



The Sizewell C Project

6.16 Ch Second Environmental Statement Addendum - Non-Technical Summary

July 2021

Planning Act 2008
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1 INTRODUCTION

1.1 Introduction to the Non-Technical Summary

NNB Generation Company (SZC) Limited ('SZC Co.') submitted an application for a Development Consent Order ('DCO') to the Planning Inspectorate under the Planning Act 2008 for the Sizewell C Project in May 2020 (referred to as the 'Application'). This included the submission of an **Environmental Statement** ('ES') [APP-160 to APP-582], with an accompanying **Non-Technical Summary** ('NTS') [APP-159] which explained the conclusions of the ES in non-technical language. The Application was accepted for examination in June 2020.

SZC Co. submitted a request to change the Application in January 2021, with 15 changes proposed across the proposed development. This included the submission of a **First ES Addendum** [AS-179 to AS-260]. These changes were accepted for examination by the Planning Inspectorate in April 2021 (referred to as the 'Accepted Changes').

As a result of the ongoing engagement between SZC Co. and stakeholders, including as part of the process of agreeing common ground and ongoing design development, SZC Co. subsequently identified a limited number of further proposed changes that it wished to make to the Application. Following on from the numbering of the Accepted Changes, these further proposed changes are numbered Proposed Changes 16 to 18.

SZC Co. carried out non-statutory consultation between 11 June 2021 and midday on 12 July 2021 on the proposed changes and took into account consultation feedback in finalising the changes.

This document provides a non-technical summary of the **Second ES Addendum**. It has been prepared to identify any new or materially different significant effects that are likely to result from Proposed Changes 16 to 18 to the Application. It confirms that Proposed Changes 16 to 18 would not result in any new or materially different likely significant effects.

2 MAIN DEVELOPMENT SITE

Volume 1, Chapter 2 of the **Second ES Addendum** provides an update to **Volume 2** of the **ES** [APP-160 to APP-347] and **Volume 1, Chapter 2** of the **First ES Addendum** [[AS-181](#)] as a result of proposed Change 16.

2.1 Proposed Change 16

SZC Co. is proposing changes (Proposed Change 16) to the main development site, as shown on **Figure 1**.

. These include:

- Changes to the Bridleway 19 alignment, comprising:
 - A revised alignment of Bridleway 19 south of the new B1122/Lover's Lane junction to allow for a less steep gradient for equestrian use. In addition, the Pegasus

crossing proposed on Lover's Lane (south of the existing Recycling Centre) would be relocated approximately 10m further to the south to improve visibility for users and maintain appropriate visibility splays in compliance with road standards and Bridleway Design Guidelines as shown in Error! Reference source not found..

- A revised alignment of Bridleway 19 at Paines Plantation, north of Sizewell Gap to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This includes the removal of a strip of trees from Paines Plantation.
- Repositioning of the proposed mammal culvert south of the Leiston Drain watercourse. The mammal culvert would be in closer proximity to the Leiston Drain watercourse.

Figure 1 Summary of Proposed Change 16 Design Changes



2.2 Updated assessments

A review of the proposed changes has been undertaken by EIA specialists across all technical assessments presented in **Volume 2** of the **ES** [APP-178 to APP-347], and is provided in **Volume 1, Chapter 2** of the **Second ES Addendum**.

The review concluded that Proposed Change 16 does not materially change the technical assessments reported within **Volume 2** of the **ES** [APP-178 to APP-347], as updated by the **First ES Addendum** for the Accepted Changes [AS-179 to AS-260] and any other environmental information outlined in the **ES Signposting Document** [[REP2-025](#)]. This is due to the relatively minor nature and scale of the works associated with the further proposed change within the context of the proposed development. The proposed change comprises a relatively minor set of design changes aimed at enhancing the safety and amenity of the existing proposals.

Volume 1, Chapter 2 of the **Second ES Addendum** has provided further explanation of the proposed changes within the context of terrestrial ecology and ornithology effects (provided in **section 2.4**). However, no materially new or different likely significant effects were identified.

3 TWO VILLAGE BYPASS

Volume 1, Chapter 3 of the **Second ES Addendum** provides an update to **Volume 5** of the **ES** [APP-409 to APP-443] and **Volume 1, Chapter 5** of the **First ES Addendum** [[AS-184](#)] as a result of Proposed Change 17.

3.1 Proposed Change 17

SZC Co. is proposing changes (Proposed Change 17) to the two village bypass site, as shown on **Figure 2**. These comprise:

- Reducing the length of the flood relief culverts through the eastern embankment of the River Alde overbridge from 70m to 50m, and associated changes to the adjacent accommodation track;
- PRoW change – removal of the proposed upgrade of existing footpaths E-243/003/0 and E-243/011/0 to a bridleway from the two village bypass proposals; and
- PRoW change – change to the Access and Rights of Way plans (and the draft DCO) to show a crossing of the north-eastern arm of the proposed Friday Street roundabout. The crossing would connect the existing A1094 to the existing A12.

3.2 Updated assessments

A review of the proposed changes has been undertaken by EIA specialists across all technical assessments presented in **Volume 5** of the **ES** [APP-409 to APP-443], and is provided in **Volume 1, Chapter 3** of the **Second ES Addendum**.

The review concluded that Proposed Change 17 does not materially change the technical assessments reported within **Volume 5** of the **ES** [APP-415 to APP-443], as updated by the **Volume 1, Chapter 5** of the **First ES Addendum** [[AS-184](#)] for the Accepted Changes and any other environmental information outlined in the **ES Signposting Document** [[REP2-025](#)].

This is due to the relatively minor nature and scale of the works associated with the further proposed change within the context of the proposed development. The proposed change comprises a relatively minor set of design changes aimed at enhancing the safety and amenity of the existing proposals, and to respond to the comments raised by stakeholders.

Volume 1, Chapter 3 of the **Second ES Addendum** has provided further explanation of the proposed changes within the context of landscape and visual effects (provided in **section 3.4**). However, no materially new or different likely significant effects were identified.

Figure 2 Summary of Proposed Change 17 Design Changes



4 SIZEWELL LINK ROAD

Volume 1, Chapter 4 of the **Second ES Addendum** provides an update to **Volume 6** of the **ES** [APP-444 to APP-477] and **Volume 1, Chapter 6** of the **First ES Addendum** [[AS-185](#)] as a result of proposed Change 18.

4.1 Proposed Change 18

SZC Co. is proposing changes (Proposed Change 18) to the Sizewell link road site, as shown on **Figure 3**. These comprise:

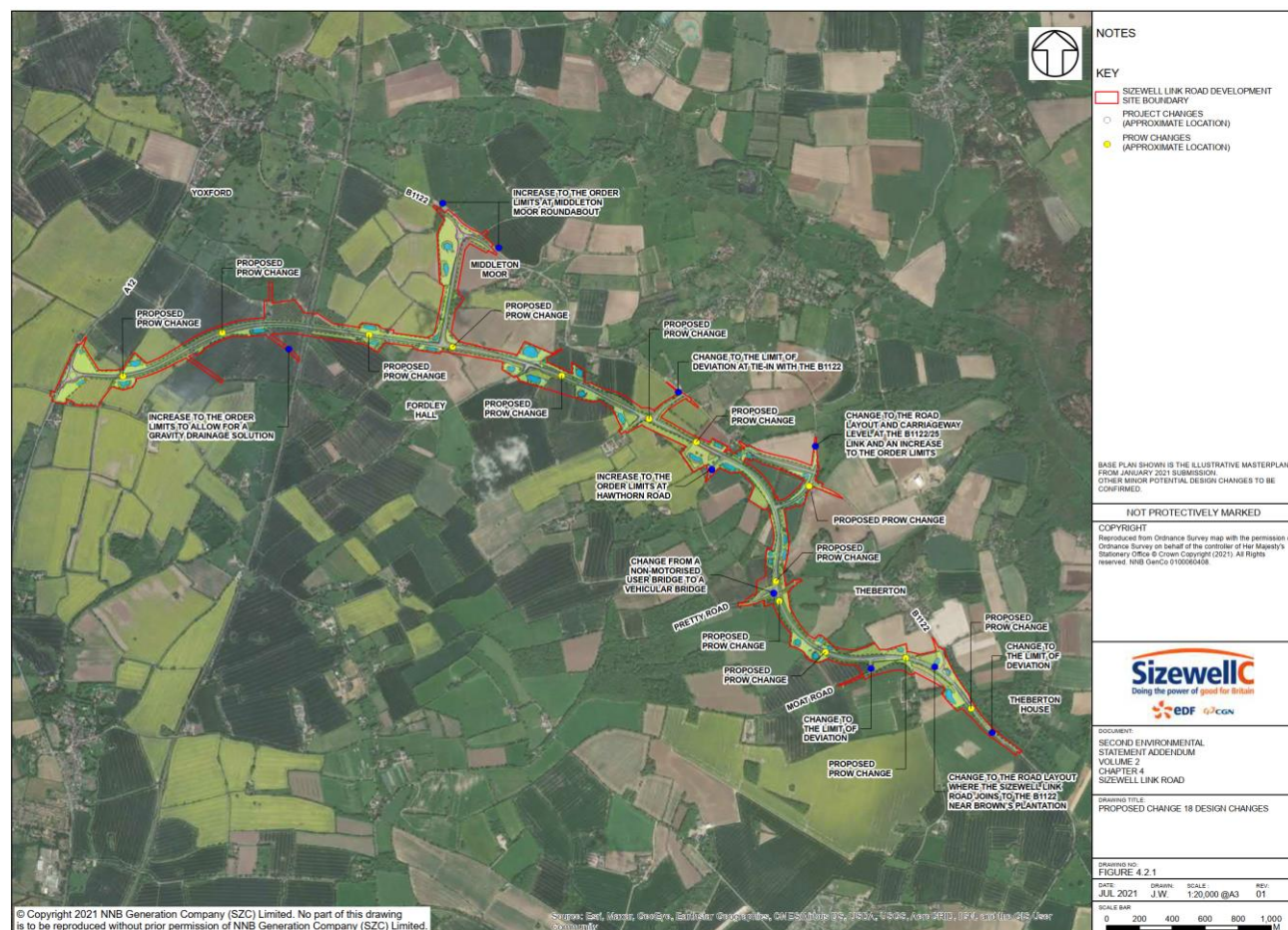
- Change to Pretty Road bridge, comprising a change from a Non-Motorised User bridge (for use by pedestrians, cyclists, equestrians) to a vehicular bridge, to avoid the closure of Pretty Road to vehicular traffic and to increase connectivity across the route of the Sizewell link road. To facilitate this change, a junction between Pretty Road and the Sizewell link road on the south west side of the route is no longer included in the proposals.
- PRow amendments comprising changes to ensure that the PRow proposals provide safe crossing points and reflect topography.
- Additional land for drainage to allow for a gravity drainage solution to be achieved to the west of the East Suffolk line.
- A change to the road layout (including a change to the boundary of Work No. 12B shown on **Works Plans** (Doc Ref. 2.3(D) Ch)) where the Sizewell link road joins the B1122 near Brown's Plantation to address a departure from road design standards.
- A change to the road layout and carriageway level at the B1122/25 link to address a departure from road design standards resulting in an increase to the site boundary. This change would also require an amendment to the boundary of Work No. 12B shown on **Works Plans** (Doc Ref. 2.3(D) Ch).
- A small increase to the site boundary is proposed at Hawthorn Road. This would allow for an improved tie in between the proposed Sizewell link road and the existing Hawthorn Road. This change would also require an amendment to boundary of Work No. 12B shown on **Works Plans** (Doc Ref. 2.3(D) Ch).
- Small increases to the site boundary and a change to the boundary of Work No. 12B shown on the **Works Plans** (Doc Ref. 2.3(D) Ch) are proposed at the Middleton Moor

roundabout. This is to allow for an improved tie in between the eastern and western arms of the proposed Middleton Moor roundabout and the existing B1122.

- Minor revisions to the boundary of Work No. 12B shown on **Works Plans** (Doc Ref. 2.3(D) Ch) are proposed at the

Trust Farm Link/B1122 junction, the Moat Road junction and at the eastern end of the Sizewell link road where it joins the existing B1122. This is proposed to accommodate the detailed design of the road and allow for improved tie ins with the existing highway.

Figure 3 Summary of Proposed Change 18 Design Changes



4.2 Updated assessments

A review of the proposed changes has been undertaken by EIA specialists across all technical assessments presented in **Volume 6** of the **ES** [APP-444 to APP-477], and is provided in **Volume 1, Chapter 4** of the **Second ES Addendum**.

Consideration has also been given to whether Proposed Change 18 introduces new or materially different likely significant environmental effects within the transport assessment, reported within **Volume 2, Chapter 10** of the **ES** [APP-198], as updated by **Volume 1, Chapter 2** of the **First ES Addendum** [AS-181].

The review concluded that Proposed Change 18 does not affect the technical assessments reported within **Volume 6** of the **ES** [APP-451 to APP-477], as updated by the **Volume 1, Chapter 6** of the **First ES Addendum** [AS-185] for the Accepted Changes and any other environmental information outlined in the **ES Signposting Document** [REP2-025].

This is due to the relatively minor nature and scale of the works associated with the further proposed change within the context of the proposed development. The proposed change comprises a relatively minor set of design changes aimed at enhancing the safety and amenity of the existing proposals, and to respond to the comments raised by stakeholders.

Volume 1, Chapter 4 of the **Second ES Addendum** has provided further explanation of the proposed changes for within the context of landscape and visual effects (provided in **section 4.4**). However, no materially new or different significant effects were identified.