Anson Road approach to the A12 / Anson Road roundabout - o An approximate 91min increase in the queue length on the A12 north approach to the A14 / A12 Seven Hills roundabout e) Although the methodology and therefore the outputs of the environmental assessment of road traffic have not been agreed, there are a number of locations along the corridor where the Applicant has identified a Major Adverse impact on Fear and Intimidation. f) Outside of the impacts identified above, which are averages, there are the less quantifiable impacts associated with reduced capacity and increased journey times associated with AILs and increased incidents. These impacts will result the following:

ExQ1	Question to:	Question:
		a) Negative impacts on the Suffolk economy, including on tourism, as a result of increased journey times (real and perceived); b) Reduced resilience along the corridor; c) Negative impacts on road safety as a result of increased congestion and driver frustration; d) Increased severance along the corridor; and e) Reduced vulnerable road user amenity along the corridor, particularly for pedestrians on the A12 at Woodbridge, and cyclists along the corridor. While large vehicles cannot deviate from the A12 or B1122, significant delays or disruption on this route will displace light vehicles to other routes such as the A1152/B1069 or B1078 preferable for workers. This may then result in additional impacts elsewhere. Notwithstanding the comments made on the modelled results, the modelling within the Transport Assessment relies on the assumption made regarding the volumes of construction traffic using the network particularly during peak hours. For example, the assumed shift patterns for workers places most journeys outside peak hours, and the number of peak hour HGV movements are currently not proposed to be capped. SCC considers this a significant risk and is requesting suitable monitoring and controls to ensure that the theoretical numbers assumed in the modelling are not exceeded. See LIR [REP1-045]. SCC are preparing a bid for funding improvements to the A12 corridor east of Ipswich. These are primarily to support local growth over and beyond the duration of the Local Plan but would reduce delays and mitigate some of the impacts resulting from SZC. SCC as the local Highway Authority expects the Applicant to provide a proportional financial contribution towards Major Road Network (MRN) improvements, to mitigate Sizewell C's impacts on capacity, economic impacts of congestion, impacts on fear and intimidation and road safety along this part of the A12. The economic impacts of congestion as a result of Sizewell C construction traffic for this corridor is evidenced by a high-level assessment by Aecom commissioned by SCC, which is submitted as SCC Appendix to ExQ SE.1.42. Accepting the limitations of this assessment in terms of it not being able to provide an exact prediction of the economic impact, SCC considers that the assessment clearly indicates a significant negative cost on the economy for the A12 corridor between Seven Hills and A1152 Woods Lane as a result of increased congestion from Sizewell C construction traffic. It should be noted that these

ExQ1	Question to:	Question:
		calculations do not include any assessment as a result of disruption caused by traffic management as a result of highway works nor as a result of abnormal loads. The identified range of the economic impacts based on the high level assessment method needs to be considered alongside the other impacts on this corridor, and supports the case for Sizewell C to provide a proportionate contribution towards the MRN improvements. The proposed MRN improvements may also make the A12 a more attractive route in terms of journey time and reliability for workers than cross country routes such as the B1078, thus may reduce the impact of Sizewell C on these routes. If the MRN bid is unsuccessful the LHA will be looking to secure localised highway improvements funded by the Applicant to mitigate the specific SZC transport impacts on the A12 corridor. SCC considers that the Applicant needs to contribute to the mitigation as suggested above, and disagrees that reliance on the contingency fund to provide mitigation would be appropriate in this case. If mitigation was reliant on the contingency fund, the mitigation would be reactive, i.e. an impact occurring would trigger a need for mitigation which would at that point still need to be designed and delivered. Thus, mitigation on the A12 corridor would only be delivered after the impact or would not be possible to deliver it due to the combined impact of construction traffic and disruption of the construction of the mitigation itself.
	Response by SZC Co. at Deadline 3	The queue length and delay results quoted by SCC are from the A12 VISSIM modelling results reported in Appendix 9C of the Transport Assessment Addendum [AS-270]. Following further discussion with SCC and Highways England, the A12 VISSIM model was refined. Updated results are reported in Appendix 9C of the Consolidated Transport Assessment [REP2-051]. The queue length and journey time results quoted above for the peak construction phase are from the Integrated Freight Strategy described in the Transport Assessment [APP-602] submitted with the DCO Application (May 2020), and not the preferred freight management strategy described in the Freight Management Strategy [AS-280] submitted to PINS in January 2021. The preferred freight management strategy results in significantly fewer HGV movements on the network (from 1,000 movements per day during the busiest day to 700 movements per day), and therefore lower impacts than reported above. For the sake of clarity, the "total delay" figures quoted in SCC's response at Deadline 2 (items a. and b.) do not represent the delay experienced by an individual driver along the

ExQ1	Question to:	Question:
		study corridor (i.e. 3-5 seconds in the early years and 5-13 seconds during peak construction). The "total delay" figures quoted are instead the product of the individual delay per vehicle and the total number of vehicles, i.e. vehicle.hrs. Also, the queue lengths quoted in items c. and d. are in "metres", not "minutes" as shown. So, reproducing for clarity: "c) Some examples of noticeable impacts in the Early Years scenario include the following: - o An approximate 17 metres (two cars) increase in the queue length on the A12 north approach to the A12 / A1214 roundabout. - o An approximate 43 metres (seven cars) increase in the queue length on the Foxhall Road approach to the A12 / Foxhall Road roundabout. - o An approximate 24 metres (four cars) increase in the queue length on the Barrack Square approach to the A12 / Barrack Square roundabout. d) Some examples of noticeable impacts in the Peak Years scenario include the following: - o An approximate 113 metres (19 cars) increase in the queue length on the A12 south approach to the A12 / B1438 roundabout. - o An approximate 76 metres (13 cars) increase in the queue length on the A12 south approach to the A12 / B1079 roundabout. - o An approximate 82 metres (14 cars) increase in the queue length on the A12 north approach to the A12 / A1214 roundabout. - o An approximate 104 metres (17 cars) increase in the queue length on the Anson Road approach to the A12 / Anson Road roundabout [SZC Co. do not recognise this queue length result] - o An approximate 91 metres (15 cars) increase in the queue length on the A12 north approach to the A14 / A12 Seven Hills roundabout [SZC Co. do not recognise this result.] " See response to SE.1.42 in relation to the economic cost of congestion on the A12. Contrary to SCC's statement above that "the number of peak hour HGV movements are currently not proposed to be capped", peak hour caps on HGV movements are proposed by SZC Co. Details of the maximum peak hour number of HGVs permitted are provided in the Construction Traffic Management Plan [REP2-054] submitted at Deadline 2. Also see response to TT.1.25 in relation to monitoring of HGV movements through the CTMP.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 3	As per the SCC's response [REP2-192] to TT.1.82 at Deadline 2, the Council disagrees with the Applicant's conclusion that 'no material impact on driver delay is predicted'. Refer to [REP2-517] for tracked change version of SCC response to TT.1.82.
	Response by Woodbridge Town Council at Deadline 3	WTC concurs with SCC's response at Deadline 2 that the applicant's figures of only a few extra seconds per vehicle through this section of road don't seem credible. We also agree that improvements to this section of the A12 are needed in preparation for Sizewell traffic, not after problems have started occurring. We concur that the Applicant should contribute to the funding of these improvements to ensure they happen in time to lessen the worst impacts of the construction traffic.
	Response by SZC Co. at Deadline 5	See SZC Co.'s Deadline 5 response to TT.1.61.
TT.1.84	SCC	Transport Assessment Addendum [AS-266] – Road Traffic Collision Forecasts Section 10.2 sets out the Applicant's approach to assessment of future road traffic collisions. Do you agree with the assessment approach used and also in general where they suggest improvements these are required?
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.
	Response by Suffolk County Council at Deadline 2	The assessment method is considered by SCC to be acceptable, and those locations identified are considered to be reasonable given the road collision histories and relevant modelling. However, road collisions will need to be monitored through the Transport Review Group to identify any potential unforeseen issues. In particular, given the modelled operation of the B1078/B1079 junction, SCC considers the works proposed by the Applicant here to be necessary and continued operation of the junction needs to be reviewed.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	Section 9.5 of the Construction Traffic Management Plan (CTMP) [REP2-054] describes the process through which funding will be released from the Contingent Effects Funds to mitigate any significant adverse transport effects, should they arise. The Contingent Effects Funds will be secured through the Draft Deed of Obligation (Doc Ref. 8.17(D)) and administered by the Transport Review Group (TRG). Only the agreed road links identified in an annex of the Draft Deed of Obligation (Doc Ref. 8.17(D)) can be put forward for potential contingency funding. The list of junctions and links that would be included in the annex are subject to ongoing discussions with SCC. The decision on drawing down funding from the Contingent Effects Funds will be taken by TRG, based on a range of evidence including “<i>PICs (personal injury collisions) involving Sizewell C vehicles</i>” and “<i>Review of PIC trends and causation factors</i>” as described in the CTMP. Where required, an independent road safety auditor would be appointed to review the evidence, determine if Sizewell C traffic resulted in a significant adverse road safety impact, and if appropriate, put forward recommendations for mitigation. Review of road safety data described in Chapter 10 of the Consolidated Transport Assessment [REP2-045] shows that there has been only one collision at the B1078/B1079 junction in the most recent five-year period. However, there were 47 road traffic collisions over that period along the 22km length of the B1078 from the A140 (near the A14) to Wickham Market. SZC Co. have therefore proposed a B1078 Road Safety Contribution fund, secured via the Draft Deed of Obligation (Doc Ref. 8.17(D)) to fund road safety works along the corridor. Potential road safety improvements have been developed in consultation with SCC and those measures are described in section 10.4 of the Consolidated Transport Assessment [REP2-045]. Within those proposals SZC Co. propose vegetation maintenance to increase visibility for vehicles at the B1078/B1079 junction to reduce the risk of collisions.
	Response by Suffolk Constabulary at Deadline 3	Suffolk Constabulary is not part of the TRG and will therefore not be party to reviews of collisions. It proposed by Suffolk Constabulary that it is included within the constitution of the TRG to allow fuller and more succinct review and management of Roads Policing aspects of the SZC project. This could include the detailed planning of temporary roads interventions.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	The governance of the Transport Review Group (TRG) was discussed at the Issue Specific Hearings 2 and 3 on Transport. Further information on the TRG is provided in SZC Co.'s Written Submissions Responding to Actions Arising from ISH3 (Doc Ref. 9.50).
TT.1.87	The Applicant, SCC	"Rat Running" Traffic Routes Numerous Relevant Representations have raised concerns around rat running through less suitable routes by workers and traffic associated with Sizewell C. Explain measures that are proposed or that could be employed to ensure compliance with recommended routes including any signing and digital navigation services proposed.
	Response by SZC Co. at Deadline 2	All goods vehicles over 3.5 tonnes (larger LGV and all HGVs) and all Sizewell C buses will be on fixed routes to/from the main development site. SZC Co. will monitor the HGV routes using GPS technology, as secured in the Construction Traffic Management Plan (CTMP) (Doc Ref 8.7(A)), which will be appended to the Deed of Obligation (Doc Ref 8.17(C)). LGV movements to/from the main development site will be booked into the delivery management system (DMS) and actively managed. A comparison of the actual LGV movements with the assessed LGVs to/from the main development site will be included in the transport monitoring report provided to the Transport Review Group (TRG) for review. LGVs less than 3.5 tonnes are not proposed to be tracked on their route to/from the main development site. The LGVs have been assigned to the highway network within the VISUM strategic model based on the observed distribution of LGVs in Suffolk. LGVs have route choice within the VISUM strategic model and therefore their impact has been assessed and mitigated, provided that the number of LGVs to/from the main development site is within the assessed level of LGV movements, which will be monitored. In addition, the vast majority if not all of the LGVs to/from the postal consolidation facility will already be on the network rather than new trips. They have only been assessed as new trips within the Consolidated Transport Assessment (Doc Ref 8.5(B)) in order to provide a worst case assessment. Construction worker car trips will have route choice but would be managed as follows: • Only workers living inside the area bounded by the A12, River Blyth, and River Deben (except those living in Leiston or within 800m of the main development site) will be issued a parking permit for the main development site on-site parking. This will act to limit the number of car trips to/from the main development site.

ExQ1	Question to:	Question:
		The purpose of the northern and southern park and ride facilities is to intercept construction worker car trips and consolidate them onto buses in order to reduce the effect of worker car trips on the highway network. A construction signage strategy will be implemented by SZC Co. and is to be secured via the Deed of Obligation (Doc Ref 8.17(C)). From the A14 /A140 junction near Needham Market, yellow backed signs will direct all construction traffic to use A14, A12 and B1122 (early years) / Sizewell link road (once open to traffic) to reach the main development site. This is the fixed route that goods vehicles over 3.5T and SZC Co buses (southern park and ride facility and those direct from Ipswich and Woodbridge), will be required to use. The signage strategy will also direct buses from the northern park and ride facility and direct buses from Lowestoft to use the A12 and B1122/Sizewell link road.
	Response by Suffolk County Council at Deadline 2	It is important to note that for a large number of workers' journeys, the natural route for them to travel from their home either to the Main Development Site, or the Park and Ride sites will not be via the A12, B1122 or Sizewell Link Road, and so vehicle movements by workers, whilst not reasonably considered as rat running, will increase along the vast majority of local roads. Vehicle movements will also increase as non-home bound workers undertake other non-work journeys. For workers travelling by car or motorcycle, no measures are proposed by the Applicant to control their routes as these will largely be dependent on the point of origin. The combination of large construction vehicles and workers using the main routes in the area may also result in local drivers seeking alternate routes on minor roads. Thus, SCC considers that it is likely that many workers and local drivers will switch to minor routes 'rat running' through local communities. Experience gained during temporary road closures is that these issues can be hard to predict and the impacts are not solely related to the increase in traffic. The nature of the roads often have a considerable importance in local residents' perception of the issues. There are a number of measures that the Applicant has proposed to reduce the potential impacts of worker vehicle movements; these include: a) Provision of the accommodation campus and LEEIE caravan park (both by ensuring they do not need to drive to site and providing facilities meaning that in some cases they will not need to travel off-site) b) The Park and Rides (including the postal consolidation facility)

ExQ1	Question to:	Question:
		c) The Lowestoft Bus service d) The Ipswich Bus Service e) The Woodbridge Bus service Further to the bus services modelled above, as part of the bus strategy, as the development builds out, locations that could support a bus service to reduce impacts on rural communities will be identified and investigated through the Transport Review Group. The current aim through the CWTP is for approximately 80% of the workforce to travel by either walk, cycle, direct bus or park and ride to/from the site. In order to ensure that staff travel to the site by the correct bus (i.e. their nearest bus), the proposals include a parking permit system, an electronic reader for bus passengers and allocation of model of travel. These details will be further updated in a revised submission of the Construction Workforce Travel Plan, and forms a continued area of engagement between SCC and the Applicant. Additional controls for Sizewell C should include: • Monitoring and enforcement of controls on HGVs and LGVs as stated in the management plans. • Effective management of the parking controls for workers • Setting of rules for good behaviour for workers when travelling to work • Signage strategy for freight vehicles and workers. To date these have been of a strategic nature focusing on the A14 and A12 directing traffic o SZC, the FMF or the park and ride sites. Where reports of rat running are received during the construction of SZC the TRG must have clear guidance to evaluate the issues raised and where necessary instigate action. This could include: • Modification or enforcement of management plans • signage such as unsuitable for traffic signs • Temporary speed control or other legal or physical restrictions on the highway, local self-help (VAS) or enforcement (subject to suitable resources being provided) SCC is conscious that the nature of the intervention needs to be flexible and fitting to the circumstances. While tracking of HGVs, buses and potentially LGVs by GPS appears to SCC to be a practical method this may not be the case for workers travelling to the park and ride site.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 3	Journeys to a place of work i.e. starting at the park and ride site are undertaken as a private individual and it is difficult to see how tracking can be imposed on workers when they are not at work. In response to the additional controls listed by SCC in their response: a) Chapters 4 and 5 of the CTMP [REP2-054] describes the proposed measures to manage HGV (goods vehicles over 3.5 tonnes) deliveries to and from the main development site and associated development sites respectively. Chapter 6 of the CTMP sets out the proposed measures to manage the movement of LGVs. Chapter 8 and 9 of the CTMP describes the proposed monitoring and enforcement of proposed controls. b) Chapter 4 of the CWTP [REP2-055] describes the measures proposed to control parking for workers across the project. Chapter 5 of the CWTP describes the monitoring and data collection proposed for reporting to the Transport Review Group (TRG). Monitoring includes car park utilisation levels as well as fly-parking – including operation of a fly-parking team. c) As set out in Chapter 6 of the CWTP [REP2-055] workers will be provided with Driver Rules that must be adhered to. The Worker Code of Conduct will be part of worker contractual conditions, which workers will be required to agree to and accept. SZC Co. will set out a disciplinary process to ensure compliance with code of conduct, e.g. in relation to fly-parking. A specific session during the workforce induction process will cover transport issues. d) SZC Co. has developed a strategic signage strategy for the early years and peak construction phase of the project. The signage strategy considers an extensive area including the A14 and A140 around Stowmarket in the west, the A14 around Ipswich in the south, the A12 and A145 around Lowestoft in the north and other A- and B-roads connecting with the A12 where they are forecast to be used by Sizewell C traffic. A more detailed plan of signage has been developed around the A12 / B1078 junction at Wickham Market, and at Leiston. SZC Co. have consulted on this strategy with SCC, ESC, Wickham Market Parish Council and Leiston Town Council. Chapter 4 of the CTMP [REP2-054] broadly describes the proposed strategy. The signage strategy will be developed by SZC Co., including further detail of signage around the main

ExQ1	Question to:	Question:
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	development site. Permanent highway signage has been discussed with SCC (ref. HWY04) and captured in the Initial Statement of Common Ground [REP2-076]. The ExA stated that many Relevant Representations have raised concerns around rat running through less suitable routes by workers and traffic associated with Sizewell C. We believe these concerns are primarily about private commuter cars and contractor LGVs which the applicant concedes will have 'route choice'. The applicant does not consider this adequately in the Early Years phase, before the Park and Ride operations or the SLR will be in place, We believe that the poor, North-West alignment of the Sizewell Link Road will exacerbate this issue, as many commuters and LGVs will 'cut the corner' southwards, and use inadequate country lanes (many of which are single track) via Knodishall, Friston and Coldfair Green. We are not convinced that the applicant's modelling has accounted for this sufficiently. We request: • that the applicant institutes a tracking system for private worker cars and contractor LGVs to keep them to the allocated routes, either through GPS issued tracking devices or ANPR cameras, • that SCC or another body retain powers to restrict worker car and LGV traffic if it exceeds approved levels, • that activity on the Main Construction Site not commence until the Park and Ride operations or the SLR are operational.
	Response by Marlesford Parish Council at Deadline 3	This is a hugely important issue for the villages around the Southern Park and Ride and the inevitability of "rat running" is acknowledged by SCC in their answer to the question when they state, "Thus, SCC considers that it is likely that many workers and local drivers will switch to minor routes 'rat running' through local communities." MPC considers that there needs to be more commitment from both the Applicant and SCC towards finding solutions to addressing this problem which is likely to make life extremely difficult for residents local to the Southern Park and Ride. The issue should not be put into the "too difficult to resolve" box. We would expect to continue discussions with the Applicant and SCC in order to solve the problem. MPC welcomes the fact that all goods vehicles over 3.5 tonnes (larger LGV and all HGVs) and all Sizewell C buses will be on fixed routes to/from the main development site and

ExQ1	Question to:	Question:
		that the Applicant will monitor the HGV routes using GPS technology, as secured in the Construction Traffic Management Plan. We are less convinced about the control of LGVs arriving and leaving the Southern Park and Ride. The Applicant states that LGVs visiting the main site will be booked into the Delivery Management System and will presumably therefore be controlled in terms of routes. It is not clear that suitable controls will be in place for LGVs visiting the Postal Consolidation Facility at the Southern Park and Ride. We believe that the technology exists to be able to control these movements and anything that can be done by the Applicant to keep LGVs off minor roads (particularly the B1078 to the west of Wickham Market) should be done. We welcome the Applicant's Road Signage Strategy, but believe it needs to be further refined and we are happy to work with the Applicant to develop the strategy. A continual monitoring of the effectiveness of the Signage Strategy should be maintained once construction starts and effectiveness should be a standing item on the Transport Review Group's agenda.
	Response by Woodbridge Town Council at Deadline 3	WTC comment – this is a difficult area, and SCC's answer is a list of ideas and good intentions but doesn't mention any positive way that rat-running could be stopped. However, one suggestion is an ANPR-based system, such as is used in car-parks, roadworks and congestion charging zones. Sizewell workers would have to register their vehicle to get it onto the site, and ANPR cameras would detect if they'd been on rat-run routes. There is more detail on this in the Deadline 2 submission from Wickham Market Parish Council [REP2-493], section 2.1.2 and Appendix 1. The Applicant should pay for this. PLANNING ISSUES highlighted • Safety and service impact on the East Suffolk Line • Health and wellbeing for Woodbridge residents arising from noise and vibration, both from day-time/evening HGVs and night-time trains. • Road traffic impacts in Woodbridge from railway level crossing operation in Melton • Crossing obstructions from trains held at Woodbridge stations in both up and down directions • Economic impacts of road freight traffic starting before A12 improvements complete.

ExQ1	Question to:	Question:
		• Traffic management problems with road freight traffic starting before A12 improvements complete. • Cumulative impact of a massive amount of extra HGV traffic and road infrastructure improvement.
	Response by SZC Co. at Deadline 5	The strategic VISUM modelling traffic flow forecasts described in Chapter 8 of the Consolidated Transport Assessment [REP4-005] take account of the route choice of cars and LGVs across the public highway network. The strategic VISUM traffic model forecasts were used to inform the Transport effects documented in Section 2.5, Chapter 2 of the Environmental Statement Addendum [AS-181]. A further, more detailed modelling assessment of individual junctions was also described in Chapter 9 of the Consolidated Transport Assessment. That detailed junction modelling was based on a robust forecast of traffic flows across the Suffolk highway network, allowing for driver route choice for cars and LGVs. Both the strategic VISUM and detailed local traffic models were audited by Suffolk County Council and their appointed technical consultants and accepted as an appropriate basis for the assessment of the effects of Sizewell C. See the Initial Statement of Common Ground – East Suffolk Council and Suffolk County Council [REP2-076]. Section 9.5 of the Construction Traffic Management Plan (CTMP) [REP2-054] describes the process through which funding will be released from the Contingent Effects Funds to mitigate any significant adverse transport effects, should they arise. The Contingent Effects Funds will be secured through the Draft Deed of Obligation (Doc Ref. 8.17(E)) and administered by the Transport Review Group (TRG). SZC Co.'s position on tracking worker cars is set out in SZC Co.'s Written Submissions Responding to Actions Arising from ISH2 (Doc Ref. 9.49).
TT.1.91	The Applicant	Sizewell Link Road -Traffic Analysis In [APP-450] the consideration of the alternatives in paragraph 3.2.50 does say initial traffic modelling was done on alternative alignments but presents no findings. Table 3.1 does not have transport as a key environmental factor. Given routes further south could potentially provide alleviation of development traffic on other routes through Knodishall, Leiston and Saxmundham. Provide a more detailed response on the various possible route

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	alignments with reference to the initial modelling undertaken and include any initial modelling assessment SZC Co. HGV traffic will be on fixed routes and will be required to use the Sizewell link road, and therefore HGVs will not be travelling through the settlements of Knodishall, Leiston and Saxmundham. Routes further south are therefore not required to provide alleviation of any such HGV impacts. Similarly, the park and ride strategy is to intercept car trips on the A12 and to consolidate workers onto buses. The park and ride and direct buses would be assigned to the Sizewell link road, and therefore the park and ride buses will not be travelling through the settlements of Knodishall, Leiston and Saxmundham. Furthermore, a parking permit system is proposed to be restricted to workers living east of the A12 (outside of Leiston) and therefore car trips would only be travelling a relatively short distance and would be dispersed across the various villages. Car parking spaces are limited at the main development site to 1,000 spaces. The route selection exercise for the Sizewell link road was informed by an understanding of environmental factors. This environmental information, and the reasons why Route Z south was chosen, can be found in paragraphs 3.2.36 to 3.2.59 of Chapter 3, Volume 6 of the ES [APP-450]. Further background information on the route selection has also been compiled to assist the examination. This information is set out at Chapter 4 of the Sizewell Link Road: Principle and Route Selection Response Paper, which is at Appendix 5D of the written responses. However, as set out at paragraphs 4.1.64 to 4.1.72 of Chapter 4 of the Sizewell Link Road: Principle and Route Selection Response Paper, SZC Co. undertook a comparison modelling assessment of Route W North to Route Z, after Suffolk County Council (SCC) requested SZC Co. revisit Route W at the Stage 3 consultation. This modelling assessment expects that there would be 105 daily two-way SZC HDV flows on the A12 through Yoxford if Route W North was constructed (based on the Jan 2021 HDV flows), as HDVs would need to pass through Yoxford (on the A12) to reach the more southern alignment of Route W north. There would be 0 HDV flows through Yoxford if the Sizewell link road was constructed.

ExQ1	Question to:	Question:
		Therefore, Route W North, and the other more southern alignments of Route X and Y, would not provide as much traffic relief to Yoxford compared to the Sizewell link road.
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	Like SCC, we maintain that the alternative Route W North/ D2 was not properly considered or modelled. The applicant assumed that the 10-15% of HGV traffic that would come from the North would be routed on the A12 through Yoxford to meet W North south of Saxmundham. They did not consider the possibility that this could be routed along the existing B1122. Initial discussions with Middleton and Theberton Parish Councils indicate that they would be open to a discussion on this, and that it may be a price worth paying to lose the proposed SLR route.
	Response by Suffolk County Council at Deadline 3	The response provided by the Applicant does not consider the potential ability for a more southerly route to cater for worker movements during the operational phase reducing impacts on the A1094, B1069 and B1119, the potential benefits to offer a legacy benefit associated with non-development traffic travelling from the south, nor given the additional distance for HGVs travelling from the south, the increased carbon footprint for these movements as a result of the more northerly alignment. The numbers of HGVs (105 at peak) although not assessed is unlikely to create severe impacts on the B1122, indeed this number is exceeded in the early years, and therefore HGVs could use the B1122 rather than travelling through Yoxford.
	Response by Stop Sizewell C at Deadline 3	The Applicant states that the SLR provides the main connection to the site after the early years and is proposed as a result of previous objections to the use of a slightly improved B1122 throughout the development period. • Alternative routes (including route W / D2) would result in a worse impact on the landscape and listed structures • Route W is longer than route Z • Route W, if delivered alone, would mean HGVs travelling through Yoxford or on the B1122, devaluing the purpose of building a relief road. We do not accept that the alternative routes (including W/D2) would result in a worse result. The land to the west of Leiston is a flat former airfield, and a road here would be built to grade without cuttings or embankments to within half a mile of the A12.

ExQ1	Question to:	Question:
		Route W/ D2 would only be marginally longer – 8km versus 7, but this must be balanced against its flatter, less disruptive and probably cheaper profile, its avoidance of villages and hamlets and its considerably greater legacy value Does the Applicant accept that a fully-specified DMRB layout is heavy-handed in the countryside and that a more sensitive design can be developed that meets all safety and loading requirements without the magnitude of adverse impacts on the landscape? The overriding argument is that neither route is completely satisfactory and the Applicant needs to provide answers and agree them with the Highway Authority and local communities. The Applicant has failed to achieve this agreement in 9 years of pre-DCO consultations
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid. SZC Co. is grateful to Suffolk County Council (SCC) for its revised position at Deadline 3 following its review of the information submitted at Deadline 2.
TT.1.92	The Applicant	Sizewell Link Road -Traffic Analysis In the case of the preferred route of the Link Road a number of Relevant Representations question the legacy benefit of the proposed alignment. In Tables 8.5, 8.7 and 8.9 of the Transport Assessment [AS-017] it can be derived the traffic levels on the combined B1122 / Sizewell Link Road corridor return to early years levels on the B1122 during operation. Given this level of traffic is considered acceptable on the B1122 in the early years of construction, explain the legacy benefit of the proposed link road in this context?
	Response by SZC Co. at Deadline 2	The purpose of the Sizewell link road is to manage the impacts of the Sizewell C project, and specifically manage the impacts on the B1122 and local communities along the B1122. Retaining the Sizewell link road does create the opportunity for long term legacy benefit. Retaining the Sizewell link road would result in a permanent reduction in traffic for communities along the B1122. The Sizewell link road would also be particularly beneficial when statutory outages, and forced/un-planned outages, occur in the operational stage of the power plant.

ExQ1	Question to:	Question:
		This permanent reduction in traffic for communities along the B1122, as a result of the Sizewell link road, also offers other benefits, including sustained improvements in noise and air quality, particularly in Theberton. Also, as the majority of traffic would reassign to use the Sizewell link road, the B1122 will experience much lower traffic volumes and could become more popular among cyclists, helping improve cycling connectivity in the immediate area. These long term legacy benefits of the Sizewell link road have been explained in response to question Al.1.33 in Chapter 5 of the written responses. The benefits of retaining the Sizewell link road are set out in more detail at Chapter 3, Section viii of the Sizewell Link Road: Principle and Route Selection Response Paper (paragraphs 3.1.130 to 3.1.134), which is included at Appendix 5D of the written responses.
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	We believe that those Relevant Representations that state the poor level of legacy benefit from the proposed SLR route are comparing it with the alternative Route W North/ D2. The latter would reduce post-construction traffic through the villages on the B1122 by at least as much as the SLR. It would also provide a much better route to reach the several proposed energy projects west and south of Leiston, and would connect Leiston directly to the A12. This would have a positive employment effect on the town once the construction 'boom' has abated – a significant problem after the construction of Sizewell A and B.
	Response by Suffolk County Council at Deadline 3	As set out in SCC's Written Representation [REP2-189], SCC considers that in transport terms, the net legacy benefit of the Sizewell Link Road post construction is very low, and must therefore be balanced against the ongoing cost of maintaining two parallel routes as well as the environmental harm caused by the physical presence of the Sizewell Link Road. The Written Representation [REP2-189] sets out clearly that, based on the Applicant's Transport Assessment, at the completion of the site (assumed here to be 2034), the traffic figures on the Sizewell Link Road return to a level that is far less significantly above the reference case for total traffic without Sizewell C. See also our comments to the Applicant's response to Al.1.33 above.
	Response by Stop Sizewell C at Deadline 3	The Applicant claims the following benefits: • A permanent reduction of traffic on the B1122.

ExQ1	Question to:	Question:
		The permanent reduction of traffic would be felt even when there are outages. The B1122 would, as a result, become more popular with pedestrians, cyclists and equestrians. These arguments do not justify the wrong route for many good reasons and these have been illustrated in Stop Sizewell C's written representations. A quieter B1122 would not be a sufficient attraction for visitors deterred by the development from visiting in the first place.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid. Furthermore SZC Co. continue to work with SCC and ESC to develop a vision, and clear proposals, for a repurposed B1122 once the Sizewell Link Road is available, which accommodates cycling and walking to the benefit of local residents and visitors alike.
TT.1.93	The Applicant	Sizewell Link Road -Traffic Analysis Paragraph 3.2.64 [APP-450] states that Stage 4 consultation preferences were expressed for the D2 route as it was considered by respondents that this would have provided more of a legacy benefit, a safer route for HGVs, catered better for HGVs coming from the south, and reduced amenity impacts to villages. Provide more detail on the transport analysis in this respect for the alternative routes.
	Response by SZC Co. at Deadline 2	As explained in SZC Co's. response to TT.1.91 of this chapter, the route selection exercise for the Sizewell link road was closely informed by an understanding of environmental factors. As explained there, background information on the route selection, including transport analysis as referred to in this question, has been compiled to assist the examination and is set out at Chapter 4 of the Sizewell Link Road: Principle and Route Selection Paper , which is included at Appendix 5D .
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	We believe that those Relevant Representations that state the poor level of legacy benefit from the proposed SLR route are comparing it with the alternative Route W North/ D2. The latter would reduce post-construction traffic through the villages on the B1122 by at least as much as the SLR. It would also provide a much better route to reach the several proposed energy projects west and south of Leiston, and would connect Leiston directly to the A12. This would have a positive employment effect on the town once the construction 'boom' has abated – a significant problem after the construction of Sizewell A and B.

ExQ1	Question to:	Question:
	Response by Stop Sizewell C at Deadline 3	See answer to TT.1.91 We agree with SCC that a route south of Saxmundham would be preferable, plus an appropriate approach to the 15% of travel from the north, e.g. sensitive use of adaptations to the B1122 – safety measures, speed limiting measures, road crossing facilities and so on.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid.
TT.1.94	The Applicant	Sizewell Link Road -Traffic Analysis 85% of HGV's are assumed from the south in the Transport Assessment. Using the same basis of analysis, for all remaining traffic including workers on the main site what is the proportion of traffic from the south of the Sizewell Link Road junction on the A12?
	Response by SZC Co. at Deadline 2	At peak construction, 42% of the assessed Sizewell C direct buses would travel on the A12 south of the Sizewell link road. Workers and LGVs < 3.5T would not use fixed routes as goods vehicles > 3.5T and buses would, and indeed there would be only a small number of worker vehicles using the A12/Sizewell link road junction during peak construction as most travelling from outside of the area bounded by the A12 and Rivers Deben and Blyth would use the park and ride sites or direct buses and not be permitted to drive direct to the main development site. Many workers living south of the Sizewell link road, within the A12 boundary and north of the River Deben, would not use this stretch of the A12 to travel to the site but would use local routes such as the B1119 or B1069. At peak construction, around 15% of Sizewell C worker (car) trips and 4% of LGVs are expected to travel on the A12 south of the Sizewell link road. In terms of the actual distribution of trip origins/destinations, regardless of whether or not they would travel on this stretch of A12 just south of the Sizewell link road, around 61% of Sizewell C worker vehicles (cars) and 73% of Sizewell C LGVs are assumed to be distributed, geographically, south of the Sizewell link road and A1120. Appendix 8D of the Consolidated Transport Assessment (Doc Ref 8.5(B)) contains traffic flow plots which show the distribution of Sizewell C traffic on the network.
	Response by Suffolk County Council at Deadline 3	For the traffic distribution south of SLR, the Applicant's response does not mention that D2 route would ease pressure on B1069 and B1119.

ExQ1	Question to:	Question:
	Response by Stop Sizewell C at Deadline 3	The Applicant states that 85% of HGVs would arrive at the SLR from the A12 South and 42% of buses would arrive at the SLR from the A12 south and that most workers in cars will go to the park and ride sites rather than travelling along the SLR. Regardless of use of the SLR, about 61% of workers' vehicles and 73% of LGVs are assumed to be distributed on routes south of the SLR and A1120. A link road route to the south of Saxmundham would provide greater legacy value, and reduce rat-running between Leiston and the A12.
	Response by SZC Co. at Deadline 5	SZC Co.'s response at Deadline 2 remains valid.
TT.1.95	The Applicant	Sizewell Link Road -Traffic on B1122 Given that traffic levels on some routes such as the B1122 are predicted to be highest in the early years (2023) ahead of completion of the mitigation schemes, explain why: (x) The works on the main development site are started in advance of all the mitigation projects being completed; and (xi) no mitigation is proposed on the existing B1122 to mitigate the increase in traffic during the early years other than highway maintenance.
	Response by SZC Co. at Deadline 2	(i) The works on the main development site are to be started as soon as practical following the grant of DCO and following the Final Investment Decision in view of the urgency of the project, the need to meet the policy expectation of deployment by 2035 and the need to bring forward the benefits of the project for the national, regional and local economy as soon as possible. The controls associated with the Implementation Plan will ensure that the Sizewell link road is operational at the earliest opportunity and that disruption caused by construction traffic using the B1122 is kept to a minimum. (ii) The response to this is set out in the paper on the early years strategy for the B1122 in Appendix 24C of the written responses.
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	The ExA is absolutely right to point out the limitations of the Early Years strategy, which does not appear to deserve a section of the DCO application in its own right. This period will be exceedingly bad for the communities on the B1122. The applicant states that

ExQ1	Question to:	Question:
		"disruption caused by construction traffic using the B1122 is kept to a minimum" but has proposed no significant mitigation. This is simply not good enough. The applicant should be required to fund speed cameras and/or average speed systems, noise screening and vibration monitoring and pre and post surveys of vulnerable buildings.
	Response by Suffolk County Council at Deadline 3	Monitoring and controls are needed to ensure that the impacts are kept to a minimum including through delivery of the associated developments on time to the Implementation Plan. The Applicant refers to Appendix 24C which indicates that an additional management measure to reduce impacts on communities along the B1122 is the delivery of the Park and Rides, and whilst SCC welcomes the earlier delivery of mitigation; this should also be seen in the context that additional bus movements would potentially increase the environmental impact (i.e. increased number of HDVs) rather than decrease the effect. SCC also welcomes the Applicant's commitment to reopening discussions around potential enhancements along the B1122 to provide adequate short-term mitigation along the B1122.
	Response by Stop Sizewell C at Deadline 3	We are tempted to quote the expression "your failure to plan is not my emergency" It is unreasonable for EDF to expect local communities to bear the burden of EDF's newfound urgency when they have taken so long to bring their DCO application forward. Stage 1 consultation started in 2012! Transport to the construction site rivals environmental damage and coastal concerns as one of the most important issues that the Applicant has needed to address during all the years of pre-application consultation. They have still not got it right. NB, in spite of the opportunity (i.e. not affecting construction period) there are no proposals to lay on buses for construction workers living within walking distance of services in the early years. This could be achieved without additional infrastructure.
	Response by SZC Co. at Deadline 5	At the Issue Specific Hearings 2 and 3 SZC Co. committed to providing the ExA with more detail on the movement of Sizewell C traffic on the B1122 in the early years of construction. This is included as part of SZC Co.'s Written Submissions Responding to Actions Arising from ISH2 (Doc Ref. 9.49). SZC Co. continue to engage with SCC, ESC, Suffolk Constabulary and Highways England on the monitoring and control of Sizewell C traffic movements. An updated Construction Traffic Management Plan (CTMP) and Construction Worker Travel Plan (CWTP) is expected to be submitted at Deadline 6 which will respond to discussions at the Issue Specific Hearings 2 and 3 and subsequent engagement with the relevant authorities.

ExQ1	Question to:	Question:
TT.1.96	The Applicant	Sizewell Link Road - Pretty Road Vehicle Severance A number of Relevant Representations are concerned about the severance created by the loss to Pretty Road to vehicular traffic. Explain in detail why vehicle movement cannot be retained on Pretty Road?
	Response by SZC Co. at Deadline 2	SZC Co. acknowledges the concerns raised by local residents and discussions have been on-going regarding this matter during public consultation and since submission of the DCO application. Recent helpful discussions with SCC has confirmed that a vehicular bridge is viable in this location when combined with a reduction in speed limit. Although SZC Co. considers that the current DCO proposals would provide sufficient connectivity between Theberton and Saxmundham and would maintain access to Theberton Hall, SZC Co. does see merit in maintaining vehicular access along Pretty Road to assist with local connectivity and to enhance landowner access to fields either side of the Sizewell link road. In response to the concerns raised, SZC Co. is therefore intending to revise the Pretty Road bridge proposals so that vehicular access across the Sizewell link road in this location is maintained. SCC have been made aware of this intention and are supportive of the amendment in principle. Please see the Second Notification of Further Proposed Project Changes (Doc Ref. 9.27) submitted at Deadline 2 for further detail.
	Response by Charles Macdowell, B1122 Action Group at Deadline 3	We support the proposals to overbridge the SLR on Pretty Road without a junction. We also support the requests by Interested Parties including Middleton Parish Council for a similar non-connecting underpass for Fordley Road.
	Response by Suffolk County Council at Deadline 3	SCC would not object to the modified proposals to Pretty Road bridge to enable use by motor vehicles. SCC insists that high quality pedestrian, cycling and equestrian facilities must be included in the design as this bridge is a vital link for NMU to avoid the severance created by the Sizewell Link Road. It is also noted that while changing the design to enable vehicles to use the bridge allows vehicle access between Theberton and Kelsale / Saxmundham it may also attract Sizewell C light traffic or local traffic leading to 'rat running' on the route and through Theberton. SCC brings to the Examiners' attention that Pretty Road and Moat Road are amongst a number of roads proposed to be nominated as Quiet Lanes. https://sites.google.com/view/quietlanessuffolk/status/notice-of-designation?authuser=0

ExQ1	Question to:	Question:
	Response by Stop Sizewell C at Deadline 3	Positive discussions about providing a bridge in response to objections are ongoing.
	Response by SZC Co. at Deadline 5	SZC Co. is grateful for the support expressed on the proposal to revise the Pretty Road bridge proposal so that vehicular access across the Sizewell link road in this location is maintained. SZC Co. has responded to requests by Interested Parties for a similar non-connecting underpass for Fordley Road in SZC Co.'s Comments on Written Representations at Deadline 3 [REP3-042] at pages 318 and 331. SZC Co.'s response at Deadline 3 remains valid.
TT.1.97	The Applicant	Sizewell Link Road – Route for Abnormal Indivisible Loads (AIL) Figure 2.4 [APP-449] suggest that AIL will use the Middleton Moor Link road to access the Sizewell Link Road. Explain: (xii) Why they will not use the whole length of the Sizewell Link Road; and (xiii) Will the new roundabout on the B1122 be designed to accommodate AIL?
	Response by SZC Co. at Deadline 2	(i) AILs to/from the A12 south will use the whole length of the Sizewell link road. AILs to/from the A12 north will use the A12/B1122 roundabout at Yoxford and the Middleton Moor link to access the Sizewell link road in order to avoid the need for AILs to travel along the A12 through Yoxford. (ii) Yes, the A12/B1122 roundabout design accommodates AIL movements.
	Response by Suffolk Constabulary at Deadline 3	The Applicant is reminded that Suffolk Constabulary's assistance will be required when AILs are required to contravene traffic regulations - which can include instances with AILs moving through the new junctions and link roads. Suffolk Constabulary will review the design criteria; dimensions; proposed operations; and constraints when considering a proposed adjusted AIL Management matrix for the "post-mitigation" position, which is proposed to be submitted by the Applicant following Deadline 3. The Constabulary will commit resources in accordance with agreements with the Applicant. This may be through business-as-usual operations or if dedicated additional resources have been funded. It should be noted by the Applicant and SCC that the proposed road layouts and the associated altered junctions on A12 and B1122 could impact on the management of AILs

ExQ1	Question to:	Question:
		not associated with SZC. This could impact on the business-as-usual operations of AILs and reduce the availability of that resource to respond to SZC's requirements.
	Response by SZC Co. at Deadline 5	The proposed highway infrastructure is being designed in accordance with DMRB standards and will be technically approved by Suffolk County Council as local highway authority. The highway infrastructure is being designed to accommodate AIL movements and therefore there is not expected to be any impact on the business as usual operations of AILs and the associated police resourcing. The proposed management arrangements for Sizewell C AILs is described in Chapter 7 of the Construction Traffic Management Plan [REP2-054]. SZC Co. continue to work with Suffolk Constabulary and SCC to agree AIL management arrangements.
TT.1.99	The Applicant	Transport Assessment Addendum [AS-266] - Two Village Bypass In the case of Little Glenham and Marlesford how will the traffic increases shown in these Tables be mitigated throughout the construction programme?
	Response by SZC Co. at Deadline 2	The Deed of Obligation (Doc. Ref. 8.17(C)) identifies a Marlesford and Little Glenham Improvement Contribution to be used by Suffolk County Council (SCC) for the design and implementation of local improvements to mitigate Sizewell C impacts. The potential improvements include new 30mph speed limit through Marlesford and extension of the existing 40mph speed limit, traffic calming, gateway features, new and wider footways and crossings. Discussions are ongoing with Suffolk County Council, East Suffolk Council and the parish councils, with a view to agreeing the proposed scheme.
	Response by Marlesford Parish Council at Deadline 3	The Applicant repeats the mitigation measures that have been discussed with Marlesford and Little Glenham (see AR.1.25 above) – our comments are included above. We would however ask that works to the A12 in Marlesford and Little Glenham be carried out early in the construction programme. This would provide the maximum potential benefit to the two villages and is likely to cause less congestion on the A12 than mitigation works that might be carried out closer to Peak.
	Response by SZC Co. at Deadline 5	Improvement works at Marlesford and Little Glenham are proposed to be delivered by Suffolk County Council as the highway authority for the road. The programme for delivery of these schemes would therefore need to be discussed and agreed with SCC.

ExQ1	Question to:	Question:
TT.1.102	The Applicant, Network Rail	Northern Park and Ride, Darsham Two RR's [RR-0244 and RR-0908] have raised the issue relating to the safety of the level crossing at the station. Their concern is based on Network Rail's classification of the crossing safety being exacerbated by the additional traffic. Has the impact of the proposed development on this level crossing safety been assessed and discussed with Network Rail?
	Response by SZC Co. at Deadline 2	The northern park and ride is located to the north of Darsham level crossing. The purpose of the park and ride is to intercept construction worker car trips and consolidate construction workers onto buses for the onward journey to the main development site. The majority of the Sizewell C traffic travelling through the level crossing would therefore be HGVs and buses. Drivers of HGVs and buses will undergo an induction and adhere to Driver Rules to ensure that they are fully aware of the potential dangers, prepared to stop at crossings and understand the warnings. Discussions are ongoing with Network Rail regarding the level of increased risk at this crossing and whether an intervention is required.
	Response by Network Rail at Deadline 2	As part of the high level review of level crossing impacts and risk analysis Darsham Park & Ride was identified as requiring intervention. This discussion is currently ongoing with options for mitigation including relocation of the station car park into the new facility or additional Full barrier installation. A Full barrier solution has interdependencies in terms of timeframe for delivery and cost of installation which need to be further reviewed and agreed between the parties. (See answer to Question HW.1.19)
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Together Against Sizewell C at Deadline 3	What modelling of traffic patterns has been done in relation to the risk of "Blocking Back" over Darsham AHBC particularly at shift change times and on a summer Saturday in school holidays. The applicant states that "drivers of HGVs and buses will undergo an induction" but that completely misses the workers arriving/leaving the site in their own cars and the mass of the general public. Whilst there are "box Junction" markings on the crossing these are poorly understood and complied with generally. There exists the risk of a road vehicle stuck on the crossing being struck by a down train. Whilst the majority of

ExQ1	Question to:	Question:
		trains will already be braking to stop at Darsham station this does not apply to empty stock workings that could be travelling at 55 mph or a heavy engineering train travelling at 20 mph. The train drivers view of the crossing is limited, the line is on a left hand curve at this point and a shallow cutting with the Westleton Road bridge restricts the approach view.
	Response by SZC Co. at Deadline 5	Appendix 9B of the Consolidated Transport Assessment [REP2-050] describes a detailed traffic micro-simulation model (VISSIM) of the A12 between Yoxford and the A144 junction, including the A1120 and B1122 approaches to the A12. This model includes the effect of the A12 level crossing near Darsham and the B1122 level crossing. The appendix reports queue lengths but does not identify any risk of blocking over the level crossings. In addition, the proposed location of the northern park and ride to the north of the level crossing will enable the majority of worker car trips allocated to the northern park and ride to be intercepted north of the level crossing and thereby reduce worker cars travelling over the level crossing.
TT.1.104	The Applicant	Southern Park and Ride, Whickham Market Explain why the existing layout on A12 northbound carriageway would be changed from two lanes to one lane before the northbound slip road from the B1078 joins the A12?
	Response by SZC Co. at Deadline 2	The northbound on slip road joins the existing A12 where the two lanes of the dual carriageway reduce to a single lane north of the Wickham Market bypass. There are effectively three lanes merging into one, which is a road safety concern. Notwithstanding this, there has only been one slight collision in the five-year period reported in the Transport Assessment (Doc Ref. 8.5(A)) [AS-017]. However, given the increased traffic volume due to Sizewell C on the A12 and additional buses from the southern park and ride facility using the slip road, the SZC Co. highway measures propose to mitigate traffic impacts and reduce the likelihood of additional collisions at this location. The Stage 1 Road Safety Audit, included in Appendix 10A of the Transport Assessment [AS-017], considered the lane reduction proposals and did not raise any safety concerns with the proposed change from two to one lane before the northbound slip. In paragraph 869 of their response to Stage 3 consultation, Suffolk County Council indicated that subject to detailed design, swept path assessment, capacity assessment and road safety audit, the highway proposals would be acceptable.

ExQ1	Question to:	Question:
	Response by Marlesford Parish Council at Deadline 3	The answer given by the Applicant is accepted by MPC. We would point out however that by reducing from two lanes to one to allow traffic on the northbound slip-road to join the A12, there will be inevitable delays as northbound traffic on the A12 merges before the slip road joins. We believe that this will add to the congestion as traffic enters Marlesford from the south and we do not believe that its effects have been fully appreciated by either SCC or the Applicant. It is a further reason why a Four Village Bypass delivered now would be the most appropriate solution.
	Response by SZC Co. at Deadline 5	See responses to AI.1.16 and TT.1.45 in as they relate to MPC's comment on a four village bypass. Also, see response to TT.1.99 for discussion on potential improvements at Marlesford.
TT.1.109	The Applicant	Freight Management Facility (FMF) Several Relevant Representations comment that closure of the A14 Orwell Bridge is a regular occurrence and this site would be severely affected by such a closure. Explain how this was considered in the analysis of the suitability of this site?
	Response by SZC Co. at Deadline 2	Refer to response to TT.1.17 with regards to the proposed two functions of the freight management facility. SZC Co. has needed to balance the requirements of the two functions of the freight management facility when selecting a preferred location. Given the primary day to day function of the freight management facility is to manage the release of HGVs onto the local highway network and undertaken compliance checks, the freight management facility has been located at the start of the local highway network where the A14 and A12 meet and to the south of Martlesham and Woodbridge, which are known to suffer from localised congestion. Any further north towards Sizewell and the facility would be less effective in responding to sensitivities on the A12. The freight management facility is already over 40km away from the main development site and locating it even further away from the site (i.e. west of the Orwell bridge) would impact on the operational ability of the facility to so closely control HGV arrivals at the main development site. The secondary, and far less frequent function of the freight management facility, is to enable HGVs to be held in the event of an incident on the highway network, which forms part of the management measures included in the Traffic Incident Management Plan (TIMP) (Doc Ref 8.6(A)). The TIMP (Doc Ref 8.6(A)) sets out the protocols to be followed

ExQ1	Question to:	Question:
		by SZC Co. and relevant stakeholders in the event of an incident on the highway network. The closure of the Orwell bridge is just one of these scenarios. Orwell Bridge closure would only prevent inbound HGV traffic reaching the freight management facility. In the event of a bridge closure, SZC Co. would contact any deliveries en-route to the freight management facility through the DMS and the drivers would be required to park and wait until the bridge is reopened before continuing their journey. SZC Co. is in discussions with Highways England to agree suitable locations west of the Orwell bridge for HGVs to be required to wait. It is also important to note that from discussions with Highways England the frequency of bridge closures should be less as they have recently implemented management measures. Given the freight management facility is best placed for its primary function east of the Orwell Bridge, and the DMS controls the flow and movement of HGVs to the west of the Orwell Bridge, no alternatives west of the bridge were considered in detail. The Site Selection Report [APP-591] and Volume 8, Chapter 3 (Alternatives and Design Evolution) of the ES [APP-514] for the FMF in the original DCO Application explain the site selection process in more detail.
	Response by Highways England at Deadline 2	Highways England awaits the applicant's response to ExA and will comment/respond if necessary by the 24th June deadline.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.
	Response by Suffolk County Council at Deadline 3	SCC considers that a location to the west of the Orwell Bridge would have been preferable to manage traffic during closures of the Orwell Bridge, although recent improvements by Highways England has reduced the risk of this for high winds, but not other incidents. A location west of the Orwell Bridge would also remove trips to and from the A1156 exit on the Seven Hills Interchange. While the Applicant are in discussion with Highways England regarding suitable waiting locations south and west of Ipswich, SCC is aware that there is already considerable demand for such facilities, for example by HGVs travelling to Felixstowe and Harwich. In the Applicant's response it is noted they acknowledge that the A12 south of Woodbridge is known to suffer from localised congestion.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 5	The location of the freight management facility was discussed at ISH2 and SZC Co. position is summarised in SZC Co.'s written summary of SZC Co.'s oral submission of ISH2 (Doc Ref 9.42).
TT.1.110	The Applicant	Freight Management Facility (FMF) Also, in relation to the FMF provide: (i) The peak times of activity for HGVs entering and leaving the site; and (ii) The anticipated direction of travel of the vehicles entering and leaving the site.
	Response by SZC Co. at Deadline 2	(i) Between 6-8 am are expected to be the busiest hours of arrivals at the freight management facility, and 7-9am for departures (i.e. heading on to the main development site). (ii) The assumed distribution of HGVs at the main development site is 85% from the A12 south / 15% from the A12 north. HGVs arriving from the south would use the freight management facility en-route to the main development site. HGVs arriving from the north would not route via the freight management facility due to the extent of the diversion on their route to the main development site. However, all HGVs to/from the main development site will be tracked via GPS to monitor compliance with the HGV routes. The 85% from A12 south is made up of 15% from Felixstowe Port, 10% from Ipswich Port and 60% from London/the South East. These HGVs would be required to stop at the freight management facility prior to arrival at the main development site, which equates to 17.6% of HGVs approaching from the Felixstowe area (15/85) via A14 east/Seven Hills/A1156 and turning left into the freight management facility, and 82.4% (70/85) approaching from the A14 west/Seven Hills/A1156 and turning left into the freight management facility. All HGVs leaving the freight management facility would exit right onto the A1156 and straight across Seven Hills to the A12.
	Response by Highways England at Deadline 2	Highways England awaits the applicant's response to ExA and will comment/respond if necessary by the 24th June deadline.
	Response by SZC Co. at Deadline 3	No further comments to add to SZC Co. response for Deadline 2.

ExQ1	Question to:	Question:
	Response by Suffolk County Council at Deadline 3	The Applicant sets out the peak arrival and departures for HGV movements and routing of HGV movements to/from the Freight Management Facility. It is worth noting that the CTMP (REP2-054) only contains controls on the total number of HGV movements and on the number of HGV movements during the peak hours of 08:00 to 09:00 and 17:00 to 18:00. SCC believe that limits should be put on each route; to reflect the proportions assessed within the ES (i.e. the 85/15 split) and on the adjacent peak hours of 07:00 to 08:00 and 16:00 to 17:00; which in some localised areas can often be the network peak hours, to reflect those HGV numbers modelled within the assessment, as set out in the Councils LIR (REP1-045). Controls at Hinkley Point C include caps for each of the two HGV routes to the site, as well as caps on three morning peak hours and three evening peak hours, which have, in general, not been exceeded, aside from a few incidents. This would limit impacts on the highway network during the most critical periods for network capacity.
	Response by SZC Co. at Deadline 5	SZC Co. continue to engage with SCC, ESC, Suffolk Constabulary and Highways England on the monitoring and control of Sizewell C traffic movements. An updated Construction Traffic Management Plan (CTMP) is expected to be submitted at Deadline 6 which will respond to discussions at the Issue Specific Hearings 2 and 3 and subsequent engagement with the relevant authorities.
TT.1.112	The Applicant	ES CHAPTER 10 [APP-198] – TRANSPORT Paragraph 10.2.23 states that "For peak construction the representative hour was initially identified as 22:00- 23:00 when 'daytime hours' of 07:00-23:00 were considered. Given the assessments are to primarily assess impact on vulnerable road users, it is important that the representative hour is a reflection of when vulnerable road users are likely to be on the network. As such, the representative hour for peak construction has been taken to be 07:00-08:00". Explain why this "representative" hour was chosen if it is meant to be a period when vulnerable road users are on the network.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	Guidance on hours or periods to assess is set out in paragraphs 2.8 and 3.10 of the Institute of Environmental Management (IEMA) Guidance¹⁶. Paragraph 2.8 of the guidance¹⁷ states: <i>"In preparing an Environmental Statement it is considered that the documentation should enable significantly affected people, parties or interests to be able to identify the "worst" environmental impact that might reasonably be expected, in addition to how they would be affected by the average or typical conditions. This issue is returned to in paragraph 3.10 of these Guidelines. "Worst" environmental impacts are likely to include the effect of "greatest change" as well as "highest impact."</i> Paragraph 3.10 of the guidance¹⁸ states: <i>"The detailed assessment of impacts is therefore likely to concentrate on the period during which the absolute level of an impact is at its peak, as well as the hour at which the greatest level of change is likely to occur. Special attention should also be given to periods which may be considered to be especially sensitive, such as night-time noise."</i> The guidance¹⁹ focuses on the environmental effects of increases in traffic on roads, which includes the transport impacts assessed in Volume 1, Chapter 2 of the ES Addendum [AS-181] (e.g. severance, pedestrian delay etc) as well as other impacts such as noise and vibration and dust and dirt. Therefore, the guidance in paragraph 2.8 and 3.10²⁰ needs to be considered against the transport impacts that have been assessed in Volume 1, Chapter 2 of the ES Addendum [AS-181] and the criteria for that assessment. The assessment of severance, pedestrian delay, amenity and fear and intimidation is based on percentage / actual change in traffic flows. Therefore the hour of greatest change in traffic flow has been assessed (i.e. representative hour) and for all other hours of the day, the impact on these aspects will be less. The average or typical level of impact

¹⁶ Institute of Environmental Management and Assessment (IEMA) (1993). The Guidelines for the Environmental Assessment of Road Traffic.

¹⁷ Institute of Environmental Management and Assessment (IEMA) (1993). The Guidelines for the Environmental Assessment of Road Traffic.

¹⁸ Institute of Environmental Management and Assessment (IEMA) (1993). The Guidelines for the Environmental Assessment of Road Traffic.

¹⁹ Institute of Environmental Management and Assessment (IEMA) (1993). The Guidelines for the Environmental Assessment of Road Traffic.

²⁰ Institute of Environmental Management and Assessment (IEMA) (1993). The Guidelines for the Environmental Assessment of Road Traffic.

ExQ1	Question to:	Question:
		on severance, pedestrian delay, amenity and fear and intimidation has also been undertaken based on average weekday traffic flows. There is no need to assess the hour of highest absolute level of impact for severance, pedestrian delay, amenity and fear and intimidation (i.e. when the total Reference Case + Sizewell C traffic is at the combined highest level) as, unless this hour coincides with the hour of greatest change (i.e. representative hour) the assessment of the hour of absolute level of impact would result in lower impacts on vulnerable road users than the representative hour. Likewise, given that the assessment is based on changes in traffic levels and not levels of vulnerable users, the assessment of the hour of greatest change (i.e. representative hour) provides the greatest level of impact that any vulnerable road user would experience during the day. If the effect on vulnerable road users is assessed to be not significant in the hour of greatest change in traffic flows (i.e. representative hour), then the effect would be not significant in all other hours of the day that vulnerable road users are likely to use the network (including the hour of highest environmental impact) as the percentage change in traffic would be less in those hours. The exception to this is for the links that have been assessed within Volume 1, Chapter 2 of the ES Addendum [AS-181] to have a significant adverse effect based on the representative hour but the effect has been considered to be not significant as the representative hour did not coincide with the hour of highest environmental impact (e.g. at the start/end of the school day). In these small number of cases, an assessment of the hour of highest environmental impact should have been undertaken and has been included in a note at Appendix 24D of the written responses. With regards to other transport aspects that are assessed within Volume 1, Chapter 2 of the ES Addendum [AS-181] (i.e. driver delay and road safety), the assessment was based on the Transport Assessment Addendum [AS-266]. The Transport Assessment Addendum [AS-266] has assessed the impact on driver delay for a number of modelled hours, which include the development peak hour and the hour of highest absolute impact (i.e. when the total Reference Case + Sizewell C traffic is at the combined highest level). The assessment of driver delay is not based on percentage change in traffic but traffic modelling of the effects of increased traffic on driver delay.

ExQ1	Question to:	Question:
		The assessment on the effect on road safety is based on the Department for Transport's cost benefit analysis light touch (COBALT) methodology to assessing the impact on road traffic collisions as a result of increases in traffic. The assessment is based on 24 hour daily flows as this is what is required by the COBALT assessment. In summary, it is considered that the assessment within Volume 1, Chapter 2 of the ES Addendum [AS-181] accords with the guidance on assessment hours and periods set out in the IEMA Guidance²¹. The exception to this is a small number of cases where the hour of greatest environmental impact should have also been assessed. This further assessment is included in Appendix 24D of the written responses.
	Response by Stop Sizewell C at Deadline 3	Applicant refers to IEMA guidance in which the environmental impacts are considered, based on periods of 'greatest change' in traffic flows, since these periods would have the greatest impact on any VRUs. Other times when VRUs are present would have lower traffic volumes unless there is coincidence of timing. Stop Sizewell C argues that in the early years construction traffic on the com (and other minor roads in the locality) would result in significant damage to residential amenity, pollution and dangerous conditions for all road users at all times; not only periods of 'greatest change'
	Response by SZC Co. at Deadline 5	The ES assessment is being actively discussed with SCC and ESC, and all parties are working towards agreement on the assessment methodology and results. Significant progress has been made recently and the revised assessment is expected to be issued to the Examining Authority at Deadline 6.
TT.1.114	The Applicant	ES CHAPTER 10 [APP-198] – TRANSPORT Paragraph 10.6.8 sets out that screening has been undertaken using 24hr AAWT. In the IEMA Guidance Paragraph it acknowledges that, "for many impacts such as noise and severance it is considered that average or total daily traffic flows provide insufficient information for any real understanding of environmental effects." Understanding this, what are the implications for the screening process if the hours of greatest change or the hours of greatest impact are used on the screening?

²¹ Institute of Environmental Management and Assessment (IEMA) (1993). The Guidelines for the Environmental Assessment of Road Traffic.

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	The screening in Volume 1, Chapter 2 of the ES Addendum [AS-181] has been based on 24 hour AAWT. The IEMA guidance does not specify whether the screening should be based on daily traffic flows or hourly flows. However, when providing reasoning for the screening thresholds, the IEMA guidance refers to daily flows within paragraph 3.16, which states "<i>It should also be noted that the day-to-day variation of traffic on a road is frequently at least some + or -10%</i>". Given this, it was decided to base the screening process on the 24 hour AAWT flows. SCC and ESC have provided comments on the transport environmental assessment included in Volume 1, Chapter 2 of the ES Addendum [AS-181]. Further work is ongoing by SZC Co. to address SCC's and ESC's comments on the assessment. SZC Co. will include additional screening as part of that work based on the representative hour. A technical note will be submitted to the Examination summarising the further assessment that is being undertaken as part of the Statement of Common Ground discussions with the local authorities.
	Response by Stop Sizewell C at Deadline 3	What is the detail of the additional screening proposition? This would not address the issue of early years while construction vehicles are using the B1122 and there is a new road being built behind these settlements. The longevity of the construction project will make this issue intolerable for communities. Please note that currently the Noise Mitigation Scheme is not available for homes on the B1122.
	Response by SZC Co. at Deadline 5	See SZC Co.'s Deadline 5 response to TT.1.112.
TT.1.118	The Applicant	ES CHAPTER 10 [APP-198] – TRANSPORT Explain why given the major adverse impact on pedestrian amenity which is considered a significant effect that no mitigation is proposed on sections of the B1122 in the early years of construction prior to the opening of the Sizewell Link Road
	Response by SZC Co. at Deadline 2	Refer to response to question TT.1.95 .
	Response by Suffolk County Council at Deadline 3	SCC is committed to further discussions with the Applicant on this matter, as per TT.1.95 above.

ExQ1	Question to:	Question:
	Response by Stop Sizewell C at Deadline 3	Response TT.1.95 But note: the impacts including safety will still be felt in the first three years when at the current time people find the B1122 "difficult to cross" (source: ES vol 6 Ch 3). Alongside proposed maintenance, the minimum intervention should include sight line improvements, footway extensions and crossings as described in the ES.
	Response by SZC Co. at Deadline 5	See SZC Co.'s Deadline 5 response to TT.1.95.
TT.1.120	The Applicant	ES CHAPTER 10 [APP-198] – TRANSPORT Paragraphs 10.6.14 to 10.6.17 identify four routes in the early years that are said to have adverse impacts that are identified but none are judged to be significant effects. This in the case of 3 routes is said to be because in the selected representative hour, other activity of the routes would be relatively light. Has the hour of greatest impact been considered in regard to severance when there is likely to be much more activity on these sensitive routes?
	Response by SZC Co. at Deadline 2	The assessment has been updated since the submission of the Volume 2, Chapter 10 of the ES [APP-198] . Volume 1, Chapter 2 of the ES Addendum [AS-181] was based on the refined traffic modelling and therefore the environmental effects for the links referred to in this question should be based on the ES Addendum [AS-181] and not the ES [APP-198] . Please refer to response to TT.1.112 with regards to the further assessment undertaken for some links for the hour of highest environmental impact, which is summarised in Appendix 24D of this chapter.
	Response by Suffolk County Council at Deadline 3	SCC is considering the content of Appendix 2D and whether the impact at 07:00 to 08:00 hours still needs to be considered (i.e. whether it is a legitimate hour to consider vulnerable road user movement from education facilities).
	Response by SZC Co. at Deadline 5	See SZC Co.'s Deadline 5 response to TT.1.112.
TT.1.123	The Applicant	ES ADDENDUM [AS-181] – Severance 2023 Early Years Paragraph 2.5.23, has the hour when children are likely to be arriving or leaving the Centre and nursery been considered, i.e. the hour of greatest environmental impact?

ExQ1	Question to:	Question:
	Response by SZC Co. at Deadline 2	Refer to the response to TT.1.112 within this chapter and the additional assessment in Appendix 24D of the written responses for the hours of greatest environmental impact for a small number of links, including Link 6, B1119 Saxmundham Road in Leiston, which is referred to in this question.
	Response by Suffolk County Council at Deadline 3	SCC is considering the content of Appendix 2D and whether the impact at 07:00 to 08:00 hours still needs to be considered (i.e. whether it is a legitimate hour to consider vulnerable road user movement from education facilities).
	Response by SZC Co. at Deadline 5	See SZC Co.'s Deadline 5 response to TT.1.112.
TT.1.125	The Applicant	ES ADDENDUM [AS-181] – Amenity 2028 Peak Construction Busiest Day Paragraphs 2.5.64 and 2.5.65 the assessments of amenity are based on revised traffic modelling and assumptions about bus routes. How will these bus route assumptions be controlled through the DCO to ensure any subsequent changes in bus routes does not reintroduce effects that have not been considered or screened out.
	Response by SZC Co. at Deadline 2	The assessment in paragraphs 2.5.64 – 2.5.65 of Volume 1, Chapter 2 of the ES Addendum [AS-181] is expressly undertaken on the basis of reasonable assumptions and recognises that actual routing of direct buses will be agreed via the Transport Review Group (TRG) processes (see text within paragraph 2.5.65 [AS-181]). This is consistent with regulation 14(3) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 which requires inclusion of “the information reasonably required for reaching a conclusion on the significant effects” (emphasis added). It is neither practical nor desirable for the direct bus routes to be fixed at this stage without the ability for the Transport Review Group to consider and refine them based on the actual location of construction workers and the number of workers over time. The Construction Worker Travel Plan (CWTP) (Doc. Ref. 8.8(A)) provides for initial approval and subsequent refinement of bus timetables and routes by the TRG.
	Response by Suffolk County Council at Deadline 3	SCC welcomes the commitment that the actual routing of direct bus routes will be agreed through the TRG. SCC seeks further explanation of how this is controlled and monitored through the most recent (REP2- 055) Construction Worker Travel Plan (CWTP). SCC would also recommend that this include controls on total bus movements (for direct and park

ExQ1	Question to:	Question:
		and ride bus movements) through the Transport Review Group, to ensure impacts do not exceed those assessed. Table 2 in SCC's D3 submission "Comments on any additional information/submissions received by D2" sets out additional controls requested by SCC.
	Response by SZC Co. at Deadline 5	SZC Co. continue to engage with SCC, ESC, Suffolk Constabulary and Highways England on the monitoring and control of Sizewell C traffic movements. An updated Construction Traffic Management Plan (CTMP) and Construction Worker Travel Plan (CWTP) is expected to be submitted at Deadline 6 which will respond to discussions at the Issue Specific Hearings 2 and 3 and subsequent engagement with the relevant authorities.
TT.1.126	The Applicant	ES ADDENDUM [AS-181] – Fear and Intimidation 2028 Peak Construction Busiest Day Paragraph 2.5.67, Link 26 A12 Marlesford given an increased and significant effect has been identified is the Applicant proposing any mitigation?
	Response by SZC Co. at Deadline 2	Yes. Mitigation is proposed at Little Glemham and Marlesford, to be secured via an obligation in the Deed of Obligation (Doc. Ref. 8.17(C)). See response to question TT.1.99 of this chapter.
	Response by Marlesford Parish Council at Deadline 3	The Applicant confirms that mitigation is proposed for Marlesford and Little Glemham (see AR.1.25 above). We will continue to engage with the Applicant and would repeat the MPC comments made in TT.1.99 above.
	Response by SZC Co. at Deadline 5	No further comment required from SZC Co.
TT.1.128	The Applicant	ES ADDENDUM [AS-181] – Driver Delay 2028 Peak Construction Paragraph 2.5.89, explain how is this level of delay judged to be not significant in this case?
	Response by SZC Co. at Deadline 2	The level of delay stated in paragraph 2.5.89 of Volume 1, Chapter 2 of the ES Addendum [AS-181] was incorrect due to a mistake with the headings in tables 9.55 and 9.56 of the Transport Assessment Addendum [AS-266] , which has been corrected within the Consolidated Transport Assessment (Doc. Ref. 8.5(B)). The 650 HGV and 700 HGV travel times had been swapped. Paragraph 2.5.89 should read [AS-181]:

ExQ1	Question to:	Question:
		<i>"The journey time analysis from the VISSIM micro-simulation model of the A12 corridor demonstrates that the journey time increase on the A12 northbound, between Seven Hills and just north of A1152, is predicted to be 11-42 seconds depending on the hour and 0-29 seconds in the southbound direction depending on the hour. Over a 14km route, the effect on journey time on this part of the A12 would be negligible, which is not significant."</i> Despite the small change in impacts presented, the conclusion that this would be negligible and not significant is still considered to be correct. These increases in journey times over a 14km route are not considered to be significant.
	Response by Suffolk County Council at Deadline 3	As per our response to TT.1.82, SCC disagrees with the Applicant's conclusion on the significance of impact on this corridor.
	Response by SZC Co. at Deadline 5	See SZC Co.'s Deadline 5 response to TT.1.61.
TT.1.132	The Applicant	Cumulative Transport Impacts [ES-201]- Appendix 10.4 Scottish Power in the assessment of the transport impacts of both EA1 North and EA2 have identified the following area of mitigation required. Provide explanation why in the assessment of the effects of Sizewell C traffic, the following mitigations are not identified: (i) For the EA projects only footway improvements in Theberton on the B1122; (ii) Cumulative impact with SZC pedestrian improvements at Yoxford on the A12; and (iii) Cumulative impact with SZC pedestrian improvements at Marlesford on the A12
	Response by SZC Co. at Deadline 2	SZC Co. is committing to substantial highway mitigation infrastructure embedded within the scheme proposals (e.g. Sizewell link road, two village bypass, freight management facility, park and ride facilities etc). In addition, SZC Co. has also identified significant mitigation funds which will be secured through the Deed of Obligation (Doc. Ref. 8.17(C)). Mitigation is proposed at all three locations identified in the question and is summarised as follows: (i) SZC Co. proposes the construction of the Sizewell link road running generally in parallel with the B1122 to mitigate potential peak construction impacts on communities along the corridor, including Theberton. SCC and ESC are developing

ExQ1	Question to:	Question:
		proposals to adapt the B1122 into an active travel corridor prioritising cycling and walking. SZC Co. are supportive of the creation of an active travel corridor along the B1122 and keen to work with SCC and ESC to bring about those cycling and walking improvements on the B1122, which would be enabled by the completion of the Sizewell link road. See also the response to question TT.1.95 of this chapter. (ii) SZC Co. proposes to upgrade the A12 / B1122 junction from a priority ghost island T-junction to a three-arm roundabout (referred to as the 'Yoxford roundabout') to increase traffic capacity. Proposals incorporate new and wider footways tying into the existing pedestrian network. (iii) Mitigation is proposed at Marlesford, to be delivered by SCC through the Marlesford and Little Glemham Improvement Fund, secured via the Deed of Obligation (Doc. Ref. 8.17(C)). See response to question TT.1.99.
	Response by Suffolk County Council at Deadline 3	SCC is currently working with the Applicant to address our concerns regarding the Environmental Statement and this will help inform conclusions on required mitigation including in the cumulative scenario.
	Response by Stop Sizewell C at Deadline 3	SZC proposes [instead] the construction of the link road. The impacts of construction traffic would occur from the early years and this will add traffic in Theberton and other communities, affecting the safety of vulnerable road users, creating intimidation and impacting quality of life. Three years is a long time for an older retiree to wait for what are, in fact, fairly basic, low cost and quickly implemented facilities that should reasonably be provided in advance of all construction works.
	Response by SZC Co. at Deadline 5	See SZC Co.'s Deadline 5 response to TT.1.112.
Chapter 25 - W.1 Waste (conventional) and material resource		
W.1.2	Essex and Suffolk Water Company	Water Supply Strategy Appendix 2.2D [AS-202] Provide an update on the delivery of water supply to the Proposed Development and the expected delivery timescales.
	Response by SZC Co. at Deadline 2	No response from SZC Co. is required.

ExQ1	Question to:	Question:
	Response by Northumbrian Water Limited (NWL) (Trading as Essex and Suffolk at Deadline 2	Extract from the Response by Northumbrian Water Limited (NWL) (Trading as Essex and Suffolk: <i>"In summary:</i> <i>i. We are currently undertaking work to understand how a mains water supply solution to SZC would be configured and delivered;</i> <i>ii. There are a number of considerations including: a. the timely delivery of NWL's own capital programme; and b. the outcomes of our WINEP abstraction sustainability investigations.</i> <i>iii. We are working with SZC Co to understand how the timing of the supply of mains water to SZC would interrelate with our capital programmes.</i> <i>iv. On an indicative basis only, NWL consider that it may be possible to deliver the scheme by September 2024 at the earliest. This projection is however subject to additional ongoing work.</i> <i>v. We are currently preparing a supply profile to confirm what water we might be able to supply between April 2022 and September 2024. Further work streams are expected to be available in June and August 2021 in this respect."</i> Please refer to [REP2-158] for full response.
	Response by SZC Co. at Deadline 3	SZC Co is continuing to work closely with NWL both in relation to resource availability and proposed water transfer scheme, including timescales for making the necessary connections. The outcome of the above studies will inform the Water Supply Strategy for the Sizewell C Project that SZC Co will submit into the examination at Deadline 5.
	Response by Suffolk Coastal Friends of the Earth at Deadline 3	Refer to REP3-134 for full response. In summary, in the undesirable event of the Sizewell C project going ahead • The mains water supply cannot be obtained from local resources • it would be an unacceptable planning impact to allow it to take this level of water away from local people, businesses and farms, and so the water supply infrastructure must be in place first • the start of enabling works must therefore be delayed until the pipeline is built, and supplying water in the required quantity, quality and reliability to ensure the project can be built and operated safely.

ExQ1	Question to:	Question:
		• the pipeline will be approximately 300 miles long, and include pumping works and other associated infrastructure • This means a delay of at least two and a half years to the Sizewell C project, compared to the Applicant's proposed timetable.
	Response by Together Against Sizewell C at Deadline 3	Refer to REP3-144 for full response.
	Response by SZC Co. at Deadline 5	SZC Co. comments at Deadlines 2 and 3 remain valid.

Chapter 26 - SA.1. Section 106 Agreements		
	Question to:	Question:
SA.1.3	Applicant	Please will the Applicant show which of that land it can bind by a s.106 planning obligation whether or not the Applicant currently proposes to bind such land in that way. If there is land it cannot bind, please state why.
	Response by SZC Co. at Deadline 2	The Applicant currently owns only a very small parcel of land within the main development site, and for reasons explained in Appendix 26A - SA.1 Response Paper does not propose that a s106 agreement is entered into which would bind the land. Rather, the 'Evolving Approach' would bind the 'undertaking' to the contractual commitments necessary to mitigate the impacts of the project and secure its benefits via a Deed of Obligation. The DCO would provide that all of the contractual commitments in the Deed of Obligation bind any transferee of the primary undertaking (the undertaking of NNB Generation Company (SZC) Limited).
	Response by East Suffolk Council at Deadline 2	The fundamental point to be made is that only where a signatory to the s106 agreement has a proprietary interest in the land will the obligations automatically run with the land (and only then, if such obligations fall within s106(1)(a) – (d)). The generally accepted position is that an interest for the purposes of s106(1) must be a proprietary interest (Southampton City Council v Halyard Ltd [2009] 1 P. & C.R. 5) and as such ESC would as standard require such persons to be party to the s106 agreement. Having the benefit of the DCO is not an interest in land for the purposes of s106(1) and therefore s106(3) will not apply as the obligations are not provided as planning obligations pursuant to s106 (1) TCPA in the absence of a proprietary interest in the development site. Questions therefore arise regarding the legitimacy of providing mitigation through an alternative means to a s106 agreement. Where the signatory has no proprietary interest in land, any agreement could not be entered into pursuant to s106 and any such agreement would not automatically run with the land. In such circumstances other powers will need to be considered, such as s1 of the Localism Act 2001 in conjunction with s111 of the Local

Chapter 26 - SA.1. Section 106 Agreements		
Question to:		Question:
		Government Act 1972 (s111 is an ancillary power that must be used with a primary power), provided that the signatory is not released upon disposal of its interest until the transferee has entered into mirror covenants with the councils . However, such alternative powers/provisions should only be considered where there is a legitimate reason why the landowner cannot sign a s106 agreement. We are concerned that DCO article 9(6) is no guarantee that ESC and SCC will be able to enforce the s106 agreement against a successor in the benefit of the DCO. As such ESC would require provisions in the s106 agreement so that if SZC Co. were to transfer all or part of its interest in the DCO, the transferee of the interest in the DCO would be required to enter into a deed of covenant with ESC, and SCC to ensure the obligations in the s106 agreement remain enforceable by the Councils. This deed of covenant would be required prior to SZC Co being released from liability under the s106 agreement. A completed deed of covenant should be a pre-condition of the transfer of the benefit of the DCO.
	Response by Suffolk County Council at Deadline 2	SCC would expect most, if not all, land to be bound by the s.106 agreement and SCC would welcome a clearer explanation of why the Applicant does not consider that possible in this case. SCC is concerned that DCO article 9(6) is no guarantee that ESC and SCC will be able to enforce the s106 agreement against a successor to the benefit of the DCO. As such, SCC would require provisions in the s106 agreement so that if SZC Co. were to transfer all or part of its interest in the DCO, the transferee of the interest in the DCO would be required to enter into a deed of covenant with SCC, and ESC, to ensure the obligations in the s106 agreement remain enforceable by the Councils. This deed of covenant would be required prior to SZC Co being released from liability under the s106 agreement. A completed deed of covenant should be a pre-condition of the transfer of the benefit of the DCO.
	Response by SZC Co. at Deadline 3	Please see the amended draft Deed of Obligation (Doc Ref. 8.17(D)) which provides that the agreement is made under the Localism Act 2011 and s.111 of the LGA 1972.

Chapter 26 - SA.1. Section 106 Agreements		
Question to:		Question:
		Please see the Obligations Enforcement Paper , provided in Appendix 26A of this document (Doc Ref. 9.30.A), which provides for the entry into a Deed of Adherence by potential transferees prior to a transfer under Article 9.
	Response by East Suffolk Council at Deadline 3	To consider whether the proposed Evolving Approach is acceptable ESC would require (as a minimum) the dDCO and/or Deed of Obligation (as appropriate) to provide for: • The powers set out in s106(4) TCPA (modified accordingly) to apply (for ESC to be able to enforce the Deed of Obligation against any transferee of the DCO) • Confirmation that s106(5) TCPA (modified accordingly) will apply (that any restriction or requirement imposed by the Deed of Obligation is enforceable by injunction against any transferee of the DCO) • The powers set out in s106(6) TCPA (modified accordingly) to apply (the statutory rights of entry onto the order land and recovery of costs from the beneficiary of the DCO for any works undertaken) • Confirmation that s106(8) TCPA (modified accordingly) will apply (that any person who wilfully obstructs a person acting in exercise of power of entry shall be guilty of an offence) • Confirmation that s106(12) TCPA (modified accordingly) will apply (powers to charge the land) • ESC would require to be consulted regarding any transfer of the DCO. The dDCO and clause 4.5 of the Deed of Obligation should be amended to reflect this requirement. • No transfer of the benefit of the DCO should be permitted until a Deed of Covenant (in a form approved by ESC) from the proposed transferee (and any future transferees) is provided to confirm that the Deed of Obligation will be complied with, if such Deed of Covenant is deemed necessary by ESC taking into account who the transferee is. The dDCO and clause 4.5 and 5 of

Chapter 26 - SA.1. Section 106 Agreements		
	Question to:	Question:
		the Deed of Obligation would need to be amended to reflect this requirement.
	Response by SZC Co. at Deadline 5	In addition to the response provided at Deadline 3, please see Post-Hearing Note: ISH 1 – Response to Enforcement Issues (Doc Ref. 9.48).
SA.1.4	Applicant	The Applicant states in the draft s.106EM (para 2.2) that it does not own all of the land within the main development site. It is not unusual for an applicant for planning permission or a DCO not to own the whole application site. In such circumstances the landowner usually enters into the s.106 agreement. Please will the Applicant explain why that cannot be done in this case.
	Response by SZC Co. at Deadline 2	Please see Appendix 26A - SA.1 Response Paper , and in particular the explanation under the heading 'Deed of Adherence Approach'.
	Response by East Suffolk Council at Deadline 2	See SA.1.3 above.
	Response by Suffolk County Council at Deadline 2	SCC awaits the comments from the Applicant and is particularly interested in what land may be bound into the s.106 before the grant of any DCO and what land may be bound in the s.106 before the commencement of development on a particular part of the Sites (which could perhaps allow an obligation in the DCO to not commence development on a part of the Site until that part of the Site is bound into the s.106 agreement). SCC would also welcome clarity on what the 'Main Development Site' is. This is referred to in the s.106 agreement. Can a plan be provided to show this?
	Response by SZC Co. at Deadline 3	Please see Appendix 26B – SZC Co Land Plan in respect of the land in which the Applicant has a proprietary interest. The references to the 'Main Development Site' have been amended to read 'SZC Development Site', and references to the 'Associated Development Sites' have been amended to reference "other Sites". Plan 1A in draft Deed of Obligation Appendix A – Plans (Doc Ref. 8.17A (C)) shows this land.

Chapter 26 - SA.1. Section 106 Agreements		
	Question to:	Question:
	Response by East Suffolk Council at Deadline 3	The Applicant is still yet to provide ESC with any title to the order land or any details for the proposed structure of land acquisition for the order land. It is accepted that it may not be necessary to bind all of the Order Land but In ESC's view it is yet to be demonstrated that a section 106 agreement cannot be provided which would bind the main development site. With the land to be bound suitably restricted, the Deed of Adherence approach is reasonable.
	Response by SZC Co. at Deadline 5	For the reasons previously given, the Applicant does not consider it is necessary to bind the Order Land and does not consider the Deed of Adherence approach is suitable or preferable to the Evolving Approach.
SA.1.7	Applicant ESC, SCC, WSC	What consents would the Applicant need to obtain in order to enter into the modified s.106 arrangements it describes in its draft s.106EM [PDB-009]? What consideration and conclusions have been given or reached by ESC, WSC and SCC on this issue?
	Response by SZC Co. at Deadline 2	For the reasons given in Appendix 26A - SA.1 Response Paper , the Applicant no longer proposes to enter into the modified s.106 arrangements described in the draft s.106 Explanatory Memorandum [PDB-009] (i.e. the Sizewell Special Arrangements). The Evolving Approach as set out in Appendix 26A - SA.1 Response Paper is under discussion with ESC and SCC.
	Response by East Suffolk Council at Deadline 2	We are unsure what consents are referred to here. Please can this question be clarified.
	Response by Suffolk County Council at Deadline 2	SCC would welcome clarity from the ExA on the consents referred to in this question. Subject to this clarification, SCC's response is set out below. No conclusions have been reached by SCC as to the acceptability of the proposed Sizewell Special Arrangements and SCC requires further explanation of why this approach is necessary in this case.

Chapter 26 - SA.1. Section 106 Agreements	
Question to:	Question:
	At present, SCC is not aware of the ownership position of all of the redline land proposed for the s.106 and requests that the Applicant deduces title. In the first instance this should relate to any land owned or controlled by the Applicant and any land owned or controlled by any associated or linked company or other corporate entity so as to better inform consideration of what parts of the site could be readily made subject to a conventional s.106 agreement. For the Applicant's proposed deeming provision (set out at paragraph 2.6.1 of the Applicant's draft EM as "For the purpose only of Section 106 (1) of the Act the undertaker shall be deemed to be a person interested in the Order land or any part of it and for the avoidance of doubt Section 106(3)(a) shall include any transferee under Article 8 of this Order") to operate this will require the Secretary of State to rely on section 120(5) of the Planning Act 2008. SCC would welcome any precedent, further explanation or comfort the Applicant can provide that such modification is within the powers of s.120(5) PA 2008. SCC has concerns that the deeming for the purposes of s.106(1) only will not address the operation of s.106(3)(b), s.106(4), s.106(9)(b), or s.106(9)(c) Town & Country Planning Act 1990, all of which require an actual interest in land in order to function. SCC is also concerned that the deeming could create confusion as to whether the enforcing authority could rely on s.106(6) or the offence in s.106(8), and how any such offence would be compatible with s.120(8) of the Planning Act 2008. The Sizewell Special Arrangements also appear to rely on the Applicant (or any entity that is transferred the benefits or rights of the DCO pursuant to Article) being the only entity that may construct and subsequently carry on the operations authorised by the DCO within the Order Limits to ensure that there will always be an entity against which ESC and SCC may enforce (e.g. so the Applicant/transferee as a corporate entity is not simply wound down to make enforcement of the obligations impossible). SCC note that Article 7 of the DCO "authorises" the Applicant to operate and use the authorised development (presumably relying on section 140 of the PA 2008). SCC considers that this Article 7 is permissive rather than expressly preventing any other entity from carrying on such activities and

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Question to:	Question:
	SCC questions whether consideration should be given to amending Article 7 in light of this. SCC also have concerns (separate and in addition to those expressed above and in the event the Applicant's proposed deemed amendment to s.106(1) was considered acceptable) that the Applicant's proposed wording in Article 9 (i.e. <i>"subject to the same restrictions, liabilities and obligations (including development consent obligations within the meaning of section 106 of the 1990 Act (Planning obligations)) as would apply under this Order if those benefits or rights were exercised by the undertaker"</i>) would mean that enforcement of a breach of the s.106 would be possible pursuant to s.106(3) and there would be no privity of contract between the transferee and SCC/ESC. SCC consider this could prevent enforcement of the s.106 under any other local government powers. SCC's view is that a pre-requisite of any transfer under Article 9 of the DCO should be that a transferee must enter into a Deed of Adherence to the s.106 and provide an executed copy of the same to SCC and ESC. This would give greater comfort on this point and also have the practical effect of ensuring that any transferee would then clearly demonstrate that they are aware of its obligations under the s.106, particularly if only part of the benefit of the DCO is transferred under Article 9. It is also considered that Article 9 should include a requirement to notify the Councils prior to any intended transfer (e.g., 28 days' notice) and also to provide a copy of the completed s.106 agreement to any proposed transferee. SCC also consider particular care should be taken with regards to transfers of the benefit of the DCO which may take place before commencement (i.e., before the time that the s.106 may be entered into by the Applicant). SCC note that the "Undertaker" is defined in the DCO as being the Applicant or any person having the benefit of the DCO after a transfer under Article 9. Notwithstanding the s.111 agreement proposed as part of the Sizewell Special Arrangements (which would only enforceable against the Applicant), if the Applicant transferred some of the obligations before commencement and then entered into the s.106 then SCC

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	Question to:	Question:
		question whether the transferee would then also be required to enter into the s.106 before commencement too. SCC also consider that the new Article proposed for the s.106 to be entered into before the development beings pursuant to s.155 of the 2008 Act is too broad. The s.106 should be in place before any works whatsoever are carried out under the DCO as the s.106 itself has its own carve outs for the definition of "Commencement".
	Response by SZC Co. at Deadline 3	Under the 'Evolving Approach', the Deed of Obligation would be entered into prior to the grant of the DCO. Please see the Obligations Enforcement Paper , provided in Appendix 26A of this document (Doc Ref. 9.30.A), in respect of enforcement of the obligations.
	Response by East Suffolk Council at Deadline 3	Agreed – Evolving Approach still under discussion
	Response by SZC Co. at Deadline 5	No further response required.
SA.1.8	Applicant ESC, SCC, WSC	How will the Sizewell Special Arrangements be enforced in the event of a breach, whether by the Applicant or a subsequent Undertaker?
	Response by SZC Co. at Deadline 2	Section 6 of the Appendix 26A - SA.1 Response Paper sets out how breaches of the Deed of Obligation would be addressed under the Evolving Approach.
	Response by East Suffolk Council at Deadline 2	ESC does not have a specific enforcement policy with regards to breach of Section 106. We would rely on Section 106(5) of the Town & Country Planning Act 1990 which provides that "[a] restriction or requirement imposed under a planning obligation is enforceable by injunction". Pursuant to s106(3), a s106 obligation is enforceable by the local planning authority that is identified in the obligation. It is enforceable against the person entering into the obligation and any person deriving title from them, unless the s106 obligation itself provides that a person shall not

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Question to:		Question:
		be bound in respect of any period during which they no longer have an interest in the land. We may choose to apply to the County Court for an injunction preventing being proceeded with or we could take formal proceedings (debt recovery action) with the aim of securing an order from the Court requiring the developer to take specific positive action to meet the requirements of a Section 106 Agreement.
	Response by Suffolk County Council at Deadline 2	The approach to enforcement in the event of a breach would need to be considered on the circumstances relating to that breach at the time of the breach. Depending on the nature of the breach SCC may consider it appropriate to engage in discussions with the Applicant (or subsequent Undertaker) outside of any formal enforcement procedure and as a precursor to enforcement action in the event that a breach cannot be resolved informally. SCC also notes that the draft s.106 includes a clause (Clause 6) relating to the resolution of disputes. It is understood that this clause may be subject to further amendment by the Applicant in due course but in principle it may be appropriate for the parties to any alleged breach to engage in the procedure set out in such a clause. If the s.111 agreement is breached by the Applicant, it is expected that this would require enforcement using contractual remedies which may also include seeking a mandatory injunction. Subject to the points raised in SCC's response to SA.1.7, failure to adhere to the s.111 by not entering into the s.106 before the commencement of development under the DCO may also be enforced under the proposed new article in the DCO that the s.106 must be entered into before commencement. Depending on the nature of the breach (e.g. whether it relates to a failure to pay monies, failure to submit a scheme/specification for approval or a failure physically to deliver certain mitigation/compensation works/measures on land) then SCC may consider enforcing the s.106 by way of an injunction, contractual remedies for payment of monies or by entering the land to carry out the operations required on

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Question to:		Question:
		that land and recovering the expenses of doing so from the Applicant under s.106(6). SCC request that the Applicant confirm its views on whether not binding any landowners of land within the Order Limits would affect the ability of SCC and ESC to enforce against breaches of the s.106 using the provisions in s.106(6). Whilst it is understood that bonded obligations were not required for Hinkley Point C, SCC consider that in light of the Sizewell Special Arrangements that the Applicant again considers the provision of providing bonds to guarantee the performance of obligations in the s.106 and also considers when such bonds could be provided. In addition, SCC (and ESC) have no control over the entity that may receive a transfer of the benefit of the DCO and that entity may not be an owner of any of the land within the Order Limits. If bonds can be provided against the performance of obligations this would provide SCC (and ESC) with a clear mechanism under which the obligations could be enforced. A further approach which may be considered by the Applicant where appropriate is for an obligation to procure the transfer (which would need to be negatively worded and restrictive to prevent e.g. Commencement until such a transfer has taken place to ensure this is enforceable) of land on which mitigation is to be delivered to SCC for £1 which would then ensure that SCC had access to that land in order to step in and carry out the works on that land if the Applicant defaulted. The transfer arrangements would need to include provisions obliging the Applicant to carry out such works (and SCC's consent for this) and arrangements (if appropriate) about the transfer of this land back to the Applicant once the relevant obligations are discharged.
	Response by SZC Co. at Deadline 3	The Applicant is grateful for SCC's confirmation that in principle it may be appropriate for the parties to any alleged breach to engage in a dispute resolution procedure. The dispute resolution clause remains subject to further consideration by the Applicant.

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Question to:		Question:
		Please see the Obligations Enforcement Paper , provided in Appendix 26A of this document (Doc Ref. 9.30.A), in respect of the Applicant's Evolving Approach to enforcement.
	Response by East Suffolk Council at Deadline 3	ESC must be satisfied that it has sufficient powers in the event of any breach of the Deed of Obligation, however arising. Therefore ESC would prefer all of the enforcement powers provided for in s106 TCPA to be provided for in the dDCO and Deed of Obligation.
	Response by SZC Co. at Deadline 5	See sections 3 and 4 of the Post-Hearing Note: ISH 1 – Response to Enforcement Issues (Doc Ref. 9.48).
<i>Arrangements requiring third party involvement</i>		
No further comments received at Deadline 3.		
<i>Allocating tasks / functions to bodies which are not legal persons</i>		
No further comments received at Deadline 3.		
<i>Giving tasks to individuals</i>		
No further comments received at Deadline 3.		
<i>The s.111 agreement</i>		
SA.1.16	Applicant, ESC, SCC, WSC	Interpretation – are there any EIA issues as a result of the deemed approval provisions in CI 1.2.7. The Applicant ESC, SCC and WSC are reminded of the litigation in Wells v. Secretary of State [2005] All E.R. (EC) 323 and other cases in relation to multi-stage consents and deemed approvals under the review of mineral planning permissions.
	Response by SZC Co. at Deadline 2	The inclusion of a deemed approval provision in the Deed of Obligation is considered appropriate to enable the Applicant to efficiently undertake the Project. The Applicant does not consider that the deemed approval provision would have the effect of creating a 'new consent' as was the case in Wells v

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Question to:		Question:
		Secretary of State [2005] All E.R. (EC) 323. This is because the approvals that will be subject to the deemed approval provision either do not engage the EIA Regulations or will have already been assessed as part of the envelope of the ES. In the unlikely event that the approval might go beyond the scope of the original ES, then under the EIA Regulations the Applicant would be required to submit further environmental information with its application and the deemed approval provisions would not override this. By the same token, if the discharging authority considers that it has not been provided with sufficient information (including any necessary assessments) to enable it to consider the application and reach an informed judgement on effects, it can request such information from the undertaker and/or refuse the application. Again, the deemed approval provisions do not override this. On this basis, the Applicant does not consider there to be any public interest justification for the deemed approval provision to be removed or limited in any way.
	Response by East Suffolk Council at Deadline 2	ESC would also draw the ExA's attention to paragraph 6 of Schedule 1 in the s.106. ESC is not content with the proposed deemed approval provisions in Clause 1.2.7 (or paragraph 6 of Schedule 1 in the s.106). It is understood that the Applicant intends to discuss these further with SCC and ESC. Matters for approval under the s.106 are expected to be relevant to delivering mitigation set out in the EIA and automatic approval of schemes may undermine SCC's ability to control this. There may be some approvals which would not have such an effect but this will need to be considered when the Applicant has provided further detail about the substantive provisions. Substantive schemes will not be approved under the s.111 and it is not considered necessary to include Clause 1.2.7 in the s.111 as a result. The Applicant still would have the benefit of Clause 9.2 relating to not unreasonably withholding or delaying approvals (to the extent any are required under the s.111).

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Question to:		Question:
	Response by Suffolk County Council at Deadline 2	SCC would also draw the ExA's attention to paragraph 6 of Schedule 1 in the s.106. SCC is not content with the proposed deemed approval provisions in Clause 1.2.7 (or paragraph 6 of Schedule 1 in the s.106). It is understood that the Applicant intends to discuss these further with SCC and ESC. Matters for approval under the s.106 are expected to be relevant to delivering mitigation set out in the EIA and automatic approval of schemes may undermine SCC's ability to control this. There may be some approvals which would not have such an effect, but this will need to be considered when the Applicant has provided further detail about the substantive provisions. Substantive schemes will not be approved under the s.111 and it is not considered necessary to include Clause 1.2.7 in the s.111 as a result. The Applicant still would have the benefit of Clause 9.2 relating to not unreasonably withholding or delaying approvals (to the extent any are required under the s.111).
	Response by SZC Co. at Deadline 3	For the reasons previously given in response to this SA.1.16, the inclusion of a deemed approval provision in the Deed of Obligation is considered appropriate to enable the Applicant to efficiently undertake the Project. However, the Applicant intends to discuss this further with SCC and ESC.
	Response by East Suffolk Council at Deadline 3	It should not be incumbent on ESC to refuse an application that requires further information or clarification or risk a deemed approval. The deemed approval provisions must be deleted.
	Response by SZC Co. for Deadline 5	Please see the amendments to Schedule 1, Paragraph 5 and Clause 20 in the draft Deed of Obligation (Doc Ref. 8.17(E)) to provide a mechanism enabling the Councils to request further information or clarification.
<i>The s.106 agreement</i>		
SA.1.25	Applicant, ESC, SCC, WSC	CI 3.1.1 – drafting point; is not the effect with the words in square brackets [“with the exception of this clause 3 and clauses [●] and clause 4 insofar as it relates to obligations in the Schedules that must be complied with ... etc] circular? How can

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	Question to:	Question:
		there be a requirement to comply if that requirement is in a part of the agreement which is conditional? It may be better to put this in the opening of Cl 3.1.
	Response by SZC Co. at Deadline 2	Please see the amended Clause 3 of the draft Deed of Obligation (Doc Ref. 8.17(C)).
	Response by East Suffolk Council at Deadline 2	ESC is happy with the current wording, clause 3 takes effect from the date of the s106 agreement.
	Response by Suffolk County Council at Deadline 2	SCC would be agreeable to including this in the opening of Clause 3.1. However, SCC considers that the intention is that any obligations which need to be complied with before the Commencement Date would not be condition on the Commencement Date.
	Response by SZC Co. at Deadline 3	The pre-Commencement obligation to provide notice under Clause 12 of the Deed of Obligations is not conditional upon Commencement. Please see SA.1.22 in respect of the obligations in the Schedules which are to be complied with "on or before Commencement".
	Response by East Suffolk Council at Deadline 3	As there are pre commencement obligations in Deed of Obligation certain obligations should take effect prior to the Commencement Date. Therefore, ESC is of the opinion that the original wording for clause 3 is acceptable and the draft should revert to this wording.
	Response by SZC Co. at Deadline 5	The Applicant considers that the proposed drafting carves out the relevant pre-commencement obligations from Clause 3.
SA.1.27	Applicant	Cl 4.1 – please will the Applicant explain how the development consent obligations can bind the Sites when the Applicant owns only part of them?
	Response by SZC Co. at Deadline 2	Please see Appendix 26A SA.1 Response Paper which explains the 'Evolving Approach', pursuant to which there would be no need to bind land.

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	Question to:	Question:
	Response by East Suffolk Council at Deadline 2	ESC: Clarification is required from the Applicant regarding is current and proposed ownership of the Sites
	Response by Suffolk County Council at Deadline 2	SCC would welcome an explanation from the Applicant on this point and also clarification over which parts of the "Sites" it owns now, will own at the close of the examination, will own at the point any DCO is granted and will own before any works under the DCO are commenced on such parts of the Sites.
	Response by SZC Co. at Deadline 3	Please also see the response to SA.1.2.
	Response by East Suffolk Council at Deadline 3	See SA1.3 above
	Response by SZC Co. at Deadline 5	See SA.1.3.
SA.1.28	Applicant	CI 5.1 – release. The ExA notes also para 2.8 of the draft 106EM which states that the release operates only on transfer of the whole benefit to another party pursuant to Art 9 of the DCO, and the response to Observation 17 set out at the Appendix to the draft 106EM. Those contemplate transfer to only one party. Art 9 on the other hand allows transfer of parts to different parties. Clause 5.1 is ambiguous on this. What is proposed? The ExA notes that the Applicant is not released until all the benefit of the DCO has been transferred, which is the correct position under s.106(4). The ExA notes in passing that in Art 9 of the DCO the word "undertaker" is used to describe both the transferor / lessor undertaker and the transferee / lessee undertaker. Thus under Art 9(6)(b) a transferred benefit of the DCO is not enforceable against the transferor because they are the undertaker nor against the

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Question to:		Question:
		transferee because they too are the undertaker by virtue of Art 9(5). Please will the Applicant tidy up Art 9?
	Response by SZC Co. at Deadline 2	NNB Generation Company (SZC) Limited may transfer the benefit of the whole or part only of its DCO powers under article 9. Clause 5 of the draft Deed of Obligation (Doc Ref. 8.17(C)) provides that NNB Generation Company (SZC) Limited remains liable for commitments under that agreement unless and until it has transferred all of its obligations to another party (and no longer therefore has any benefit of the DCO powers itself). This appears to us to give maximum reassurance that the company will stay on the hook until it has no interest whatsoever in the project. The Rev 4.0 dDCO (Doc Ref. 3.1(C)) drafting provides in Art 9(6) that: 'save to the extent agreed by the Secretary of State, the Deed of Obligation completed pursuant to this Order, and any variations to it at the date of transfer or grant, shall be enforceable against the transferee'. As explained in Appendix 26A - SA.1 Response Paper, this means that the Secretary of State may consider on a case by case basis whether any particular transferee should be bound. If a transferee is taking over all of NNB Generation Company (SZC) Limited's powers this will certainly be appropriate, but if a transfer of some more minor element of the DCO powers is to be made, it is unlikely to be appropriate to bind the transferee to the Deed of Obligation commitments. Therefore, the Applicant does not consider that any change to Clause 5 of the draft Deed of Obligation (Doc Ref. 8.17(C)) is necessary.
	Response by East Suffolk Council at Deadline 2	ESC would require the clause 5.1 to be amended to provide of a deed of covenant discussed in SA1.3

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	Question to:	Question:
	Response by Suffolk County Council at Deadline 2	SCC highlights its response to SA.1.7 on this question.
	Response by SZC Co. at Deadline 3	Please see the further responses to SA.1.3 and SA.1.7 .
	Response by East Suffolk Council at Deadline 3	See SA1.3 above. The decision as to who the Deed of Obligation is enforceable against is also a matter for ESC to consider, as well as the Secretary of State, therefore no transfer of all or part of the benefit of the DCO should be allowed without the approval of ESC. ESC must also have the option of binding the transferee of the DCO to the Deed of Obligation if it is deemed necessary.
	Response by SZC Co. at Deadline 5	See SA.1.3 and Section 5 of the Post-Hearing Note: ISH 1 – Response to Enforcement Issues (Doc Ref. 9.48).
SA.1.33	Applicant, ESC, SCC, WSC	CI 12.4 – variation of trigger points. The proviso begins to address the EIA issue inherent in tailpieces; the ExA's questions in relation to that in the ExQs (DCO.1.73) apply here also.
	Response by SZC Co. at Deadline 2	Please see the response to DCO.1.73 (Chapter 14 of the responses to ExQ1). Suitable proposed amendments have been made to the draft Deed of Obligation (Doc Ref. 8.17(C)) to reflect those to the dDCO (Doc Ref. 3.1(C)).
	Response by East Suffolk Council at Deadline 2	ESC: We refer to ESC's response to question DCO.1.73. (i) ESC considers that with this provision the Applicant is appropriately trying to limit the amount of changes that can be made to the authorised development once consented, however ESC agrees that the wording is perhaps not as clear as it could be. The provision is intended to mean that any approvals given can only be given to activities within the scope of the environmental assessment. ESC suggests the following wording would be more appropriate:

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Question to:		Question:
		"(3) Where an approval of details or other document is required under the terms of any requirement or where compliance with a document contains the wording "unless otherwise agreed" by the discharging authority, such approval of details or of any other document (including any subsequent amendments or revisions) or agreement by the discharging authority is not to be given except in relation to changes or deviations where it has been demonstrated to the satisfaction of the discharging authority that giving such approval would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement." (ii) It is not considered appropriate for the authorised development to be subject to an ongoing assessment which compares any potential new effects to a changing baseline. The future changing baseline is taken into account in the ES: the ES assesses the likely significant effects of the authorised development and predicts the expected changes to the baseline in the cumulative effects section. (iii) ESC would welcome an approach to subsequent approvals similar to that set out in the Northampton Gateway Strategic Railfreight Interchange DCO, as made. In particular, Article 44 of that DCO gives clarity to the process for subsequent approval under the Requirements. It makes it abundantly clear what can and cannot be given approval, and it references an appropriate procedure within Schedule 2 'Requirements' for applying for and obtaining such approval. ESC notes that Schedule 23 of the draft DCO appears to be an attempt on behalf of the Applicant to set out a similar procedure, but ESC would welcome the Applicant reviewing this procedure in light of the approach and the procedure in the Northampton Gateway Strategic Railfreight Interchange DCO.
	Response by Suffolk County Council at Deadline 2	In respect of DCO 1.73 - SCC considers the ExA's proposal helpful under sub-para (iii) in particular. Similarly helpful is ESC's request in their draft response for the inclusion of a provision like Article 44 of the Northampton Gateway DCO;

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Question to:	Question:
	- SCC waits to see the Applicant's response (and the revised drafting in the forthcoming draft DCO) and comments on the updated text at Deadline 3. SCC considers that with this provision the Applicant is appropriately trying to limit the amount of changes that can be made to the authorised development once consented, however SCC agrees that the wording is perhaps not as clear as it could be. The provision is intended to mean that any approvals given can only be given to activities within the scope of the environmental assessment. SCC suggests the following wording would be more appropriate: "(3) Where an approval of details or other document is required under the terms of any requirement or where compliance with a document contains the wording "unless otherwise agreed" by the discharging authority, such approval of details or of any other document (including any subsequent amendments or revisions) or agreement by the discharging authority is not to be given except in relation to changes or deviations where it has been demonstrated to the satisfaction of the discharging authority that giving such approval would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement." (ii) It is not considered appropriate for the authorised development to be subject to an ongoing assessment which compares any potential new effects to a changing baseline. The future changing baseline is taken into account in the ES: the ES assesses the likely significant effects of the authorised development and predicts the expected changes to the baseline in the cumulative effects section. (iii) SCC would welcome an approach to subsequent approvals similar to that set out in the Northampton Gateway Strategic Railfreight Interchange DCO, as made. In particular, Article 44 of that DCO gives clarity to the process for subsequent approval under the Requirements. It makes it abundantly clear what can and cannot be given approval, and it references an appropriate procedure within Schedule 2 'Requirements' for applying for and obtaining such approval. SCC notes that Schedule 23 of the draft DCO appears to be an attempt on behalf of the

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	Question to:	Question:
		Applicant to set out a similar procedure, but SCC would welcome the Applicant reviewing this procedure in light of the approach and the procedure in the Northampton Gateway Strategic Railfreight Interchange DCO.
	Response by SZC Co. at Deadline 3	The Applicant is grateful to the Councils acknowledgement that it is appropriately trying to limit the amount of changes that can be made to the authorised development once consented. The Applicant considers that the amended Clause provided at Deadline 2 provides appropriate clarity in this regard. Please see the further response to DCO.1.73 (Doc. Ref. 9.30).
	Response by East Suffolk Council at Deadline 3	ESC is happy with the revised wording
	Response by SZC Co. at Deadline 5	No further response is required from the Applicant.
SA.1.38	Applicant, ESC, SCC, WSC	Sch 1, para 4.1 – return of unspent contributions. Whilst the ExA is familiar with such provisions, if the money is not spent at the appropriate time the mitigation it secures will be lost. As the mitigation will be required, should there not be an obligation on the relevant host authority to spend it on the mitigation?
	Response by SZC Co. at Deadline 2	Please see updates to the draft Deed of Obligation (Doc Ref. 8.17(C)) placing obligations upon the relevant host authority to provide the mitigation.
	Response by East Suffolk Council at Deadline 2	ESC requires that Sch1 para 4.1 be amended so that monies allocated or committed within a reasonable time are not returned. If such monies cannot be spent, allocated or committed within a reasonable timeframe then it is reasonable to assume that mitigation is not required. ESC would be happy to increase the 5 year timeframe to 10 years to allow for more time for mitigation to be provided.
	Response by Suffolk County Council at Deadline 2	Contributions will be spent on the agreed mitigation measures – plus flexibility in the agreement.

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Question to:		Question:
		SCC would anticipate a minimum spend period of 10 years. In some instances, a longer spend period might be appropriate e.g., mitigation on the AONB. Please see SCC response to SA.1.35. Subject to considering the request on an obligation by obligation basis, SCC agree in principle that a mechanism to ensure sums paid are spent on the mitigation may be agreed.
	Response by SZC Co. at Deadline 3	Please see response to SA.1.35. The Applicant considers that the proposed five year timeframe is appropriate and notes that this runs from the date of payment, which is to be appropriately staggered through the use of instalments and annual payments during the Construction Period.
	Response by East Suffolk Council at Deadline 3	For the obligations upon the host authority to provide the mitigation to be acceptable Sch 1 para 4.1 must be amended to refer to unallocated or uncommitted sums.
	Response by SZC Co. at Deadline 5	Please see response to SA.1.35 submitted at Deadline 3.
<i>General questions on the schedules:</i>		
No further comments received at Deadline 3.		
<i>Specific questions on the Schedules and remainder of the s.106 agreement</i>		
SA.1.40	Applicant, ESC, SCC, WSC	Sch 1, para 5.1. – this imposes an obligation on the host authorities to register the deed as a local land charge. A development consent obligation is a local land charge – see s.106(11). The local authority will normally register it. But in addition, a local land charge binds persons acquiring the land, whether or not the charge is registered (s.10, Local Land Charges Act 1975).

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	Question to:	Question:
		Please will the Applicant and Host Authorities reflect on the implications of this and respond.
	Response by SZC Co. at Deadline 2	As set out in Appendix 26A SA.1 Response Paper , it would seem sufficient for the local planning authorities to enforce any failure to pay contributions under the Deed of Obligation as a breach of contract, for which the contribution could be enforced as a debt. However, the Applicant is willing to consider authorising the local planning authorities (via a DCO provision) to enforce such debts as land charges against land within the Order limits owned by the Applicant if considered preferable.
	Response by East Suffolk Council at Deadline 2	ESC: To bind all of the land, the s106 agreement must signed by persons with a the proprietary interest in all of site and be registered as a local land charge
	Response by Suffolk County Council at Deadline 2	SCC note the ExA's point and consider that binding those acquiring the land under the local land charge is useful. SCC awaits further comment from the Applicant as to the parts of the Sites it owns currently and will own before and after the commencement of the works under the DCO. SCC also notes that Schedule 1 paragraph 5.1 is solely an obligation on ESC, not SCC.
	Response by SZC Co. for Deadline 3	Please see the Obligations Enforcement Paper , provided in Appendix 26A of this document (Doc Ref. 9.30.A).
	Response by East Suffolk Council at Deadline 3	See SA1.3 above
	Response by SZC Co. at Deadline 5	See SA.1.3.
SA.1.45	Applicant, ESC, SCC, WSC	Sch 3 – para 3.1 – this is an obligation to use reasonable endeavours to deliver the Accommodation Campus in accordance with the Implementation Plan? (i) Is reasonable endeavours an adequate obligation?

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Question to:	Question:	
		(ii) In the event of failure, the relevant host authority would normally have a right of entry to do the work and recharge the person responsible. (a) Is the Accommodation Campus on land owned or controlled by the Applicant? (b) How does the Applicant propose that the obligation to deliver the Accommodation Campus is enforced?
Response by SZC Co. at Deadline 2		(i) Please see the response to SA.1.52 . (ii)(a) Please see Sheets 1 and 2 of Appendix 26B – SZC Co Land Plan . The Applicant does not own or have an option in respect of the Accommodation Campus. (ii)(b) Please see Appendix 26A – SA.1 Response Paper in respect of the proposed methods of enforcement under the Evolving Approach.
Response by East Suffolk Council at Deadline 2		ESC requires the Accommodation Campus to be provided unless otherwise agreed with the Council in writing, use of reasonable endeavours is not acceptable. With the proprietary interest in the Accommodation Campus bound by the s106 agreement, ESC would be able to rely on powers of entry
Response by Suffolk County Council at Deadline 2		(i) Avoid use of 'reasonable endeavours'. SCC's position is that the obligation to use "reasonable endeavours" is not acceptable. This provides no certainty that this mitigation will be delivered and could make enforcement difficult. (ii) SCC await the Applicant's response to this question and SA.1.27 which SCC consider is linked to this question. One alternative method of enforcement may be for ESC/SCC to seek an injunction to stop works (depending on the content of the Implementation Plan) but again, note that the inclusion of the "reasonable endeavours" wording may make this more difficult.
Response by SZC Co. at Deadline 3		Please see response to SA.1.52 , in respect of the use of "reasonable endeavours" in this obligation.

Chapter 26 - SA.1. Section 106 Agreements		
	Question to:	Question:
		Please see the Obligations Enforcement Paper , provided in Appendix 26A of this document (Doc Ref. 9.30.A), in respect of the Applicant's further comments on enforcement under the Evolving Approach.
	Response by East Suffolk Council at Deadline 3	The use of a reasonable endeavours clause is not agreed. The mitigation must be provided unless ESC agrees otherwise. ESC can agree to consider revising the timetable for delivery if reasonable endeavours has been used to meet it. The suggested amendments to the DCO/Deed of Obligation in SA.1.3 would provide ESC with suitable means of enforcement.
	Response by SZC Co. for Deadline 5	Please see Post-Hearing Note: ISH 1 – Implementation Plan (Doc Ref. 9.48).
SA.1.50	Applicant	Sch 7, para 2.1 – this contains the phrase “On or before Commencement SZC Co. shall ...”. Is this intended to be a restriction in development contemplated by s.106(1)(a)? If so, should it not be expressed as a restriction? The phrase appears elsewhere in the s.106. Please will the Applicant address the question for all of them.
	Response by SZC Co. at Deadline 2	The Evolving Approach does not require obligations to meet the tests in s106(1). The phrase "On or before Commencement", wherever it appears, is intended to restrict the development. Please see the amendments to Clause 4 of the draft Deed of Obligation (Doc Ref. 8.17(C)).
	Response by East Suffolk Council at Deadline 2	ESC agrees with the ExA and would prefer wording such as “Not to Commence or allow Commencement unless and until...”.
	Response by Suffolk County Council at Deadline 2	SCC agrees with the ExA and would prefer wording such as “Not to Commence or allow Commencement unless and until...”.
	Response by SZC Co. at Deadline 3	Clause 4 of the draft Deed of Obligation includes the requested restriction.

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	Question to:	Question:
	Response by East Suffolk Council at Deadline 3	Mitigation must be provided before commencement therefore "On or before Commencement" is not acceptable. Please amend the Deed of Obligation to "Not to Commence or allow Commencement unless and until...
	Response by SZC Co. at Deadline 5	Please see the amended Clause 4.3 of the draft Deed of Obligation (Doc Ref. 8.17(E)).
SA.1.52	Applicant, ESC, SCC, WSC	Sch 9, para 2. Para 2.1 – this is an obligation to use reasonable endeavours to deliver the Key Environmental Mitigation. (i) Is reasonable endeavours an acceptable standard and if so, how? (ii) Please will the Applicant supply the Implementation Plan referred to. (iii) The ExA notes this includes the Fen Meadow Works which have a ten year timescale. Para 2.4. This provides for review of the Implementation Programme in the event of delays. Given that the mitigation is necessary, please will the Applicant say how changes to timescale are appropriate?
	Response by SZC Co. at Deadline 2	(i) The Applicant considers that reasonable endeavours is an acceptable standard to secure the delivery of the Key Environmental Mitigation. The same standard was used to secure the delivery of the associated development in Schedule 11 of the Hinkley Point C Section 106 Agreement [AS-038] and [AS-039]. (ii) Please see the draft Implementation Plan (Doc Ref 8.4I(A)). (iii) n/a (iv) The Sizewell Project will be one of the most complex and long-running construction projects in the UK, with a build period of 9-12 years, involving management of the movement and accommodation of construction workers and their families, and the transportation of large volumes of freight. Given the complexity and construction period of the Sizewell project, the Applicant considers it appropriate to provide for the management of delays which may be experienced

Chapter 26 - SA.1. Section 106 Agreements		
Question to:		Question:
		despite the reasonable endeavours of the Applicant. Paragraph 2.4 provides a reporting mechanism where such delays occur to ensure that the Councils are informed of this and to enable a review to be carried out. The review and any changes to the timescale must take into account the assessments in the Environmental Statement and the Transport Assessment (Doc Ref. 8.5(B)) (Para 2.5).
	Response by East Suffolk Council at Deadline 2	ESC requires provision of the Key Environmental Mitigation to be an absolute obligation unless otherwise agreed with the ESC
	Response by Suffolk County Council at Deadline 2	(i) SCC's position is that the obligation to use "reasonable endeavours" is not acceptable. This provides no certainty that this mitigation will be delivered and could make enforcement difficult. (ii) SCC awaits a copy of the Implementation Plan. (iii) See paragraph 8 of Schedule 11 which deals with a contingency fund which may be payable after 10 years.
	Response by SZC Co. at Deadline 3	Please see paragraph 32.1.9 in Comments on the Local Impact Report (Doc Ref. 10.2) and section 5 of the Comments on Written Representations (Doc Ref. 10.1)
	Response by East Suffolk Council at Deadline 3	The use of a reasonable endeavours clause is not agreed. The mitigation must be provided unless ESC agrees otherwise. ESC can agree to consider revising the timetable for delivery if reasonable endeavours has been used to meet it.
	Response by SZC Co. at Deadline 5	Please see Post-Hearing Note: ISH 1 – Implementation Plan (Doc Ref. 9.48).

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	Question to:	Question:
SA.1.53	Applicant, ESC, SCC, WSC	Sch 10, leisure etc. (i) Is the proviso in para 2.1.1 appropriate if the Leiston Sports Facilities are necessary? (ii) Design of the facilities is in the hands of ESC. Given that the design will presumably have to be approved under the DCO there appears to be a dual role. Whilst being mindful of the complexities of the General Regulations (SI 1992/1492) is there a need for separation in this case and if so how should it be achieved without complexity? Is this what para 2.2 is designed to achieve? (iii) What is the test for the "appropriate timescale" for delivery? (iv) Para 2.3.2 is a restriction on occupation of the sports facilities prior to ESC submitting a management plan to SZC Co for approval. Given that the facilities are necessary, how does this restriction incentivise the Applicant? (v) Para 2.3.4 then provides a further restriction on occupation whilst the Applicant decides whether or not to approve the management plan. Is this an appropriate control? If it is, what is the dispute resolution procedure? (vi) Para 2.4.2 this states the destination of part of the Annual Maintenance Payment. What is the destination of the rest?
	Response by SZC Co. at Deadline 2	(i) Please see the amended paragraph 2.1.1 of the draft Deed of Obligation (Doc Ref. 8.17(C)). (ii) The Applicant notes the concern in respect of the dual role of East Suffolk Council in respect of the Leiston Sports Facilities. Paragraph 2.2 is intended to provide for the discharge of Requirement 12A such that the Leiston Sports Facilities may be developed pursuant to the development consent. The Applicant will continue to engage with East Suffolk Council in respect of this issue and make any amendments to paragraph 2.2 considered necessary. (iii) to (v) Please see the responses to AR.1.0 and AR.1.1 in Chapter 6 of the written responses. These restrictions are considered appropriate by the Applicant. The Leiston Sports Facilities are proposed in order to contribute towards

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Question to:		Question:
		community integration and cohesion. Such integration and cohesion will require the implementation of a suitable management plan which should be in place prior to occupation of the facilities. The Clause 19 of the draft Deed of Obligation (Doc Ref. 8.17(C)) requires the Applicant to act reasonably and in good faith in the discharge of the obligations in the the deed. Any dispute in respect of the approval of the Management Plan would be determined in accordance with the dispute resolution procedure is set out in Clause 8. (vi) The remainder of the Annual Maintenance Payment is to be placed in the sinking fund. It is intended that paragraphs 2.4.2 and 2.4.3 together set out the destination of 100% of the Annual Maintenance Payment.
	Response by East Suffolk Council at Deadline 2	ESC requires the proviso to be deleted and monies paid the Council prior to Commencement Seemingly, the only reference to what is presumably Leiston Sport Facilities in the draft DCO is through Work No. 5 which is: "Landscape works including open space, sports facilities and associated structures and plant." The Requirements do not refer to Work No.5 at all (or generally to the totality of the works) and it therefore seems that there is no control under the DCO for the design of these works to be approved by ESC. Please can the Applicant to explain this as the s.106 agreement does refer to this control as being under Requirement 12 but it doesn't appear to be. ESC requires 2.3.4 be deleted so Applicant is provided with management plan but cannot hold up occupation Percentages awaited but provided % in 2.4.2 and 2.4.3 equals 100% then all money is allocated
	Response by Suffolk County Council at Deadline 2	SCC considers that ESC is the appropriate Host Authority to respond to this question. The understanding is that the sports facilities will be consented under the DCO.

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	Question to:	Question:
	Response by SZC Co. at Deadline 3	ESC is correct that Leiston Sports Facilities is Work No. 5. As set out in the Applicant's previous response, Requirement 12A references Work. No. 5 and allows ESC to control the design of these works. The Applicant's approval of the management plan is considered necessary to ensure that the Leiston Sports Facilities contribute towards community integration and cohesion during the Construction Period.
	Response by East Suffolk Council at Deadline 3	(i) Now acceptable to ESC
	Response by SZC Co. at Deadline 5	No further response required.
SA.1.59	Applicant	Sch 15 – Transport (i) Para 3.3 – the transport review group. Para 3.3.5 contemplates a tied vote. Is the chair not to have a casting vote? Does this apply to all the other groups and committees created by the s.106 agreement and if so what is the resolution process in those cases? (ii) How is paragraph 3.5.2 (duty to promote objectives and benefits of the Transport Management Plans) and following (paras 3.5.3 – 3.5.8) enforced? Failure to perform is unlikely to sound in damages. Would an injunction be issued (leaving aside for the moment the fact that that person given the duties is not a person bound by the s.106 agreement). (iii) the ExA's questions above in relation to third party involvement, the allocation of functions to persons who are not a party to the agreement and to groups, SA1.10 -1.12) are also relevant here. (iv) Paragraphs 4.4 and 4.9 (and potentially a paragraph in the section on Marlesford and Little Glemham – 4.13 – 4.17) have considerable discretion over the schemes to be implemented. Please will the Applicant explain how this meets the policy and legal tests?

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Question to:		Question:
		(v) Para 5.2 – SZC Co to check road condition “regularly”? Please will the Applicant state how regularly? For example is it to be weekly, monthly or some other interval? (vi) How is para 6.1 and 6.2 a planning obligation?
	Response by SZC Co. at Deadline 2	(i) The decision making arrangements are subject to further consideration by the Applicant. However, it is not proposed that the chairs of the governance groups created through the Deed of Obligation shall have a casting vote. As shown in Figure 1 of Schedule 17 (Governance) of the draft Deed of Obligation (Doc Ref. 8.17(C)), each group save for the Delivery Steering Group is part of a hierarchy and matters which are not agreed shall be escalated upwards for determination. In the event of a dispute between the members of the Delivery Steering Group, this would be determined in accordance with Clause 8. (ii) Please see Appendix 26A SA.1 Response Paper in respect of enforcement of the obligations in the Deed of Obligation. (iii) Noted. Please see responses to SA.1.10 to 12. (iv) The scope of these schemes will be specified in the Deed of Obligation by reference to the description in Schedule 16 and the outline designs to be annexed to the Deed of Obligation. The Applicant considers that the discretion is appropriately limited. However, the Applicant intends to continue to progress the details of these schemes with the relevant parties. The Applicant's general approach to the commitments which the Secretary of State may take into account in his determination is set out in section 10 of Appendix 26A SA.1 Response Paper. (v) Please see amended draft Deed of Obligation (Doc Ref. 8.17(C)). (vi) The Evolving Approach does not rely on whether obligations meet the tests for planning obligations in s106(1). See the Appendix 26A SA.1 Response Paper.

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Question to:		Question:
	Response by Suffolk County Council at Deadline 2	(i) As set out in SCC's answer to ExQ TT1.23, SCC proposes for the Transport Review Group for Suffolk County Council (as the local Highway Authority) to chair the group, and that the Chair would have the casting vote. This is notwithstanding SCC's acceptance that the Transport Review Group would aim to reach consensus in its decision making as suggested by the Applicant, and that the arbitration route is seen as appropriate to resolve disputes. SCC has not yet fully considered whether the same approach is appropriate across all the other groups.
	Response by SZC Co. at Deadline 3	The Applicant agrees that SCC would chair the Transport Review Group. It is not proposed that the chair would have a casting vote. This follows the approach at Hinkley Point C which the Applicant considers has worked well.
	Response by Marlesford Parish Council at Deadline 3	In particular, MPC is concerned about resolving any tied vote in the Transport Review Group (which it would expect Suffolk County Council to chair). If tied matters are to be referred upwards for resolution, this potentially pushes decision making (which affects local communities), further from the grass roots. MPC asks that this be avoided and expresses its preference for tied matters in the Transport Review Group to be determined by the Chairman's casting vote. We agree with SCC's response to this question. We share the concern of the ExA that at this stage, the Applicant has considerable discretion over how the Marlesford and Little Glemham mitigation scheme is implemented. We note that the Applicant relies on the fact that "The scope of these schemes will be specified in the Deed of Obligation" and we would expect to be able to review the draft Deed before it is formally adopted. We will be pushing for this in our ongoing discussions with the Applicant and SCC.
	Response by SZC Co. at Deadline 5	An updated draft Deed of Obligation (Doc Ref. 8.17(E)) has been submitted to the Examination and is available to be reviewed by Marlesford Parish Council. The Applicant would be willing to consider any comments of Marlesford Parish Council on Schedule 16 of the draft Deed of Obligation.

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Question to:		Question:
		It is proposed that an outline of the Marlesford and Little Glemham Improvement Scheme will be annexed to the Deed of Obligation. Therefore, it is intended that the scope of the Scheme will be agreed with the Councils prior to the end of the Examination. As set out in paragraph 4.5 of Schedule 16 of the draft Deed of Obligation (Doc Ref. 8.17(E)), Suffolk County Council shall be responsible for the further design and implementation of the Marlesford and Little Glemham Improvement Scheme. The draft details of the Marlesford and Little Glemham Improvement Scheme, as prepared and proposed by Suffolk County Council, will be approved by the Transport Review Group on a majority voting basis. Where the Transport Review Group are not able to agree the approval of these details, then this would be referred to the Delivery Steering Group who shall make the decision by agreement (i.e. including the agreement of Suffolk County Council). This follows the approach at Hinkley Point C which the Applicant considers has worked well. Therefore, the Applicant considers that Suffolk County Council has sufficient control over the details of the proposed Marlesford and Little Glemham Improvement Scheme.
<i>The following questions relate to the draft s.106EM</i>		
SA.1.67	Applicant, ESC, SCC, WSC	Observation 27 and title investigation by the Host Authorities. The ExA notes that the SZC Co's solicitors are willing to provide the confirmation document sought by the ExA. The ExA looks forward to the submission of the draft at the earliest possible opportunity. In relation to title investigation, the ExA notes that the Applicant is discouraging the Host Authorities from carrying out title investigation. As the Applicant observes, the Sizewell Special Arrangements are a new approach. It is evidently evolving. In addition the final position on the s.106 agreement is not yet settled. The ExA will be asking the Host Authorities for their confirmation that they are

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Question to:	Question:	
		satisfied with all of the provisions of any s.106 agreement, including its enforceability throughout the construction and operation of the Project, should the DCO be made. Therefore to allow and to carry out title investigation would seem prudent.
Response by SZC Co. at Deadline 2		The Applicant owns very limited property within the Order limits, and while it expects to obtain options over more of the land during the course of the examination, these options would not be exercised until some time after the DCO is granted and so would not be relevant to any s106 agreement which might be entered into during the Examination. Given that the Applicant's Evolving Approach does not rely upon land ownership or s106, it is not considered worthwhile for the Host Authorities to conduct title investigations at this time. In the event that the Applicant reverts to an approach of entering into a s106 agreement binding the small amount of land it owns on the main development site, title investigation would be a short and simple process.
Response by East Suffolk Council at Deadline 2		Deed of covenant and land charge would assist with ensuring enforceability.
Response by Suffolk County Council at Deadline 2		SCC draws the ExA's attention to the response to SA.1.7 and awaits title details from the Applicant. SCC also notes that it will not be possible for the Applicant to provide confirmation as to the execution and enforceability of the s.106 where that will not be entered into until after the grant of any DCO pursuant to the Sizewell Special Arrangements.
Response by SZC Co. at Deadline 3		See SA.1.3 in respect of enforcement against transferees and Article 9. See the Obligations Enforcement Paper, provided in Appendix 26A of this document (Doc Ref. 9.30.A), in respect of the Applicants comments on enforcement of the Deed of Obligation.

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Question to:		Question:
		The Deed of Obligation would be entered into prior to the end of the Examination, which the Applicant hopes provides confidence that the requested Confirmation Document will be able to provide the requested confirmations as to execution and enforceability.
	Response by East Suffolk Council at Deadline 3	To ensure the Deed of Obligation is enforceable against any transferee of the benefit of the DCO a Deed of Covenant should be provided, before the benefit in the DCO is transferred.
	Response by SZC Co. at Deadline 5	As set out in Section 2 of the Obligations Enforcement Paper (Doc Ref. 9.30.A) provided at Deadline 3, the Applicant is content that transferees should enter into a deed of adherence unless otherwise agreed by the Secretary of State. This would be secured through Article 9 of the DCO.
SA.1.68	Applicant	Please will the Applicant state how a future undertaker would know of the existence of this extensive s.106 agreement. Such an undertaker might only be a transferee of part of the benefit of the DCO and not acquire any land. How would a lender or an investor who is not an undertaker know of the existence of the s.106 agreement?
	Response by SZC Co. at Deadline 2	A transfer of the benefit of the DCO or any part of its powers cannot take place pursuant to art 9 of the draft DCO (Doc Ref. 3.1(C)) without the incoming undertaker being bound by the Deed of Obligation (save where the Secretary of State agrees otherwise). Any prospective transferee would reasonably be expected to undertake a thorough due diligence exercise, and would through this means be aware of the fact that art 9 binds them to comply with the Deed of Obligation. Mortgagees will not be bound by the Deed of Obligation, only the relevant undertaker. This is only reasonable as the mortgagee will not be able to exercise the DCO powers to build out the project. The position would be different with

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	Question to:	Question:
		respect to a planning permission, which would not be personal to named parties and therefore could be implemented by a mortgagee in possession.
	Response by East Suffolk Council at Deadline 2	Please see comments at SA1.3. Any transferee of the benefit of the DCO would be required to enter into a Deed of Covenant. The s106 agreement and DCO should be worded appropriately.
	Response by Suffolk County Council at Deadline 2	SCC draws the ExA's attention to its comment at SA.1.7 and the proposal for the transferee to provide a Deed of Adherence as a pre-requisite of any transfer under Article 9. SCC also observes that it is proposed that the s.106 will be registered as a local land charge (which a lender/investor could then pick up, notwithstanding that these parties would not actually be bound under the Sizewell Special Arrangements unless they were a transferee under Article 9) and SCC question whether the s.111 should also be registered as a local land charge by ESC for the same reason and given the potential delay in entering into the s.106 post DCO but precommencement.
	Response by SZC Co. at Deadline 3	See the response to SA.1.67.
	Response by East Suffolk Council at Deadline 3	See SA1.3 above
	Response by SZC Co. at Deadline 5	See SA.1.3 above.
SA.1.69	Applicant, ESC, SCC, WSC	The ExA draws attention to s.106(6) which, where there is a breach of a requirement in a development consent obligation, gives the authority by whom it is enforceable the right to enter the land to carry out the operations. The host authorities, on the scheme in the Sizewell Special Arrangements, are the enforcing authorities of a s.106 agreement which is expressly stated to bind the Sites, i.e.

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	Question to:	Question:
		the Order lands (see clause 4.1). Will they be able to exercise this power in relation to all the Sites?
	Response by SZC Co. at Deadline 2	As set out in Appendix 26A SA.1 Response Paper , the Applicant is open to including such rights for the host authorities in the Deed of Obligation itself, or via drafting in the DCO.
	Response by East Suffolk Council at Deadline 2	ESC have general enforcement powers to enter onto land in the event of a breach of planning. SZC can only give the Council express permission for ESC to enter onto its own land. Given the above, ESC would expect all persons with a proprietary interest in the Sites to be party to the agreement.
	Response by Suffolk County Council at Deadline 2	SCC awaits the Applicant's response to question SA.1.27 before finalising its position on this question. As set out in the SCC response to SA.1.8 there are other mechanisms of enforcement which could be utilised but in any event SCC has yet to receive suitable explanation as to why at least parts of the Sites could not be bound into the s.106 before the commencement of development on those parts of the Sites even if the Applicant does not own those Sites now. SCC also highlights its request to the Applicant to consider providing bonded obligations.
	Response by SZC Co. at Deadline 3	Please see the Obligations Enforcement Paper , provided in Appendix 26A of this document (Doc Ref. 9.30.A).
	Response by East Suffolk Council at Deadline 3	See SA1.3 above
	Response by SZC Co. at Deadline 5	See SA.1.3 above.