The Sizewell C Project

9.73 Comments at Deadline 7 on Submissions from Earlier Deadlines and Subsequent Written Submissions to ISH1-ISH6 - Appendices

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

September 2021

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

SizewellC
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APPENDICES

Part 1 of 3

Part 2 of 3

Part 3 of 3

APPENDIX I: AVAILABILITY OF A FUND FOR FARMLAND BIRDS

CONTENTS

TABLES

1 INTRODUCTION

1.1.1 The Applicant provided the following response at Deadline 5 (23/06/2021) [REP2-121] in relation to impacts on farmland birds during the early years of construction:

> *"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 the approach at Deadline 7."*

1.1.2 As discussed in **Volume 10**, **Chapter 4** of the **Sizewell C Environment Statement** (**ES**) [APP-578] and subsequent **ES Addenda** (AS-189, AS-201 and Doc Ref. 6.18), site clearance and early construction phase activities would result in the loss of 232.6 of arable habitats used by farmland birds. In addition, the onshore development area of East Anglia 1 North, East Anglia 2 and East Anglia 3 would result in a temporary loss of 62.9ha of arable habitats and a permeant loss of 13.84ha. Although food resources are still expected to remain available within the wider landscape, the effect of cumulative habitat loss is expected to be moderate adverse and significant during the early years of construction (i.e. the first 3 years), before reducing to a minor adverse (not significant) effect during the remaining years of construction and into operation.

2 SIZEWELL C FARMLAND BIRD MITIGATION FUND

2.1 Fund overview and eligibility

2.1.1 To mitigate the impact of habitat loss during the early years of construction, on farmland birds, SZC Co. will provide a support fund (the Farmland Bird Mitigation Fund in the **draft Deed of Obligation** (Doc Ref. 8.17(F))) for landowners to provide suitable farmland bird habitat and/or management practices within their land. Options under this fund align with options provided in the Entry-Level Stewardship (ELS) Agri-environment scheme (Ref 1).

2.1.2 Landowners will be able to draw down on the Fund if they fit the following criteria:

- The relevant arable land is located within 2km of the Sizewell C Main Development Site (MDS) or Associated Development Sites (AD Sites); and
- have a minimum of 10ha of available arable land which is not under current conservation management.

2.1.3 The fund will cover new interventions such as habitat provision within or at the margins of arable fields. These interventions are defined further in the sections below.

2.2 Habitat provision

2.2.1 Providing habitat through the options summarised in Table 2.1 aims to mitigate the loss of farmland bird habitat associated with the impacts described in Section 1, by providing in-field nesting habitat or insect-rich foraging habitat.

2.2.2 New Habitat would be provisioned in locations that maximise the benefit to farmland birds including field corners and new buffer strips, particularly those adjacent to semi-natural habitat. Skylark plots should be sited in open fields of greater than 5ha in extent, away from tree lines and woodlands.

2.2.3 For detailed information on options which would be acceptable, please refer to the ELS handbook (Ref 1). These are summarised in Table 2.1 below.

Table 2.1 Farmland Bird Mitigation Fund (FBMF) habitat provision options

Option	ELS ref	Description	Benefit for farmland birds	FBF price per hectare/ plot
Skylark plots	EF8	Comprising unsown plots in arable crops at least 3m wide with minimum area of 16m² located within fields >5ha and at least 50m from boundaries.	in-field nesting habitat	TBC
Uncropped, cultivated areas for ground nesting birds	EF13	The cultivated area must be at least 1 ha and no more than 2.5 ha in size and at least 100 m wide. Create rough cultivated areas using tines or discs between 1 February and 20 March, to make sure they are in place for the first breeding attempts of the farmland birds. Area must be retained until 31st July.	in-field nesting habitat	TBC
Overwintered stubble	EF6	Overwintered stubble provides an important winter food source for seed-eating birds, which feed on spilt grain and the seeds of broad-leaved weeds. Beneficial seed and nectar-producing plants such as mustard, fodder radish or oilseed rape can be broadcast or sown on small areas (no more than 0.5 ha per 10 ha stubble) in the autumn to enhance feeding and foraging value.	overwinter seed food	TBC
Wild bird seed mixture	EF2	Comprising a balanced combination of at least three small-seed bearing crops sown in blocks and/or strips at least 6m wide at the edges of fields. No single species should make up more than 70 per cent by weight of the mix and the combination must cover a range of crop groups to minimise any pest and disease impacts.	overwinter seed food	TBC

Option	ELS ref	Description	Benefit for farmland birds	FBF price per hectare/ plot
Nectar flower mixture	EF4	Comprising a mixture of at least four nectar-rich plants (eg red clover, alsike clover, bird's-foot-trefoil, sainfoin, musk mallow, common knapweed) sown in blocks and/or strips at least 6m wide at the edges of fields, with no single species making up more than 50 per cent of the mix by weight.	insect-rich foraging habitat	TBC

2.3 Governance

2.3.1 The FBMF is secured in the **draft Deed of Obligation** (Doc Ref.8.17(F)). The FBMF will be funded by Sizewell SZC Co. who will make the funds available to eligible landowners (via East Suffolk Council) during the early years of construction (Years 1 to 3). The existence of the FBMF will be promoted by the Natural Environment Improvement Officer to ensure that eligible landowners are aware of the FBMF and Officer will ensure their eligibility to make requests for funds to provide suitable habitats.

2.3.2 East Suffolk Council will determine awards of funds from the FBMF upon receipt of requests for funds from eligible landowners. The Natural Environment Improvement Officer will ensure that the relevant habitats are provided by landowners who are awarded such sums, by occasional site inspections as considered necessary.

REFERENCES

1. Natural England. 2013.Environmental Stewardship Handbook, Entry Level Stewardship, Fourth Edition. Natural England. Peterborough, UK.

APPENDIX J: LANDSCAPING AND NOISE LETTERS TO FERN, MOLLETTS FARM AND MR & MRS LACEY

20th August 2021

[redacted]

Dear Sasha and Richard Ayres

NNB Generation Company (SZC) Limited – Sizewell C New Nuclear Power Station

Thank you for your time on 21st July 2021 and for the subsequent follow up email. During the meeting, a number of actions were agreed and are captured within this letter.

SZC Co. welcome your continued engagement and seek to set up a meeting w/c 30th August to discuss the items within this letter and additional areas.

Landscaping proposals

The revised landscape proposals as set out on the accompanying plan, indicate a proposed 2m high bund along the western edge of the two village bypass. This is shown running along the western and southern edges of the proposed contractor's compound and then along the top of the cutting slope to tie into the ramp sloping up to the Foxburrow Wood overbridge. The plan shows planting on the west facing slopes of the bund as well as between the bund and the DCO boundary, this will provide softening of the structures in views from Mollett's Farm. This aligns with the Saxmundham bypass bunding that was discussed previously. Conversations are currently ongoing with the ecology team to develop an appropriate planting mix for the proposals, this will be shared along with planting size when we present the proposals during our next meeting.

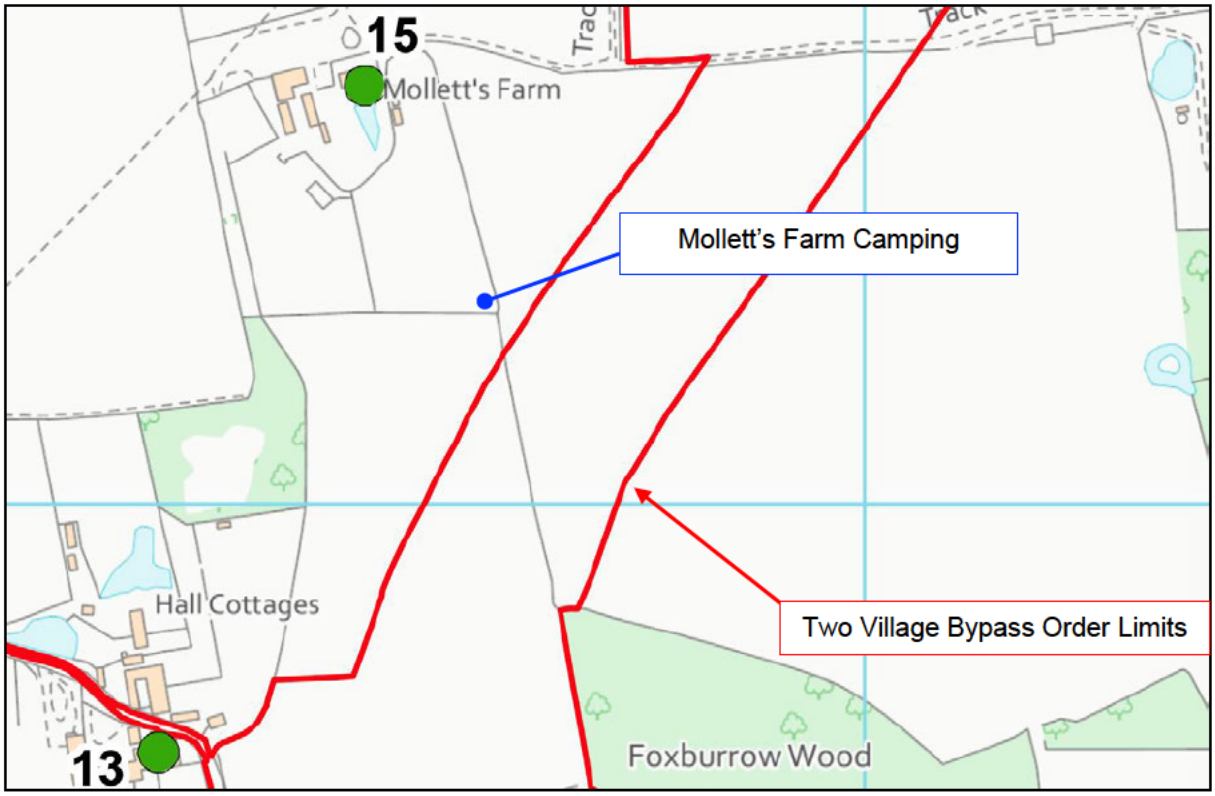
With regard to footpath connections from Mollett's Farm to the surrounding area, space has been allowed for the current permissive route from the corner of the camping field to continue to connect into the rights of way network and to access the overbridge to cross the proposed bypass to the south. In addition, the latest highway proposals repurpose the stopped up section of the A12 to the north of the farm as a footpath connection and propose a crossing point to the east of the roundabout and a footpath down to Friday's Farm. With the reduced traffic on the A12, the public footpaths that run north from Mollett's Farm would connect to this new route to provide a further alternative route to Friday's Farm.

Noise proposals

The updated landscaping proposals have been assessed to determine their potential to reduce road traffic noise levels from the two village bypass. The proposals have been incorporated into the SoundPLAN noise modelling software that has been used to calculate road traffic noise levels for the assessment of the two village bypass.

The calculations have been undertaken at receptor location 15, representing Mollett's Farm. At the request of Mollett's Farm's owners, an additional receptor location has been included in the calculations to represent their camping area. The position of the additional receptor point is shown in Figure 1.

Figure 1: Additional receptor location at Mollett's Farm



The potential noise reduction as a result of the updated landscaping proposals are shown in Table 1. Two scenarios have been considered, one including just the proposed landscape bunding, and the other including the 2m high fence that may be included on the overbridge access path.

Table 1: Reduction in traffic noise from updated landscaping proposals, dB

Rec No.	Receptor Name	Floor (Period)	Additional bunding only	Additional bunding plus fence
15	Mollett's Farm	Ground floor (Day)	-0.4	-0.5

		First floor (Night)	-0.2	-0.3
15A	Mollett's Farm (camping)	Ground floor (Day)	-1.4	-1.5
		Ground floor (Night)	-1.3	-1.3

It can be seen that the reductions are modest, which is likely to be due to the existing cutting already providing a reasonable degree of noise attenuation to these locations.

The potential effect of a quiet road surface has been considered, to determine if that would provide a noise benefit. The specification of a quiet road surface is not known at this stage, so the recommended -3.5dB correction set out in Annex A of the Design Manual for Roads and Bridges LA111 'Noise and Vibration'[1] has been applied to the two village bypass, for the sections where the traffic speed is in excess of 75km/h.

The expected reductions are shown in Table 2.

Table 2: Reduction in traffic noise from a quiet road surface, dB

Rec No.	Receptor Name	Floor (Period)	Quiet road surface
15	Mollett's Farm	Ground floor (Day)	-2.4
		First floor (Night)	-1.8
15A	Mollett's Farm (camping)	Ground floor (Day)	-2.5
		Ground floor (Night)	-2.2

Since the correction for a quiet road surface suggests it is between 2.5 to 3dB quieter than a standard hot rolled asphalt surface, depending on the exact specification of each surface, the reductions set out in Table 2 are considered to show that a quiet road surface may be effective for Mollett's Farm.

The combined effect of the two sets of measures is shown in Table 3.

[1] Design Manual for Roads and Bridges (DMRB) LA 111 Noise and vibration (May 2020)

Table 3: Reduction in traffic noise from updated landscaping proposals and quiet road surface, dB

Rec No.	Receptor Name	Floor (Period)	Additional bunding and quiet road surface	Additional bunding, fence and quiet road surface
15	Mollett's Farm	Ground floor (Day)	-2.7	-2.8
		First floor (Night)	-2.0	-2.0
15A	Mollett's Farm (camping)	Ground floor (Day)	-3.9	-3.9
		Ground floor (Night)	-3.5	-3.6

It should be noted that all of the stated reductions are rounded to one decimal place for the SoundPLAN model, so when the numbers are combined they may not match the exact sum of the individual elements set out in this letter.

The reductions shown for Receptor 15, Mollett's Farm, can be applied to the most up-to-date assessment outcomes shown in **Appendix A** of the **Third ES Addendum** [REP6-017] to determine their effect.

For the 2028 busiest day/night scenarios, which lead to the worst-case changes at these locations, applying the best reductions from Table 3 would alter the outcomes as shown in Table 4. An equivalent change is shown for Receptor 15A Mollett's Farm (camping), with a baseline figure calculated from the same SoundPLAN model as used for the baseline calculations in **Appendix A** of the **Third ES Addendum** [REP6-017].

Table 4: Change in road traffic noise, with updated landscaping and quiet road surface, dB

Rec No.	Receptor Name	Floor (Period)	2028 Ref Case	2028 Busiest	Change
15	Mollett's Farm	Ground floor (Day) (1)	52.5	52.7	+0.2
		First floor (Night) (1)	42.3	42.7	+0.4
15A	Mollett's Farm (camping)	Ground floor (Day) (2)	49.6	50.7	+1.1
		Ground floor (Night) (2)	39.7	44.1	+4.4

Notes:
(1) – daytime values are façade $L_{A10,18hr}$ values, and night-time values are free-field L_{night} values
(2) – daytime values are free-field $L_{A10,18hr}$ values, and night-time values are free-field L_{night} values

The change at the original Mollett's Farm receptor location (not the camping receptor) would become negligible and not significant in an EIA context. The change in road traffic noise at the additional Mollett's Farm (camping) receptor would be considered negligible during the daytime, and not significant in an EIA context, but a moderate adverse effect at night, which would be significant in an EIA context.

Construction phasing

SZC Co. will provide a detailed response on construction phasing during the next meeting.

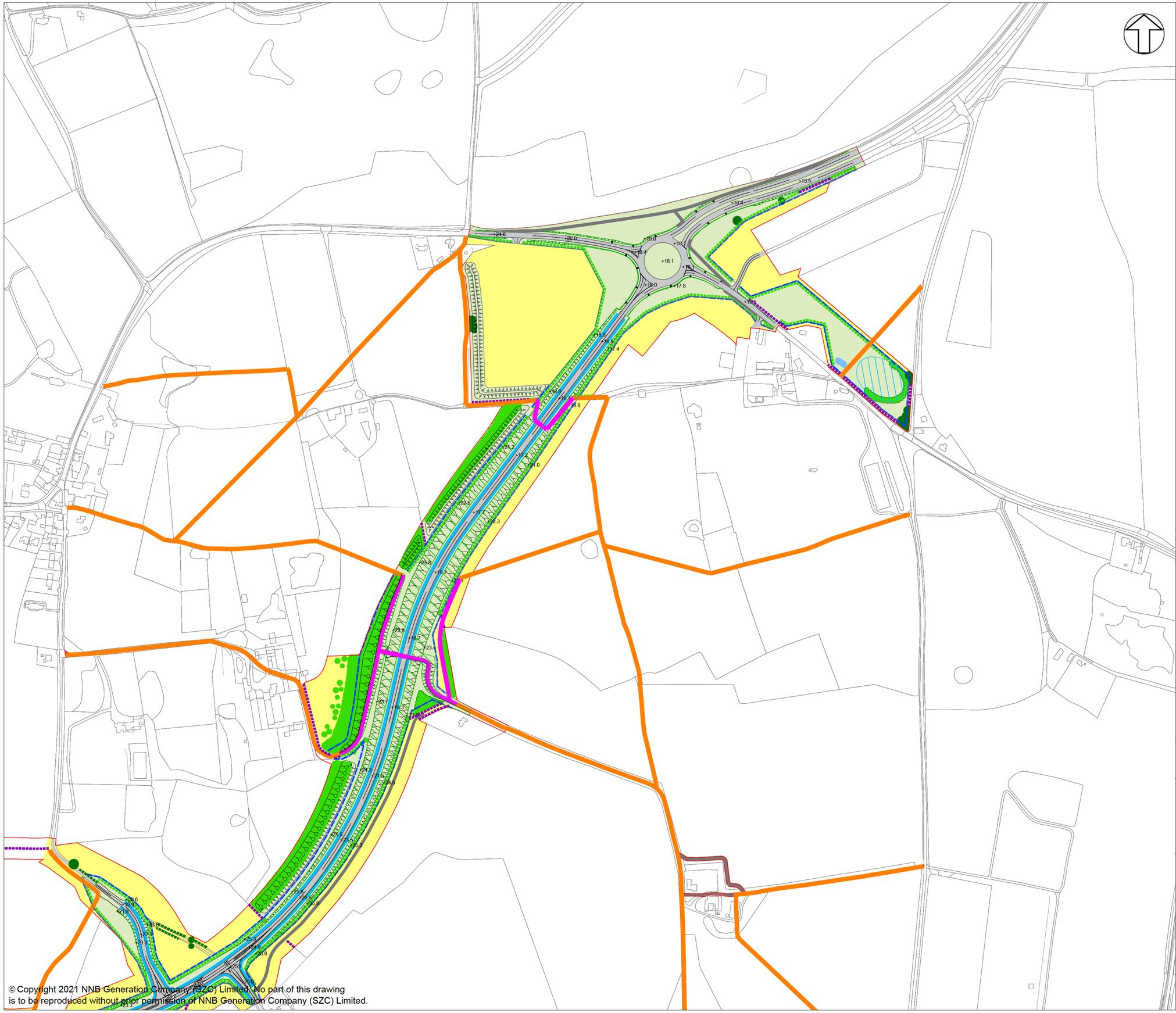
Next steps

Please can you provide an agenda for discussion during the next meeting, this will allow specialists to attend who will be able to provide you with information required to progress conversations.

In the meantime, should you have any queries in relation to the information provided please do get in contact.

Yours sincerely,

Tom McGarry


+15.5
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UK PROTECT

20th August 2021

2 Farnham Barns
Farnham
Saxmundham
IP17 1LB

Dear Sarah Morgan

NNB Generation Company (SZC) Limited – Sizewell C New Nuclear Power Station

Thank you for your time on 21st July 2021. During the meeting, a number of actions were agreed and are captured within this letter.

SZC Co. welcome your continued engagement and seek to set up a meeting w/c 30th August to discuss the items within this letter and additional areas.

Landscaping proposals

The attached plan shows the revised landscape proposals for your consideration. The revised proposals, for further discussion, indicate a proposed 2m high bund along the western edge of the proposed two village bypass, combined with a slackening of the slopes associated with the ramp up to the proposed overbridge. The bund is shown running along the western and southern edges of the proposed contractor's compound to the east of the proposed roundabout and then along the top of the cutting slope to tie into the ramp sloping up to the Foxburrow Wood overbridge. The slacker slopes of the ramp to the overbridge would allow them to be planted, which would provide a visual screen from the overbridge. A further 2m high bund is then shown running south from the overbridge to the retained hedgerow that links to the corner of Pond Wood.

The plan indicates planting on the west facing slopes of the bunds, on the slopes of the overbridge ramps and between the bund and the DCO boundary to provide softening of the structures in views from the Farnham Hall properties. In addition, the plan shows a close board fence running to the west of the footpaths running up the ramps to the overbridge in order to prevent overlooking of the Farnham Hall properties by people using the overbridge while planting becomes established.

Discussions are ongoing with the ecology team to develop an appropriate planting mix for the proposals, this will be presented, along with the sizes of the plants, during the next session week commencing 30th August.

None of this is intended to be fixed without your feedback but hopefully it indicates the sort of thing that can be achieved within the DCO boundary.

Ecology concerns

In terms of the queries raised in relation to the wildlife corridors and species crossing the proposed route, our ecology team have advised that permeable fencing, such as a post and rail fence, would be the preferred approach in order to minimise fragmentation/isolation effects on populations, avoid trapping species inside the fence line and to allow species to freely cross the road at a choice of locations rather than encouraging all mammals to cross the route at the same location, which could be more dangerous.

In terms of the bat hop-overs, the ecology team is working up some illustrations to clearly set out what they will look like. Further information on how the bat hop-overs would work has been provided in response to the Examining Authorities question Bio.1.144 at Deadlines 2 and 3 [REP5-121]. In summary the hop-overs would 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.

Noise proposals

The updated landscaping proposals have been assessed to determine their potential to reduce road traffic noise levels from the two village bypass. The proposals have been incorporated into the SoundPLAN noise modelling software that has been used to calculate road traffic noise levels for the assessment of the two village bypass.

The calculations have been undertaken at receptor location 13, representing Farnham Hall.

The potential noise reduction as a result of the updated landscaping proposals are shown in Table 1. Two scenarios have been considered, one including just the proposed landscape bunding, and the other including the 2m high fence that may be included on the overbridge access path.

Table 1: Reduction in traffic noise from updated landscaping proposals, dB

Rec No.	Receptor Name	Floor (Period)	Additional bunding only	Additional bunding plus fence
13	Farnham Hall	Ground floor (Day)	-0.3	-0.8
		First floor (Night)	-0.6	-1.0

It can be seen that the reductions are modest, which is likely to be due to the existing cutting already providing a reasonable degree of noise attenuation to these locations.

The potential effect of a quiet road surface has been considered, to determine if that would provide a noise benefit. The specification of a quiet road surface is not known at this stage, so the recommended -3.5dB

correction set out in Annex A of the Design Manual for Roads and Bridges LA111 'Noise and Vibration'[1] has been applied to the two village bypass, for the sections where the traffic speed is in excess of 75km/h.

The expected reductions are shown in Table 2.

Table 2: Reduction in traffic noise from a quiet road surface, dB

Rec No.	Receptor Name	Floor (Period)	Quiet road surface
13	Farnham Hall	Ground floor (Day)	-2.5
		First floor (Night)	-2.3

Since the correction for a quiet road surface suggests it is between 2.5 to 3dB quieter than a standard hot rolled asphalt surface, depending on the exact specification of each surface, the reductions set out in Table 2 are considered to show that a quiet road surface may be effective for Farnham Hall.

The combined effect of the two sets of measures is shown in Table 3.

Table 3: Reduction in traffic noise from updated landscaping proposals and quiet road surface, dB

Rec No.	Receptor Name	Floor (Period)	Additional bunding and quiet road surface	Additional bunding, fence and quiet road surface
13	Farnham Hall	Ground floor (Day)	-2.8	-3.3
		First floor (Night)	-2.9	-3.3

It should be noted that all of the stated reductions are rounded to one decimal place for the SoundPLAN model, so when the numbers are combined they may not match the exact sum of the individual elements set out in this letter.

The reductions shown for Receptor 13, Farnham Hall, can be applied to the most up-to-date assessment outcomes shown in **Appendix A** of the **Third ES Addendum** [REP6-017] to determine their effect.

For the 2028 busiest day/night scenarios, which lead to the worst-case changes at these locations, applying the best reductions from Table 3 would alter the outcomes as shown in Table 4.

Table 4: Change in road traffic noise, with updated landscaping and quiet road surface, dB

Rec No.	Receptor Name	Floor (Period)	2028 Ref Case	2028 Busiest	Change
13	Farnham Hall	Ground floor (Day)(1)	41.9	51.9	+10.0
		First floor (Night) (1)	33.6	41.4	+7.8

[1] Design Manual for Roads and Bridges (DMRB) LA 111 Noise and vibration (May 2020)

Notes:
(1) – daytime values are façade $L_{A10,18hr}$ values, and night-time values are free-field L_{night} values

The changes at Farnham Hall would still be regarded as a major adverse effects, and therefore significant in an EIA context.

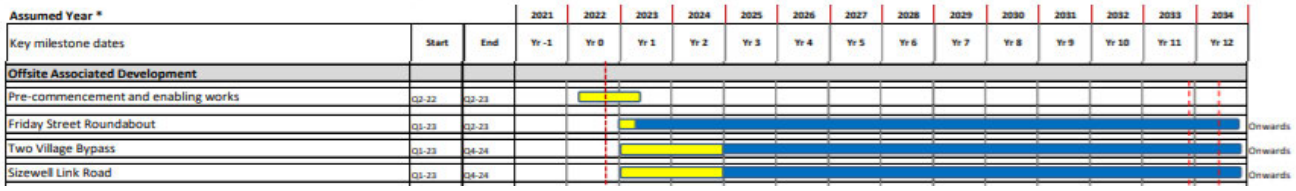
Public Rights of Way

Sheets 18 and 19 of the attached plan show the two village bypass rights of way during construction and operation, including temporary and permanent diversions. The Rights of Way plans are document reference REP5-008

Construction phasing

The implementation plan [REP2-044] states that the approximate build time for the two village bypass is two years. The plate below, shows that construction is likely to begin at the start of 2023 and continue until the end of 2024.

Plate 1.1: Indicative Phasing Schedule (Version 2, May 2020)



Further information about how the road scheme will be constructed will be provided in the next meeting.

Security concerns

The Code of Construction [REP5-078] sets out a range of specific measures that will ensure safety and security during construction. The below measures have been extracted from the document:

- Section 4.5.1 – All sites will maintain a proportionate security presence and will include security measures, such as fencing, lighting, turnstile access, as appropriate for the stage of the construction / activity on the site.
- Section 3.1.41 – In the event of a complaint where the activity could represent a direct risk to health and safety, the environment or security, SZC Co. will take appropriate action immediately, including giving consideration to a suspension of activities.
- Section 2.1.9 – Access to the site is controlled by SZC Co. to avoid trespass and vandalism which may result in pollution. All valves on storage tanks will be locked when not in use to avoid tampering by vandals. Wherever possible storage of materials will be out of sight and in locked containers.
- Section 1.14 - Security cameras will be positioned and directed to avoid intruding into occupied residential or commercial properties.

In addition, the general site arrangements set out within the document will all help to improve security and reduce impacts upon nearby properties.

Early years – A12 access

SZC Co. will provide an update on your concerns regarding early years A12 access during the next meeting.

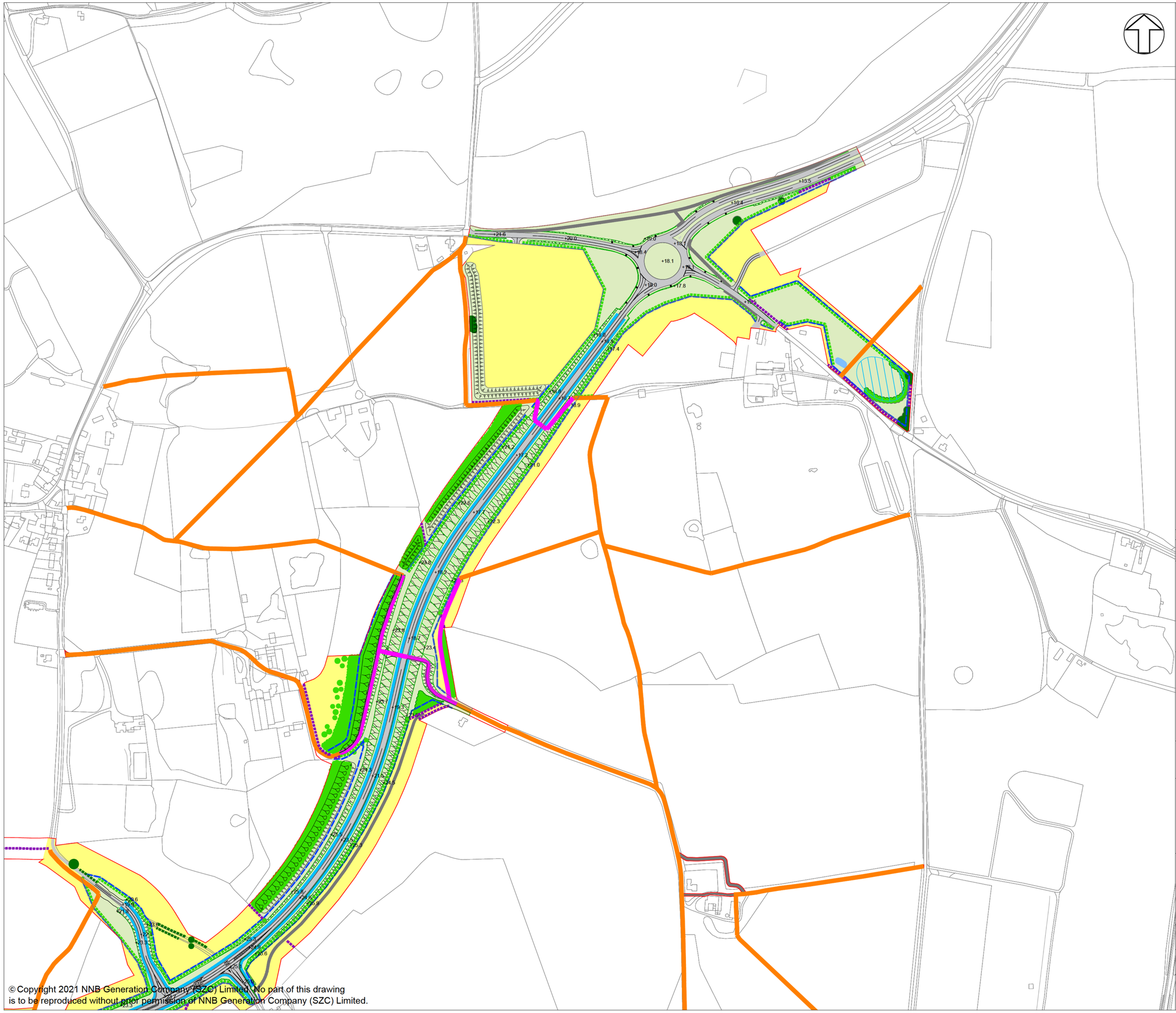
Next steps

SZC Co. will be in touch shortly to arrange a session to present our latest proposals and provide further explanation around the points raised within this letter.

In the meantime, should you have any queries in relation to the information provided please do get in contact.

Yours sincerely,

Tom McGarry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20th August 2021

[redacted]

Dear Mr and Mrs Lacey,

NNB Generation Company (SZC) Limited – Sizewell C New Nuclear Power Station

Thank you for your time on 21st July 2021. During the meeting, a number of actions were agreed, this letter seeks to provide an update ahead of the next meeting.

SZC Co. welcome your continued engagement and seek to set up a meeting w/c 30th August to discuss the items within this letter and any other concerns you may have.

Landscaping proposals

The revised landscape proposals, for further discussion, indicate a proposed 2m high bund along the southern edge of the closest proposed attenuation basin, with a 15m wide belt of woodland planting on top of it to soften views towards the proposed link road. The plan also indicates a stretch of close board fencing adjacent to your property boundary to provide additional screening while the planting establishes. The plan also indicates further planting to the northwest of the Fordley Road junction within the western attenuation basin area, as well as further areas on the slopes where the proposed road would be on embankment. Discussions are ongoing with the ecology team to develop an appropriate planting mix for the proposals. This will be presented to you at the next meeting along with the sizes of planting.

In addition, the highway engineers are currently reviewing the size and position of both of the attenuation basins closest to your property to see any additional space for further planting could be created. Further updates will be provided at the next meeting.

Noise proposals

The updated landscaping proposals have been assessed to determine their potential to reduce road traffic noise levels for the Sizewell link road. The proposals have been incorporated into the SoundPLAN noise modelling software that has been used to calculate road traffic noise levels for the assessment of the Sizewell link road.

The calculations have been undertaken at receptor location 19 Oakfield House.

The potential noise reduction as a result of the updated landscaping proposals are shown in Table 1. Two scenarios have been considered, one including just the proposed landscape bunding, and the other including the additional 2m high fence as well.

Table 1: Reduction in traffic noise from updated landscaping proposals, dB

Rec No.	Receptor Name	Floor (Period)	Additional bunding only	Additional bunding plus fence
19	Oakfield House	Ground floor (Day)	0	0
		First floor (Night)	0	-0.1

It can be seen that the reductions are negligible, primarily due to the updated landscaping proposals providing screening for a section of the Sizewell link road that is already in a cutting; the contribution from that section of the Sizewell link road to the overall noise levels is therefore already limited.

The potential effect of a quiet road surface has been considered, to determine if that would provide a noise benefit. The specification of any such surface is not known at this stage, so the recommended -3.5dB correction set out in Annex A of the Design Manual for Roads and Bridges LA111 'Noise and Vibration'[1] has been applied to the Sizewell link road, for the sections where the traffic speed is in excess of 75km/h.

The expected reductions are shown in Table 2.

Table 2: Reduction in traffic noise from a quiet road surface, dB

Rec No.	Receptor Name	Floor (Period)	Quiet road surface
19	Oakfield House	Ground floor (Day)	-2.4
		First floor (Night)	-2.3

Since the correction for a quiet road surface suggests it is between 2.5 to 3dB quieter than a standard hot rolled asphalt surface, depending on the exact specification of each surface, the reductions set out in Table 2 are considered to show that a quiet road surface may be effective for Oakfield House.

The combined effect of the two sets of measures is shown in Table 3.

Table 3: Reduction in traffic noise from updated landscaping proposals and quiet road surface, dB

Rec No.	Receptor Name	Floor (Period)	Additional bunding and quiet road surface	Additional bunding, fence and quiet road surface

[1] Design Manual for Roads and Bridges (DMRB) LA 111 Noise and vibration (May 2020)

19	Oakfield House	Ground floor (Day)	-2.5	-2.5
		First floor (Night)	-2.3	-2.3

It should be noted that all of the stated reductions are rounded to one decimal place for the SoundPLAN model, so when the numbers are combined, they may not match the exact sum of the individual elements set out in this letter.

The reductions shown for Receptor 19 Oakfield House can be applied to the most up-to-date assessment outcomes shown in **Appendix B** of the **Third ES Addendum** [REP6-017] to determine their effect.

For the 2028 busiest day/night scenarios, which lead to the worst-case changes at Oakfield House, applying the best reductions from Table 3 would alter the outcomes as shown in Table 4.

Table 4: Change in road traffic noise, with updated landscaping and quiet road surface, dB

Rec No.	Receptor Name	Floor (Period)	2028 Ref Case	2028 Busiest	Change
19	Oakfield House	Ground floor (Day)(1)	42.1	55.3	+13.2
		First floor (Night) (1)	31.9	45.8	+13.9
Notes: (1) – daytime values are façade $L_{A10,18hr}$ values, and night-time values are free-field L_{night} values					

The changes at Oakfield House would still be regarded as a major adverse effects, and therefore significant in an EIA context.

Fordley road – alternative proposal

SZC Co. continue to review the suggestion to stop up Fordley road and note that this does not form part of the current proposals. Richard Bull will provide an update at the upcoming meeting.

Next steps

SZC Co. will shortly be in touch to organise the next site meeting.

In the meantime, should you have any queries in relation to the information provided please do get in contact.

Yours sincerely,

Tom McGarry

SEE INSET A

NOTES:

1. FOR DETAILS OF PERMANENT AND TEMPORARY POSSESSION WITHIN ORDER LIMITS REFER TO LAND PLANS

KEY:

- DEVELOPMENT SITE BOUNDARY
- **SOFTWORKS - EXISTING**
- RETAINED HEDGEROW
- RETAINED IMPORTANT HEDGEROW (HEDGEROW REGULATIONS 1997)
- RETAINED AND ENHANCED TREES AND SHRUBS
- RETAINED AND ENHANCED POND
- **SOFTWORKS - PROPOSED**
- HEDGEROW PLANTING
- NATIVE TREE AND SHRUB PLANTING AS SHOWN ON DCO DRAWINGS
- NATIVE TREE AND SHRUB PLANTING - PROPOSED ADDITIONAL ENHANCEMENTS
- GRASSLAND - RETAINED OR REINSTATED
- TO BE REINSTATED UPON COMPLETION OF CONSTRUCTION WORKS
- EXISTING POND TO BE REINSTATED UPON COMPLETION OF CONSTRUCTION WORKS
- INDICATIVE POND FOR GREAT CRESTED NEWT MITIGATION
- INDICATIVE POND FOR BIODIVERSITY NET GAIN
- **HARDWORKS - PROPOSED**
- HIGHWAY BOUNDARY FENCE
- CLOSE BOARD FENCE
- VEHICLE SURFACING
- TRACK
- INDICATIVE LIGHTING COLUMN
- **EARTHWORKS / INDICATIVE DRAINAGE - PROPOSED**
- CUTTING OR EMBANKMENT
- INDICATIVE ATTENUATION BASIN
- INDICATIVE SWALE
- PROPOSED WATERCOURSE CULVERT
- PROPOSED FLOOD RELIEF CULVERT
- PROPOSED DITCH CULVERT
- INDICATIVE WATERCOURSE DIVERSION
- INDICATIVE SURFACE WATER PUMPING STATION AND SURFACE WATER RISING MAIN

REVISION	DATE	DRAWN	CHECKED	REASONS FOR REVISION / COMMENTS	APPROVED

NOT PROTECTIVELY MARKED

SizewellC
Doing the power of good for Britain
EDF CGN

PROJECT:
SIZEWELL C

DOCUMENT:
DRAFT
ENHANCED PROPOSALS FOR DISCUSSION

DRAWING TITLE:
SIZEWELL LINK ROAD
PROPOSED LANDSCAPE MASTERPLAN AND FINISHED LEVELS
FORDLEY ROAD

DRAWING NO:	REVISION:
SZC-SK002	01

DATE:	DRAWN:	SCALE:
AUG 2021	R.K.	1:2500 @ A1

SCALE BAR:
50m 0 50 100 150m

APPENDIX K: MAIN DEVELOPMENT SITE AND ASSOCIATED DEVELOPMENT PLANS – COMPATIBILITY SCHEDULE

CONTENTS

APPENDICES

1 MAIN DEVELOPMENT SITE AND ASSOCIATED DEVELOPMENT PLANS: COMPATIBILITY SCHEDULES

1.1.1 Further to the examination of the draft Development Consent Order (dDCO) in Issue Specific Hearing 1, and as set out in SZC Co.'s Written Submissions arising from Issue Specific Hearing 1 [REP5-113], SZC Co. has prepared this note to demonstrate the compatibility of the following aspects of the dDCO for the Main Development Site and the Associated Development sites:

- Schedule 1: Authorised Development.
- Schedule 2: Requirements.
- Schedule 4: Works Plans.
- Schedule 6: Parameter Plans.
- Schedule 7: Approved Plans.

1.1.2 Schedules are appended to this note to assist the Examining Authority accordingly. The schedule in **Appendix A** seeks to demonstrate that in all cases on the Main Development Site:

- All parameters are linked to both a Works No. and a Requirement.
- Where buildings/structures are applied for in both detail and outline (nuclear island), in each case the parameter height exceeds the height for which approval is sought in detail.
- All buildings/structures that are applied for in detail also have their location secured through a general arrangement plan.
- All buildings/structures that are not applied for in detail have their location secured through a parameter plan.

1.1.3 The schedule in **Appendix B** seeks to demonstrate that on the Associated Development sites:

- All highways works that are subject to detailed design and layout are linked to both a Works No. and a Requirement.

  Parameters, where relevant, are linked to both a Works No. and a Requirement.

APPENDIX A: MAIN DEVELOPMENT SITE COMPATIBILITY SCHEDULE

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APPENDIX B: ASSOCIATED DEVELOPMENT COMPATIBILITY SCHEDULE

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APPENDIX L: RESPONSE TO TOGETHER AGAINST SIZEWELL C, LAWRENCE MOSS AND FRANCES CROWE

1.1 This Appendix responds to certain Written Representations submitted by Interested Parties at Deadline 2. The issues raised and the Applicant responses are provided in the Table.

- Together Against Sizewell C (TASC) [REP2-481g, REP2-481n]
- Lawrence Moss [REP2-353]
- Frances Crowe [REP2-275]

Table 0.1: Summary of Comments Received

Ref.	Summary of comments received	SZC Co.'s Response
REP2-481g	The 'custom and practice' dust deposition assessment criteria used (200mg/m^2/day and 260mg/m^2/day) was developed many decades ago and it is unclear as to whether they remain appropriate today.	The baseline dust deposition survey reported in **Volume 2 Appendix 12E** [APP-214] confirmed that the Institute of Air Quality Management (IAQM) guidance[1] (2018) Site Action Level for dust deposition of 200mg/m^2/day averaged over a 4-week period for Frisbee-type Deposition Gauges would be protective of sensitive receptors in the projects area of influence.
REP2-481g	It is likely that the removal of the foam inserts in some instances, as reported in the ES, will have affected the collection efficiency. The 'custom and practice' criteria have never been adopted as statutory levels.	The results from samplers where loss of a foam insert occurred are identified in the ES because those specific results will have reported lower deposition rate values. This has been taken into account within the assessment. In the absence of statutory levels for dust deposition rates, the use of 'custom and practice' criteria, confirmed by the establishment of baseline dust deposition rates are considered to be appropriate.
REP2-481g	The report also references the use of inappropriate methods to assess the impact of exhaust emissions. An Environmental Impact Assessment (EIA) should assess the potential health impacts, not simply compliance with a national target, as	The Applicant has assessed the potential for effects on air quality according to regulatory guidance and according to methodology agreed with Local Authorities; the assessment criterion for $PM_{2.5}$ (25µg/m^3) is as set out in the national Air Quality Strategy, as described in **Volume 1 Appendix**

[1] IAQM (2018) Guidance on Monitoring in the Vicinity of Demolition and Construction Sites (V1.1)

Ref.	Summary of comments received	SZC Co.'s Response
	has been done in the ES. Given the recent Coroner's conclusions, that air pollution was a significant contributory factor in the death of a 9 year old girl, APS believe that the health-based WHO guideline (10 µg/m3) [for $PM_{2.5}$] should also be used as an assessment criteria. What criteria accounts for the automatic lower emissions in 2028 than now? How certain are they of the figures?	**6H of the Environmental Statement** [APP-171]. Defra's emission factors and backgrounds assume an improvement in vehicle fleet emissions over time.
REP2-481g	EDF state that 'The use of mobile power plant including diesel or petrol powered plant would be avoided where practicable and then limited to temporary functions (less than six months). Is the term of less than 6 months guaranteed even during operation overruns, and does it mean that the whole site will stop running machines after 6 months or that they will stop for a couple of days each after 6 months?	The use of stationary diesel generators will be regulated as required through an Environmental Permit (aggregated under Part A of the Environmental Permitting Regulations, or Medium Combustion Plant Regulations), as described within the ES and as agreed through the Statement of Common Ground with East Suffolk Council (ESC).
REP2-481g	EDF State that 'Regular site inspections would be carried out to ensure compliance with the Dust Management Plan (DMP)'. How frequent and thorough would these site inspections have to be?	The frequency, methods and locations for dust monitoring will be agreed with ESC through the Dust Monitoring and Management Plan (DMMP) which is secured via the Code of Construction Practice and a requirement in the DCO.
REP2-481g, REP2-353 and REP2-275	It is unclear from the Application information reviewed whether continuous monitoring of airborne particulate matter (PM) will be undertaken. Ideally the alert levels would be site-specific derived from baseline monitoring of airborne particulate matter (PM) (PM_{10} and/or $PM_{2.5}$). This baseline PM monitoring does not appear to have been undertaken. Insufficient information on the monitoring of PM is provided in the outline Dust Management Plan	An assessment has been undertaken of potential PM_{10} and $PM_{2.5}$ effects and all results show insignificant effect. Due to the nature of construction dust the construction activities that will be undertaken will not give rise to significant $PM_{2.5}$ emissions. Therefore, there is no justification for $PM_{2.5}$ monitoring being required for the Project. Nevertheless, it is apparent from community and public responses that $PM_{2.5}$ concentrations are a concern for some members of the local

Ref.	Summary of comments received	SZC Co.'s Response
	(Volume 2, Chapter 13 Air Quality, Appendix 12A.1 Proposed Mitigation Measures). SZC Co. has not fully taken into account $PM_{2.5}$ in the assessment; cites Public Health England figures, and use of mitigation to reduce impacts.	community and also that there is, to date, limited information on current levels in the area. Therefore, the Applicant is willing to include the gathering of $PM_{2.5}$ concentration data at the same locations as PM_{10} monitoring is being proposed, with the results to be shared with the Councils for publication as they consider appropriate. Indicative monitoring locations have been selected through discussions with ESC. Real time PM_{10} monitoring data will be gathered that will be used to assess the effectiveness of dust control measures and action and trigger levels will be used to provide real time feedback to the contractors on the effectiveness of dust control measures.
REP2-353	Baseline air quality and potential for new air quality management areas (AQMA) to occur around Sizewell as a result of the Proposed Development	The assessment of traffic emissions (Volume 2 Chapter 12 Air Quality of the Environmental Statement [APP-212]) has identified that the Proposed Development will not result in pollutant concentrations that would introduce the risk of future designation of a new AQMA. It is agreed with the Councils that effects on the Stratford St Andrew and Woodbridge AQMAs have been adequately assessed and characterised and that through the proposed control and mitigation measures no significant effects or policy compliance issues will arise at either existing AQMA.
REP2-353	Localised air quality hotspots and effects on health and mortality	The Applicant has assessed the potential for effects on air quality according to Regulatory guidance and according to methodology agreed with Local Authorities.
REP2-275	East Suffolk has a high incidence of tropospheric ozone, that will be exacerbated by construction-phase	Ozone is a regional pollutant that requires regional, national and international policies to control its

Ref.	Summary of comments received	SZC Co.'s Response
	pollutant ozone pre-cursors, with potential for impacts on human health and ecosystems.	formation. Ozone forms over several days in plumes of emissions from urban areas or industrial sources and increases local to those emission sources are much smaller in magnitude, when they occur. In fact, locally the ozone concentrations are usually depressed if high nitrogen oxide levels are present, through reaction with nitric oxide. This position is agreed with the Councils. It is recognised that locally in Suffolk, ozone concentrations are relatively high – primarily due to formation in aged plumes advected from continental Europe and the greater London area. Emissions from the Project will not exacerbate the current ozone levels in the area and control measures applied to emissions from the Project will similarly largely not affect ozone levels locally. Nevertheless, it is recognised that nitrogen oxides are emitted from traffic and combustion plant and that these are used for the Project, primarily during the construction phase. Therefore, the various measures that have been committed to by the Applicant to reduce emissions of nitrogen oxides – such as the progressive electrification of the construction site, the commitment to Euro VI compliant HGVs and the commitment to Stage IV compliant NRMM – will have the additional benefit of reducing emissions of ozone precursors and reduce ozone formation downwind of the Site.

APPENDIX M: FIGURE B - MITIGATION (SATELLITE MAPPING)

NOTES

KEY

- SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY
- RETSOM'S FIELD BOUNDARY
- PARAMETER FENCE
- DRIFT FENCE
- EXISTING NATTERJACK TOAD PONDS
- APPROXIMATE EXTENT OF RABBIT WARREN BOUNDARY
- 10 METER BUFFER

NOT PROTECTIVELY MARKED

SizewellC
Doing the power of good for Britain
EDF CGN

DOCUMENT:
SIZEWELL C
MAIN DEVELOPMENT SITE
NATTERJACK TOAD METHOD STATEMENT
DOCUMENT 2 DELIVERY INFORMATION

DRAWING TITLE:
FIGURE B: MITIGATION (SATELLITE MAPPING)

DRAWING NO:
Figure B

DATE:	DRAWN:	SCALE :
AUG 2021	R.C.	1:2,000 @A3

SCALE BAR
0 10 20 30 40 50 M

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

APPENDIX N: AIR QUALITY MITIGATION

1 CONSTRUCTION

1.1 Dust

Mitigation Measures

The **Code of Construction Practice** (**CoCP**) (Doc Ref. 8.11A) sets out a range of dust management measures for the main development site and associated development sites.

The CoCP requires regular site inspections to be carried out to demonstrate compliance with the Outline Dust Management Plan (oDMP) for the main development site.

In addition, a **Dust Monitoring and Management Plan (DMMP)** will be developed following appointment of contractors and before relevant construction works commence, which will be in accordance with the mitigation commitments outlined in the oDMP but will provide more detail on the monitoring and mitigation measures to be employed. The CoCP secures the DMMP and will be submitted to ESC for approval before relevant construction works can commence.

The DMMP will include the following:

- Deposition dust, PM_{10} and $PM_{2.5}$ monitoring locations, methods, frequencies and duration;
- A plan showing the zoning of the Main Development Site for dust control purposes;
- Detail on the proposed dust control and mitigation measures to be employed in each zone based on the risks, proposed construction activities and distances to sensitive receptors. This will specify for example where hard surfacing will be applied to haul roads and show the separation distances between emission sources and site boundaries. This can then be used by the Councils and SZC Co. to audit the dust control practices being applied;
- Confirmation that an Action Level of 0.5g/m^2/day will be used for dust deposition rates and 190 µg/m^3 as a 1-hour mean PM_{10} concentration to trigger dust event reporting to the Environment Review Group, (based on IAQM guidance 2018 for Construction Dust Monitoring). Confirmation that an Alert Level of 75% of the Action Level will be used to alert contractors of the need to address dust risks and the process that the contractors would follow to review current applied mitigation and conditions at time of works and to propose additional controls as necessary to be agreed with SZC Co. which would be reported to Environment Review Group as part of regular updates;
- The approach to reporting dust monitoring results and corrective actions taken to ESC, which will be monthly throughout the monitoring period and reviewed through the Environment Review Group (ERG), to which ESC will be a participant

The contractors would prepare Construction Environmental Management Plans (CEMPs) including detailed Dust Management Plans setting out the specific measures to be implemented for the relevant works, in accordance with the CoCP and the associated DMMP for the main development site and associated development sites.

The approach to the use of the CoCP, DMMP and CEMPs will be as per the attached flowchart.

Securing Mechanism

The submission, approval and implementation of the Dust Monitoring and Management Plan is secured by paragraph 4.1.3 of the CoCP Part B. **DCO Requirement 2** (Project wide: Code of Construction Practice) then requires construction, removal and reinstatement of the authorised development to be carried out in accordance with the Code of Construction Practice, which ensures that all commitments set out in the CoCP,

and specifically the preparation of a Dust Monitoring and Management Plan, are secured. The DMMP will be submitted to and approved by ESC.

1.2 Emissions on-site

Mitigation Measures

1.2.1. Non-Road Mobile Machinery

The updated **Code of Construction Practice** (Doc Ref. 8.11A) specifies that Non-Road Mobile Machinery (NRMM) engines should achieve Stage IV emissions standards, where practicable and available.

It is agreed that:

- The emission standards for non-road mobile machinery (NRMM) is Stage IV and Stage V for plant >560kW;
- a formal exemptions process will be used to enable use of NRMM that are unable to achieve the target emissions standards for a range of operational reasons, with a target cap of 15% of plant that can be exempt on an annual basis. This recognises that nationally there are currently issues with the availability of Stage IV compliant equipment, and that there will be some specialist equipment that would not be Stage IV compliant; and
- Where possible, non-Stage IV plant should be deployed in areas where impacts are less likely to be significant, e.g. because of distance to sensitive receptors;
- A registration scheme will be established requiring NRMM to be registered prior to being allowed access to the project sites;
- Reporting of the registration scheme performance through the Environment Review Group (ERG).
- NO_2 diffusion tube monitoring will be undertaken by SZC Co. at six locations on the main development site boundary to evaluate any change in air quality from NRMM and generators at sensitive receptor locations. Baseline diffusion tube monitoring will be undertaken at least two months prior to construction on the main development site. Diffusion tube monitoring will be undertaken for a period of two years from commencement of construction on the main development site, following which the requirement will be reviewed through the ERG. Monitoring data will be reported on a monthly basis to the ERG; an action level of 75% of the Air Quality Standard is proposed at which a review meeting will be held to agree further mitigation measures.

1.2.2. Temporary generators

It is agreed that:

- During construction, the use of mobile combustion plant generators for site power will be minimised through the provision of site electrical power and use of alternative supply sources where possible. SZC Co. will confirm the timeline for site electrification.
- Generators will be aggregated and where applicable an environmental permit will be required from the Environment Agency for their use, or that plant will be controlled through the Medium Combustion Plant Directive, both of which will specify emissions performance, monitoring requirements and emissions control measures to be applied.
- Generators will be located away from site boundaries where possible.

Securing Mechanism

DCO Requirement 2 (Project wide: Code of Construction Practice) requires construction, removal and reinstatement of the authorised development to be carried out in general accordance with the Code of Construction Practice, unless otherwise approved by East Suffolk Council.

Environmental Permit for the construction mobile generators if required based on aggregated capacity.

1.3 Construction Vehicle (incl. HGV) emissions

Mitigation Measures

It is agreed that:

- Heavy Duty Vehicles (HGVs over 3.5 tonnes) to be powered by Euro VI (or lower emission) engines, unless it is an exempt vehicle;
- A formal exemption process applies for certain HDVs which may be exempt due to being a specialist vehicle; unforeseen circumstances; triviality (i.e. a small number of visits); or being used by a community / local supplier;
- The totality of the exemptions will account for no more than 8% of individual vehicles on an annual basis;
- Any exempt vehicle must meet Euro V standards where possible. Where this is not achieved, additional information needs to be provided to the Review Group as to why neither Euro V nor Euro VI are available, and how the impact of emissions from this vehicle will be mitigated;
- A registration scheme will be established requiring vehicles to be registered prior to being allowed access to the project sites;
- Reporting of the registration scheme performance will be to the Transport Working Group;
- NO_2 monitoring will continue to be undertaken by ESC / SCC at the Stratford St Andrew AQMA and other agreed locations and continue to be funded by SZC Co., to be secured through the Section 106 Agreement. Reporting of monitoring results to be through the Transport Review Group (TRG).

A Construction Traffic Management Plan (CTMP) has been prepared which identifies that a Delivery Management System (DMS) would be established to control bookings delivery vehicles (i.e. HGVs, LGVs and abnormal loads) to the main development site. The DMS will be used to monitor compliance with emission standards for HGVs travelling to the main development site.

A Construction Worker Travel Plan (Doc Ref. 8.8) has been prepared which sets out measures to ensure successful delivery of a bus-based approach to the daily movement of the construction workforce during the Sizewell C construction works, thus reducing the workforce traffic on the local network.

Securing Mechanism

The **Construction Traffic Management Plan** (CTMP) (Doc Ref. 8.7) and the **Construction Worker Travel Plan** (Doc Ref. 8.8) to manage the effects of traffic generated by the Sizewell C Project.

As specified in the CTMP, the DMS will be used for registration of vehicles and their emissions standards.

NO_2 monitoring at the Stratford St Andrew AQMA and other locations will continue to be funded by SZC Co., to be secured through the Section 106 Agreement.

2 OPERATIONAL EMISSIONS

Mitigation Measures

Where stationary generators from the Sizewell C Project, such as the emergency diesel generators, are required, combustion emissions to air will be regulated by the Environment Agency and controlled in accordance with an environmental permit to be issued for such operation.

As appropriate, the accommodation campus energy centre would be designed, maintained and operated in accordance with Medium Combustion Plant Directive (MCPD) requirements.

Securing Mechanism

Environmental Permit for the emergency diesel generators.

MCPD Permit for the accommodation campus energy centre if required.

SZC Dust Control