



The Sizewell C Project

9.71 Responses to the ExA's Second Written Questions (ExQ2) Volume 1 - SZC Co. Responses

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1 INTRODUCTION

1.1.1 This report provides SZC Co.'s response to the Examining Authority's Second Written Questions and requests for information (ExQ2) issued on 3rd August 2021 [PD-031 to PD-037].

1.1.2 A total of 297 written questions and requests for information were issued on 3rd August 2021 in six parts [PD-032 to PD-037], as set out below.

- Part 1:
 - 18 general and cross-topic questions;
 - 6 questions on Agriculture and Soils;
 - 6 questions on Air Quality;
 - 6 questions on Alternatives;
 - 4 questions on Amenity and Recreation;
- Part 2:
 - 36 questions on Biodiversity and Ecology;
 - 10 questions on Habitats Regulation Assessment;
- Part 3:
 - 14 questions on Climate Change;
 - 17 questions on Coastal Geomorphology;
 - 28 questions on Compulsory Acquisition;
 - 5 questions on Community Issues;
 - 9 questions on Cumulative and Transboundary;
- Part 4:
 - 16 questions on Draft Development Consent Order (DCO);
 - 22 questions on Flood Risk and Water;

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- 6 questions on Health and Wellbeing;
- 11 questions on Historic Environment;
- 38 questions on Landscape and Visual Impact Assessment and Design;
- Part 5:
 - 12 questions on Noise and Vibration;
- Part 6:
 - 2 questions on Radiological Consideration;
 - 1 questions on Socio-economics;
 - 30 questions on Transport.

- 1.1.3 Whilst some of the above written questions were not directly addressed to the Applicant, a response has been provided where SZC Co. has considered it may be appropriate and helpful to do so.
- 1.1.4 This report follows the same question referencing format, as provided by the Examining Authority.
- 1.1.5 This report contains Examination Library References in square brackets (e.g. [[APP-001](#)]).

Navigation guide to the Examining Authority's Second Written Questions:

ExQ2 Part 1 Link to Part 1	ExQ2 Part 2 Link to Part 2	ExQ2 Part 3 Link to Part 3	ExQ2 Part 4 Link to Part 4	ExQ2 Part 5 Link to Part 5	ExQ2 Part 6 Link to Part 6
<ul style="list-style-type: none"> • General and Cross topic Questions • Agriculture and soils • Air Quality • Alternatives • Amenity and recreation 	<ul style="list-style-type: none"> • Biodiversity and ecology, terrestrial and marine • Habitats Regulations Assessment 	<ul style="list-style-type: none"> • Climate change and resilience • Compulsory Acquisition • Cumulative impact • Coastal Geomorphology • Community Issues 	<ul style="list-style-type: none"> • Draft Development Consent Order (DCO) • Flood risk, ground water, surface water • Health and wellbeing • Historic environment (terrestrial and marine) • Landscape impact, visual effects and design 	<ul style="list-style-type: none"> • Noise and Vibration 	<ul style="list-style-type: none"> • Radiological considerations • Section 106 • Socio-economic • Traffic and Transport

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
G.2	General and Cross-topic Questions	
G.2.0	The Applicant	<p>Policy and Need</p> <p>Both in responding to ExQ1s and in evidence at the ISH the Applicant has reaffirmed their view that Government Policy emphasises the urgency of the need for delivery of the project by 2035. The application documentation and the information within the ES sets out a 9-12 year build programme, although the latest Implementation Plan [REP2-044] advises Unit 1 would be operational by the end of 2033, and Unit 2 by mid-2034, with an assumed start date of pre commencement works of quarter 2 (Q2)– 2022. It is understood these dates are based on assumptions that the SoS would make a positive decision on the DCO by end of Q1 2022 and a positive FID by Q3 of the same year. If the Applicant is correct that 2035 is the critical date by which the project must be up and running to meet Government objectives, please answer the following.</p> <ul style="list-style-type: none">i) What part of 2035 is the critical date 1 January 2035 or 31 December 2035?ii) Does Government Policy specify anywhere a precise date?iii) If Government Policy is not this precise, would this not allow mitigation in terms of the SSSI crossing three span bridge option, SLR, TVB, to go ahead earlier in the programme and for the project to still meet what you have identified as the critical date?
	SZC Co. Response at Deadline 7	<p>In response to (i) and (ii), the Government's <i>2017 Written Ministerial Statement</i> and the <i>Response to consultation on the siting criteria and process for a new National Policy Statement</i> in July 2018 identify a new 'capable of deployment by date' of 'the end of 2035'. The purpose of setting this date through the siting criteria for the new nuclear NPS was to "<i>focus on those sites that can help meet the need for nuclear as soon as possible</i>".</p> <p>The 2018 Government Response to Consultation explained in paragraphs 2.129 and 2.130 that because of its view of the important role that nuclear has to play as the UK moves to a low-carbon economy its focus is "on those sites which could potentially deploy the soonest and having a 'capable of deployment by' date of 2035 helps focus on those sites that will meet the need for nuclear as soon as possible" (emphasis added) (paragraph 2.129, and see also Annex II paragraph II.1). It goes on to explain the Government's preliminary view that the sites listed in EN-6 "are likely to be those</p>

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		<p>which can deploy the soonest and are the only sites capable of deploying a nuclear power station by 2035" (emphasis added).</p> <p>The date has not therefore been identified as a target for meeting government objectives. 'As soon as possible' is a more informed understanding of the urgency of the need.</p> <p>That approach is consistent with extant government policy, namely that it is important that new nuclear power stations are constructed and start generating "<i>as soon as possible and significantly earlier than 2025</i>" (EN-1 para. 3.5.9) because delay increases the risk of the UK being locked into a high carbon energy mix for longer (EN-6 paragraph 2.2.3).</p> <p>As SZC Co. stated at paragraph 16 of Appendix A to the Written Submissions arising from ISH5 [REP5-117], "<i>the sites listed in EN-6 as potentially suitable for new nuclear power stations are sites which the Government considered to be capable of deployment by the end of 2025. It is apparent, however, that the failure to deploy by 2025 does not negate policy support, it increases it. The delays in deploying the new nuclear power stations that are needed have added to the urgency with which deployment should now take place</i>" and paragraph 17 "<i>NPS EN-6 is clear that deployment should take place "as soon as possible" and sets out the Government's belief that new nuclear power stations need to be developed significantly earlier than the end of 2025 (paragraph 2.2.2) with increased weight being given to any proposals than can deploy sooner (paragraph 2.2.4). In other words, the urgency is absolute and not conditional on a particular date being met</i>".</p> <p>As SZC Co. stated at paragraph 21 of Appendix A to the Written Submissions arising from ISH5 [REP5-117], "<i>the stated intention to identify 2035 as a 'cut-off' date for the applicability of the new National Policy Statement necessarily reflects the importance that the Government attaches to the public interest benefits of deployment of new nuclear power stations by at least that date, and the development of those sites which can deploy the soonest</i>".</p> <p>As with the 2025 date, therefore, it would not be right to regard 'the end of 2035' as representing either a target, or a date for deployment after which the project would no longer meet Government's objectives or benefit from Government policy support. The target for delivery is as soon as possible. Delay to delivery runs contrary to that objective.</p> <p>In response to (iii), therefore, there is no rationale for enforcing changes to the programme that would delay delivery even if that meant that delivery could still be achieved before the end of 2035. Such an approach would be consistent with the</p>

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		<p>Government's policy approach to the urgent need for the delivery of new nuclear generating capacity. As policy explains, the appropriate response to urgency is to meet the need as soon as possible.</p> <p>It is notable that neither ESC nor SCC consider it appropriate or proportionate to defer the main site construction for this or other reasons.</p>
G.2.1	The Applicant	<p>Policy and Need</p> <p>The Applicant has placed much reliance upon its interpretation of the urgency of the need. In the event that either the SoS Decision, or the subsequent FID be delayed to the extent that the project could not achieve the 2035 operational date would that not consequently place the development in conflict with that aspect of national policy?</p>
	SZC Co. Response at Deadline 7	<p>SZC Co.'s response to Question G.2.0 provides the context to this issue. The purpose of the 2035 date, in defining siting criteria for a new nuclear NPS, was to ensure the focus was on sites that can contribute to the need for nuclear power generation as soon as possible.</p> <p>As the question acknowledges, a decision on FID would be "<i>subsequent</i>", i.e. it would only be taken after the decision on the DCO has been made by the Secretary of State. Thus any change to the date of FID post-dating the Secretary of State's decision under the Planning Act 2008 could not as a matter of principle affect the judgment that needs to be made at that time by the Secretary of State as to whether the proposed development accords with policy or not.</p> <p>It is not for this examination to second guess what the Secretary of State may do on receipt of the ExA's recommendation; that is a matter for the Secretary of State. There is (unsurprisingly) no evidence that the Secretary of State anticipates a delay to his decision beyond the date when it would otherwise fall due following receipt of the ExAR. If that were to happen, the implications would be a matter for the Secretary of State to consider having regard to the extent and significance of the delay, the reasons for it, and the wider circumstances as they exist at that time. The wider circumstances would include, for</p>

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ExQ2	Question to:	Question:
		example, the then current state of the review of the NPS (having regard to what is said in the Energy White Paper about the timing of this review, namely that the aim is to designate updated NPS "by the end of 2021"). In those circumstances, the Applicant considers that speculation about the potential policy implications of future delay by the Secretary of State is very unlikely to be of utility for the purposes of decision-making.
G.2.2	The Applicant	Policy and Need The Planning Statement Update [REP2-043] makes reference to developments in national policy since the submission of the application which have led to the up-to-date policy statement in the Energy White Paper – Powering our Net Zero Future (December 2020). It draws attention, at paragraph 2.1.33, to page 48 of the White Paper which sets out the aim to: "... bring at least one further large-scale nuclear project to the point of FID by the end of this Parliament, subject to clear value for money for both consumers and taxpayers and all relevant approvals". It explains that: "...the Government remains open to further projects, if the industry is able to reduce costs and demonstrate timely delivery." Given those caveats, what reliance should be placed at this stage upon the capability of the Sizewell C Project to contribute towards the Net Zero target?
	SZC Co. Response at Deadline 7	<p>The Sizewell C project is the most advanced large new nuclear project in the UK and, therefore, the best placed to meet the Government's objective to bring a project to the point of FID this parliament. Assuming a five-year parliamentary cycle, Sizewell C will be able to take FID well within this timeframe.</p> <p>SZC Co. is confident that Sizewell C can also deliver a strong value for money case. The benefits of being a follow-on project to HPC provides significant benefits for construction cost and risk (providing cost savings and reducing cost and delivery risk). Furthermore, discussions regarding a new funding model (the RAB model) continue to progress with HMG and that model can enable a large reduction in the cost of financing Sizewell C, the benefits of which will flow to electricity consumers, providing value for money.</p>

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ExQ2	Question to:	Question:
		<p>Beyond the outturn cost of power and reductions in construction risk, there are additional important factors which could contribute to the demonstration of consumer and taxpayer value for money – these include:</p> <ul style="list-style-type: none">- Additional technology diversity in the future energy system- UK nuclear supply chain benefits: SZC can preserve and enhance specialist skills and capacity in the UK nuclear supply chain which could benefit subsequent new nuclear projects- Social and economic impacts: Stimulate substantial economic activity (including skills development and training) across the UK <p>The Secretary of State will determine whether Sizewell C represents value for money pursuant to a separate decision-making process. Value for money has not been set as a criterion for development control decision-making which this examination should consider and which the Secretary of State will need to determine for the purposes of deciding this application for development consent. That reflects the long-established market-based system, and the fact that development control decision-making is only one of a number of vehicles that helps to deliver Government energy and climate change policy (see e.g. NPS EN-1 paragraphs 2.2.4 and 3.3.24, and the Energy White Paper at pages 42-43). In any event, the Government's public commitment to negotiations with SZC Co. on that basis demonstrates an expectation that value for money and other criteria can be satisfied. However, it is for the Secretary of State to make that judgement pursuant to that separate process.</p>
G.2.3	The Applicant	<p>Policy and Need</p> <p>The Energy White Paper, page 49, makes reference to the Regulated Asset Base (RAB) model for private investment in new nuclear and states that it will continue to explore a range of financing options with developers, including RAB.</p> <p>(i) Does that model now represent the most likely option for raising the funding required for the Sizewell C Project?</p>

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ExQ2	Question to:	Question:
		(ii) If so, does that prospect, and any legislation required to be put in place to support that model, have any implications for the timing of the commencement of development and for any associated compulsory acquisition to take place?
	SZC Co. Response at Deadline 7	<p>The RAB model is currently considered to provide the most likely option for funding the project.</p> <p>SZC Co. is working closely with HMG to ensure that the RAB model (and any legislation required) will be established in a timeframe which is consistent with the project's intended construction schedule. Based on that joint working, SZC Co. is confident that this will be achieved, and therefore the prospect of the RAB model being used is not considered likely to affect the current anticipated timing of the commencement of development and associated compulsory acquisition.</p>
G.2.4	The Applicant	<p>Policy and Need</p> <p>The Planning Statement, paragraph 2.1.37, notes the support given by the Energy White Paper to advance nuclear innovation alongside support for large-scale nuclear projects. It is a key commitment to provide up to £385 million in an Advanced Nuclear Fund for the next generation of nuclear technology aiming by the early 2030s to develop a SMR design and to build an AMR demonstrator. Does the support and encouragement given to such technology, and the progress made in that respect, in any way diminish the need for large-scale nuclear projects and/or have any implications for the timing of such projects?</p>
	SZC Co. Response at Deadline 7	<p>Whilst SZC Co. recognises that some interested parties have suggested this is the case, their submissions to this effect can only properly be regarded as a challenge to clear up to date government policy set out in the Energy White Paper. It is the White Paper that commits to the Advanced Nuclear Fund, but it is the same White Paper (in the full knowledge of that commitment) which confirms the need for large scale new nuclear generation, and commits to an aim to bring at least one large scale nuclear project to FID by the end of the parliament. Questioning whether one part of the policy should be treated as casting doubt on the merits of another part is a quintessential example of an inappropriate and impermissible attempt to challenge the merits of that policy.</p>

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		<p>For information, SZC Co.'s view is that AMRs and SMRs are less mature than large nuclear projects. As a technology class, there are none that have yet started construction worldwide.</p> <p>In the UK, there are a number of important steps that are likely to have to be completed before construction of an SMR can begin, including:</p> <ul style="list-style-type: none">- None have yet started the UK nuclear regulatory Generic Design Approval process to gain approval for use in the UK. This needs to be completed before construction begins and it has historically taken 4-5 years;- No potential SMR / AMR projects own a nuclear site yet- No SMR / AMR projects have yet started the DCO process (including the community engagement and consultation process prior to DCO submission)- The supply chain to develop the projects would have to be procured <p>The level of maturity of the SMR/AMR pipeline means there is inevitable uncertainty about what impact they will have if and when they reach commercial deployment, or to be precise about when commercial deployment could be achieved.</p> <p>There are hundreds of operating large nuclear projects. Having a proven and established technology provides a high level of confidence that new nuclear capacity could be delivered to contribute to net zero with a well developed evidence base to inform the estimated timing and cost of these potential projects. The Energy White Paper endorses nuclear power as a "reliable source of low-carbon energy" (page 12).</p> <p>Large and small nuclear are not mutually exclusive, in fact large nuclear projects are an important enabler for small nuclear. To build small and advanced nuclear projects in the future, a vibrant UK nuclear supply chain with the required specialist skills will be needed. Progressing large nuclear projects now will support that need by preserving and enhancing the UK nuclear supply chain in the period until small and advanced nuclear are ready to begin construction. If large nuclear projects are not pursued now, the UK nuclear supply chain will have no projects to work on after Hinkley Point C completes (and capacity will reduce and skills will decay, making it more difficult for small and advanced nuclear technologies when they are ready to begin construction.</p> <p>However, it is the Government's position which is determinative.</p>

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G.2.5	The Applicant	<p>Policy and Need</p> <p>The Planning Statement Update [REP2-043], paragraph 3.1.9, draws attention to paragraphs 66-67 of the Drax Court of Appeal judgment which addresses the approach to the weight to be given to the contribution a particular project makes to meeting need (NPS EN-1, paragraph 3.2.3). Paragraph 66 of the Drax judgment states: <i>"First, while the starting point is that "substantial weight" is to be given to "considerations of need", the weight due to those considerations in a particular case is not immutably fixed. It should be "proportionate to the anticipated extent of [the] project's actual contribution to satisfying the need" for the relevant "type of infrastructure"."</i> Please identify all matters considered to be relevant to an assessment of what weight would be "proportionate" to the "anticipated extent" of the Sizewell C Project's "actual contribution" to satisfying the need for this type of infrastructure?</p>
	SZC Co. Response at Deadline 7	<p>(i) The need for this type of infrastructure</p> <p>Government policy as to the urgent need for large scale new nuclear plant is very clear and has been consistently maintained.</p> <p>The urgent need for new nuclear power generation is addressed at Section 7.2 of the Planning Statement [APP-590]. This is supplemented by the analysis in Section 2 and Appendix A to the Planning Statement Update [REP2-043]. In addition, this question is anticipated and directly addressed in Appendix A to the Written Submissions arising from ISH5 [REP5-117], and now in the summary of oral representations at ISH9.</p> <p>The analysis in these documents is not repeated here but should be read as a whole to understand the matters relied upon by SZC Co. as being relevant to an understanding of the need for this type of infrastructure, the urgency of that need, and to establishing the actual contribution that Sizewell C would make to meeting that need. This response highlights key elements of that analysis to assist the ExA.</p> <p>NPS EN-1 and EN-6 establish the urgent need for new electricity generation, including new nuclear power stations, and that it is Government policy that new nuclear power should be able to contribute as <i>'much as possible'</i> to the UK's need for new low carbon electricity generation (see Planning Statement section 3.5). NPS EN-1 also provides that it is important that new nuclear power stations are constructed and start generating as soon as possible (paragraph 3.5.9) because new nuclear <i>"will play a vital role in de-carbonisation of the electricity system"</i> (paragraph 3.5.10).</p>

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		<p>The Government's 2017 Ministerial Statement confirmed the relevance and importance of the need for new nuclear power set out in EN-1 and EN-6, that new nuclear power remains key to meeting the UK's 2050 obligations, and that it is important that there is a strong pipeline of new nuclear power to contribute to the UK's future energy needs (Planning Statement sections 3.3 and 3.6, Planning Statement Update paragraph 4.1.7 and Appendix A to the Written Submissions arising from ISH5 from paragraph 22).</p> <p>The Energy White Paper explains that the need for the energy infrastructure set out in the Energy NPS remains, except in the case of coal fired generation, and that the current suite of Energy NPS remain relevant government policy and 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 (page 55).</p> <p>The more recent analysis which has led to and informed the Energy White Paper confirms and underlines the scale and urgency of the need for new nuclear generating capacity (Planning Statement Update Section 2 and Appendix A).</p> <p>The Energy White Paper confirms that additional nuclear power beyond Hinkley Point C will be needed in a low-cost 2050 energy system of very low emissions, and that the Government aims to bring at least one large scale nuclear project to the point of Final Investment Decision by the end of this Parliament, subject to clear value for money and all relevant approvals (p. 48).</p> <p>The Energy NPS deliberately do not set a policy target or limit for the need for new nuclear generating capacity (and the Energy White Paper makes clear that nothing within it should be construed as setting a limit on the number of DCOs which may be granted for the types of generating infrastructure set out in the Energy NPS (page 55)).</p> <p>Whilst there is no obligation to undertake a quantitative assessment of need when assessing the contribution that an individual project would make, the analysis in Appendix A to the Planning Statement Update reports on the quantitative analyses undertaken for BEIS and by the CCC to inform the ExA's and Secretary of State's consideration of this issue.</p> <p>Appendix A demonstrates that under either the BEIS net zero high or low demand scenarios nuclear generation would only start to rise above 2020 levels by 2035 (taking into account existing plants closing and being replaced by new nuclear generation). This would involve around 8GW of nuclear capacity by 2035. Current installed generating capacity is</p>

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		<p>approximately 9.4GW but all existing nuclear power stations other than Sizewell B are due to have stopped generating by the end of 2030 (see Table A1 on page 31 of Appendix A). Sizewell B is currently scheduled to stop generating by 2035 (potentially subject to proposals to extend operation by 20 years to 2055 – see Question G.2.10) but capacity of Sizewell B (around 1.2GW) would be included within the total projected generating capacity at 2035 and does not affect the projected new build capacity required under these scenarios. This level of capacity cannot be achieved without at least an additional large scale new nuclear power station in addition to Hinkley Point C (see below in response to part (ii)).</p> <p>By 2050 the two net zero scenarios require 10-20GW more nuclear than the reference scenario (i.e. projections in the 2019 BEIS energy and emissions projections that are not consistent with net zero targets or the necessary increase in future electricity generation) rising to a total generation capacity of between 20-30GW. That represents a new build requirement over the next 30 years roughly two to four times greater than the UK's entire current nuclear generating capacity. Even under the lower scenario, that would be substantially more generating capacity than has ever historically been delivered in the UK. These scenarios are not Government targets or policy, but they do illustrate the scale of new 'firm' low carbon (including nuclear) generation sources that will be needed to achieve Net Zero by 2050. This is directly reflected in the Energy White Paper which:</p> <ul style="list-style-type: none">- at Figure 3.2 shows that under either the lower or higher scenarios the electricity demand (575TWh and 672TWh respectively) would be around double current demand;- confirms (at page 42) the Government's understanding that there is a requirement for a four fold increase in clean, low carbon energy to enable the net zero target to be met; and- at Figure 3.4 provides two illustrative scenarios which would meet demand whilst reducing emissions at low cost. These two illustrative mixes show a total generation from nuclear which would double or triple current nuclear generation. <p>(ii) The Sizewell C project's contribution to satisfying that need</p> <p>Sizewell C's contribution to satisfying the established urgent need is addressed in section 7.2 of the Planning Statement, paragraphs 4.1.15 to 4.1.17 of the Planning Statement</p>

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		<p>Update, section e) of Appendix A to the Planning Statement Update, and the note on New Nuclear: Need and Urgency at Appendix A to document [REP5-117].</p> <p>The proposed Sizewell C nuclear power station would comprise two UK EPR™ units, with an expected net electrical output of approximately 1,670 megawatts per unit, giving a total site capacity of approximately 3,340MW. It would be capable of generating enough low carbon electricity to supply approximately six million (or 20%) of homes in the UK each year.</p> <p>As summarised above, the vast majority of the UK's existing nuclear power generating capacity is due to close by 2030, with Sizewell B currently scheduled to close in 2035 (subject to the potential for further extension, although a decision is yet to be taken – see the response to Question G.2.10). The only additional capacity currently consented is Hinkley Point C, which will deliver 3,260MW by 2026.</p> <p>The combination of Hinkley Point C and Sizewell C would deliver around 6.6GW of capacity. Additional capacity would be required by 2035 to achieve the 8GW of capacity relied upon in the BEIS modelling – and three or four times more than that combined capacity would be required to deliver the potential scale of capacity identified in the BEIS 2050 projections of 20-30GW.</p> <p>There are no current applications for development consent for any of the sites identified in NPS EN-6, apart from Sizewell C. That is of considerable importance when judging what weight ought to be attached to the contribution that Sizewell C would make to meeting the established urgent need for large scale new nuclear generating capacity. Indeed, if consent is not granted for Sizewell C the scale of new electricity generation (and specifically 'firm' low carbon generation, including nuclear) required by 2035 to achieve net zero targets is very unlikely to be met.</p> <p>The Sizewell C project represents the only realistic option to meet the Government's aim in the Energy White Paper for at least one large scale new nuclear power station reaching FID by the end of 2024.</p> <p>In making a judgment about the weight that should attach to the Sizewell C project's significant contribution to meeting the Government's net zero target it is, of course, necessary to have regard to the scale of its contribution and to the underlying issue which those targets are intended to address – namely the urgent problem of reducing global emissions to tackle climate change. This is one of the most significant and urgent</p>

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		<p>challenges facing this and all other countries, as made plain in the recent climate report by the U.N. Intergovernmental Panel on Climate Change (IPCC) which highlights the need for rapid action in response to findings that average warming of 1.5 C (compared to pre industrial levels) – which is the preferred limit set out in Paris Agreement – is likely to be reached within the next 20 years under all emissions scenarios explored by the report.</p> <p>Having regard to those matters, the weight that should be attached to the Sizewell C project's "actual contribution" to satisfying the need for this type of infrastructure must be very substantial.</p>
G.2.6	The Applicant	<p>Policy and Need</p> <p>The Planning Statement Update [REP2-043], paragraph 4.1.3, comments that the subsequent judgments in the Drax case have implications for the approach set out in sections 3.6 and 3.8 of the Planning Statement [APP-590] in relation to whether there has been any "<i>change in circumstances</i>" since the designation of the NPS. It states that the Drax judgments clarified that any material change in circumstances relating to matters affecting the weight to be attached to the NPS, or the need case which it sets out, are matters not for this Examination but for a review of this NPS pursuant to section 6 of the PA 2008. However, the original Planning Statement was considering the phrase "<i>relevant change in circumstances</i>", as utilised in the 2017 Ministerial Statement in relation to the question of whether, "<i>.... it is likely that significant weight would be given to the policy in EN-1 and EN-6</i>". That is in the context of EN-1 and EN-6 not having been suspended or revoked and appears to be directed to the manner in which the Secretary of State should approach any decision under section 105 PA 2008 without a review of the NPSs having taken place. Does that represent a different context compared to the assessment made by the Drax ExA in relation to the merits of policy in a section 104 case where the NPS was in effect and has that any bearing on the relevance of the clarification provided by the Drax judgement to the particular situation in this case?</p>
	SZC Co. Response at Deadline 7	<p>The Drax judgments have helpfully clarified that any material change in circumstances relating to matters affecting the weight to be attached to the NPS, or the need case which it sets out, are matters not for this examination but for a review of the NPS pursuant to sections 6, 87(3), 94(8) and 106(1) of the PA 2008. This is addressed in detail in SZC Co.'s response to Examining Authority's First Written Questions (ExQ1) ExQ1</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>Question G.1.5 [REP2-100] Part 1 Chapter 2 at pages 5 to 7, and in the summary of oral submissions at ISH9.</p> <p>Whilst the underlying decision in the Drax case concerned an application that fell to be determined under section 104 of the PA 2008, the principle that it establishes applies equally to decision-making under section 105 (see Planning Statement Update paragraph 4.1.14). This is because the reasoning is based on the application of sections 6, 87(3), 94(8) and 106(1) of the PA 2008 and the implications of the exclusive procedure for reviewing the merits of policy under section 6 of the PA 2008. Those provisions are not limited in their scope to decision-making under section 104; they are of general application and represent an essential and central feature of the overall statutory framework. That is reflected in what Holgate J said at paragraph 38 of his Judgment in the Drax case:</p> <p><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"</i></p> <p>See the Applicant's response to ExQ1 Question G.1.5 at pages 5 to 7 for more detail.</p> <p>The NPS remain Government policy unless and until withdrawn and revoked, and for the reasons set out in the Drax judgments the merits of that policy are not matters for the decision-making process on individual DCO applications. Parliament clearly did not intend to create a situation in which the merits of policy in an extant NPS (including whether the policy remains up to date in light of changing circumstances) could be questioned in some examinations but not others. A system in which that approach could be taken would be likely to lead to inconsistent decision-making and absurd results.</p> <p>The identification of a need for a particular type of development in an extant NPS 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 and considered in response to ExQ1 G.1.5 make clear that the Secretary of State may disregard representations which go to the merits of policy set out in a NPS.</p> <p>As the Planning Statement Update notes at paragraph 3.1.26, the Examining Authority in the Wylfa case appears to have taken a similar approach to the Court in the Drax case, recognising that it was not the role of an individual examination to decide whether the NPSs are up to date having regard to subsequent changes of circumstance. As the Examining</p>

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		<p>Authority's Report said: "<i>It is not the ExA's role to make policy, its role is to make recommendations within the context of existing policy</i>" (EXR paragraph 5.5.9).</p> <p>Hence the Planning Statement Update is right to conclude that the judgments in the Drax case have implications for the approach set out in sections 3.6 and 3.8 of the Planning Statement [APP-590], which address whether there has been any "change in circumstances" since the designation of the NPS of relevance to this application.</p>
G.2.7 Ap pendix A, paragraph A.1.20, refers to the Modelling 2050	The Applicant	<p>Policy and Need</p> <p>The CCC 6th Carbon Budget (December 2020) recommended pathway requires a 78% reduction in UK territorial emissions between 1990 and 2035. Thus, bringing forward the UK's previous target by nearly 15 years. The Carbon Budget Order 2021 secures the carbon budget for 2033-2037 (the Sixth Carbon Budget). If the ExA should reach the conclusion that the Sizewell C Project is unlikely to be operational by 2035, for example because additional controls on implementation and/or mitigation that would delay the scheme are justified, does that consequently reduce the urgency of the need case and have any implications for the weight to be afforded to it?</p>
	SZC Co. Response at Deadline 7	<p>SZC Co.'s responses to Questions G.2.0 and G.2.1 provides the context to this issue. The imposition of controls that would have the effect of delaying delivery would not – and could not - diminish the urgency with which the project is needed. The urgency of the need for the infrastructure is a freestanding matter, and something that is plainly relevant when considering additional controls on implementation that might delay delivery.</p> <p>A delay to the delivery of the Sizewell C project would not – and could not – remove or dilute the need for it or reduce its urgency. It would simply mean that its substantial benefits would be deferred and that meeting the urgent need takes longer, with clear and substantial adverse consequences for the vitally important public interest objectives which underlie the Government's identification of urgency.</p> <p>Any delay would make meeting net zero targets more difficult and defer meeting up to date government policy objectives. The perceived benefits of any delay should be considered in the context of the urgency expressed in Government policy.</p>

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ExQ2	Question to:	Question:
G.2.8	The Applicant	Policy and Need The Planning Statement Update [REP2-043], Appendix A, paragraph A.1.6, states that the Government specifically confirmed in a press release published alongside the Energy White Paper that negotiations were being progressed with EDF in relation to the Sizewell C Project. Please indicate whether those negotiations are still ongoing and being progressed, and that the Applicant remains unaware of any similar discussions taking place in relation to any other large-scale new nuclear proposal at this time?
	SZC Co. Response at Deadline 7	Constructive discussions between SZC Co. and HMG are ongoing and progressing well. This includes discussions with respect to a potential HMG equity stake in SZC Co. SZC Co. does not have visibility on discussions between Government and other large projects, and considers that a public announcement of discussions between Government and other projects would likely be a decision for the Government and/or the other project. SZC Co. is aware that there is only one other large nuclear project in pre-construction development, CGN's Bradwell Plant which is currently undertaking the Generic Design Assessment (GDA) process which must be completed for a power station to be constructed and operated in the UK.
G.2.9	The Applicant	Policy and Need The Planning Statement Update [REP2-043], Appendix A, paragraph A.1.20, refers to the Modelling 2050 – electricity system analysis (BEIS December 2020) and identifies key conclusions on system costs and decarbonisation trends. This concludes that moderate levels of low-carbon hydrogen could replace unabated gas-fired generation and reduce the requirement for new nuclear and gas CCUS in low carbon systems. Furthermore, it is technically possible for higher levels of hydrogen-fired generation to also replace nuclear and gas CCUS, but this is dependent on the quantity and cost of hydrogen available for generating electricity. It is noted that there remain uncertainties over the timing of this technology. However, given these findings, has hydrogen-fired generation the potential to reduce or eliminate the need for new nuclear to ensure security of supply and, if so, what implications does that have for the 'need' case generally and, in particular, for the timing of the project?
	SZC Co. Response at Deadline 7	SZC Co. believes that this question raises similar issues to Question G.2.4 because the issue that it raises is whether the Government's modelling ought to have led it to

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ExQ2	Question to:	Question:
		<p>conclusions other than those it has reached and articulated clearly in the Energy White Paper as to the urgent need for large-scale new nuclear generating capacity. In short, it involves a challenge to the merits of government policy.</p> <p>The Energy White Paper contains 129 references to hydrogen and explains the Government's commitment to funding research into hydrogen technologies and supporting the development of energy from hydrogen as part of its Energy Innovative Programme – but, in the full knowledge of its potential contribution, sets out clear policy support for large scale new nuclear. The recently published Hydrogen Strategy is consistent with the Government's Ten Point Plan and with the Energy White Paper (page 17) in its aim to secure 5GW of hydrogen capacity by 2030.</p> <p>For information, SZC Co.'s view is that hydrogen is likely to be an important future contributor to the UK's net zero trajectory. New nuclear can play a supportive role in this future development by providing low carbon electricity and possibly low carbon heat for the production of hydrogen. This role is directly recognised in the Hydrogen Strategy (at page 10).</p> <p>However, there are a number of uncertainties about hydrogen as a future power generation technology including timing, cost and the scale it could be delivered at. Given these uncertainties it is impossible to know with confidence what implications the possible future development of hydrogen has for the future energy system (including nuclear and other power generation technologies).</p> <p>More generally, uncertainties about future technology development and the evolution of the energy system means that new nuclear has a substantial diversity benefit for the system, increasing certainty that net zero can be achieved.</p> <p>SZC Co. therefore does not consider that the potential for hydrogen power to develop diminishes the 'need' case for nuclear or the optimal timing of the project.</p> <p>However, it is the Government's view as expressed in policy which is determinative.</p>
G.2.10	The Applicant	<p>Policy and Need</p> <p>The Planning Statement Update [REP2-043], Appendix A, paragraph A.1.29, states that Sizewell B is currently scheduled to close in 2035. However, it is noted that it is potentially subject to proposals to extend operation by 20 years to 2055. Please provide any further information that is available regarding the potential for the operational life of Sizewell B to be extended and any timeline for such a decision to be made?</p>

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>The potential for the extension of Sizewell B's lifetime is a matter for discussion between EDF Energy and the regulator and will be made public when appropriate – the publicly available position is as follows: (https://www.edfenergy.com/sites/default/files/szb_report_january_15.pdf) flags that: <i>"the industry regulator confirmed Sizewell B meets its safety case to continue delivering low carbon power to over 2million customers until 2025 and the station is already working on the case for the next ten years to ensure operation to at least 2035. This is the station's current stated lifetime ... EDF Energy expressed its aim to extend its life for 20 years beyond that to 2055"</i>.</p> <p>As explained in the Planning Statement Update [REP2-043] (at paragraph A.1.32) and in Appendix A to the Written Submissions arising from ISH5 [REP5-117] (at paragraph 23), both the CCC and BEIS modelling scenarios referenced assume 8GW of new nuclear generating capacity in 2035 and around 10GW in total. With HPC and Sizewell C operating by that time, Sizewell B would also need to be operating to meet that total requirement.</p>
G.2.11	The Applicant	<p>Policy and Need</p> <p>The written submission of Alison Downes on behalf of Stop Sizewell C [PDB-098] submits that in the absence of an agreed funding mechanism for the project, the Applicant's claim of urgency is not reasonable. She makes reference to EDF's 2020 financial report which states: <i>"EDF's ability to make a final investment decision on Sizewell C may depend on the operational control of the Hinkley Point C project, the definition of an appropriate regulatory and financing framework and the existence of sufficient investors and financiers interested in the project. None of these conditions is assured at this time"</i>. Please indicate whether the situation has changed as regards any of the conditions referred to in that report?</p>
	SZC Co. Response at Deadline 7	<p>EDF is committed to retaining a strategic minority equity investment in Sizewell C post financial close. The majority of the equity will be provided by third parties (who will make their own investment decisions).</p>

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ExQ2	Question to:	Question:
		<p>Discussions with Government to establish a funding model (the RAB model) which would provide the regulatory and financing framework which would make it possible to secure the Project's financing requirement are ongoing and progressing well.</p> <p>Discussions with HMG regarding a potential HMG equity stake in the project alongside private investors are also ongoing.</p>
G.2.12	The Applicant	<p>Policy and Need</p> <p>The Stop Sizewell C Deadline (DL) 3 comments [REP3-] makes reference to a report by Energy Systems Catapult and Good Energy "Renewable Nation; Pathways to a Zero Carbon Britain" which states: <i>"A separate reason for excluding nuclear power is the difficulty in balancing the technology with renewables. The energy system in the modelling needs greater flexibility without adding further inflexible capacity to the mix. A recent example of this was the unusual case of National Grid paying a nuclear plant, Sizewell B, to reduce its output during a period of low demand and high renewable generation"</i>. Please comment on the perceived difficulty of managing new nuclear alongside such a large fleet of renewables and whether adding both more nuclear power and more renewables would be likely to lead to higher costs for consumers and much higher levels of constraints for wind generators?</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. believes that this question raises similar issues to Questions G.2.4 and G.2.9 because the issue that it raises is whether these issues ought to have led the Government to conclusions other than those it has reached and articulated clearly in the Energy White Paper as to the urgent need for large-scale new nuclear generating capacity and as to the continued use of the current suite of Energy NPS. In short, it involves a challenge to the merits of government policy.</p> <p>Nevertheless, and in order to provide a direct answer to the ExA's question, new nuclear will provide benefits for system management and is likely to reduce system costs and constraints for wind generators. By virtue of its non-weather dependent generation profile new nuclear helps reduce deficits and surpluses of power which can occur in systems with a large penetration of renewables (paragraph 3.3.4 of NPS EN-1 recognises that <i>"many renewable technologies provide intermittent generation"</i> and <i>"nuclear power is a proven technology that is able to provide continuous low carbon generation"</i>). This is confirmed as an up to date part of the Government's current rationale at page 43 of the Energy White Paper.</p>

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ExQ2	Question to:	Question:
		<p>For example, and in simple terms, comparing a counterfactual where a nuclear station is replaced with the energy equivalent of solar and wind would mean:</p> <ul style="list-style-type: none">- At times when there was too little power (because it was not sunny or windy) the system with less nuclear and more renewables will produce less power and the power deficit would be higher.- At times where there is too much power (because it was very sunny or windy) the system with less nuclear and more renewables would produce more power and the excess (which could lead to constraints) would be greater. <p>Further, modern nuclear plants have a level of flexibility built into them (with the EPR™ capable of ramping quickly to lower or higher output) which is regularly demonstrated by nuclear plant in Germany (which has a high penetration of intermittent renewables) and in France (where the nuclear fleet provides 70-80% of electricity demand and therefore the nuclear fleet has to provide a large proportion of the flexibility required by the system).</p> <p>In 2020, the Department for Business, Energy and Industry Strategy Electricity Generation Costs 2020¹, provided analysis of the differences in total system costs associated with different generation technologies. Total system costs include wider system impacts like constraints (or wasted energy), the costs of storing energy and the cost of reserves for periods of low generation. The wider system costs are presented relative to nuclear power, i.e. these are the difference in system costs relative to a nuclear plant. As the report shows and explains, wider system costs are estimated to be higher for weather dependent generation technologies than nuclear.</p> <p>Energy System Catapult's own modelling demonstrates the strong and complementary roles for nuclear and renewables in the future electricity generation mix –provided within the Innovating to Net Zero: UK Net Zero Report². In this report the ESC models two</p>

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/911817/electricity-generation-cost-report-2020.pdf [Accessed 20 August 2021]

² <https://es.catapult.org.uk/reports/innovating-to-net-zero/>

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ExQ2	Question to:	Question:
		<p>scenarios for net zero, in which nuclear provides 23% (c160TWh) of 2050 electricity supplied in its 'Clockwork' scenario and 50% of electricity supplied in its 'Patchwork' scenario (c260TWh)³ (total 2050 UK electricity supplied is forecast to be 524TWh in 'Clockwork' and 700TWh in 'Patchwork'). This would require around 16GW of new nuclear after HPC (around five times SZC's capacity) in Patchwork and around 28GW of new nuclear after HPC (just under nine times SZC's capacity) in Clockwork⁴.</p> <p>In 2020, the ESC also produced a techno-economic assessment of the potential roles and contribution of nuclear energy to a range of decarbonisation pathways modelled for the UK to achieve net zero by 2050 <i>Nuclear Energy for Net Zero</i>⁵. A key policy recommendation in this report was that the UK commits <u>now</u> to 10GW of additional large new nuclear projects (equivalent to three Sizewell C's), stating (with respect to building new nuclear capacity): <i>'The decision for large Gen III+ reactors is not when to start, but when to stop.'</i></p> <p>In this context, the BEIS modelling that informed the Energy White Paper is explained in Appendix A of the Planning Statement Update [REP2-043]. Paragraph A.1.20 and the footnote there explain the conclusion that <i>"...the additional renewable capacity required to replace unabated gas generation during periods of low renewable output ...increases system costs more than using additional nuclear and or gas/ CCUS to do the same thing."</i> Consequently, the work identifies that relying solely on renewables would limit decarbonisation and increase system costs.</p> <p>For reference, the constraint of Sizewell B in 2020 was required due to a temporary technical issue with the electricity network that is currently being addressed.</p>

³ The TWh values were not provided directly in the ESC report, and have been calculated by SZC Co. by multiplying values provided in the report for the nuclear share of total supply and the total electricity supplied.

⁴ The additional capacities are calculated by SZC Co. assuming all nuclear plant achieve a capacity factor of 91%

⁵ [Nuclear Energy for Net Zero - Energy Systems Catapult](#)

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G.2.13	The Applicant	<p>Policy and Need</p> <p>The Stop Sizewell C DL3 comments [REP3-133] are critical of the LCA and submits that it has presented a case based on the best possible scenario, with negligible margin for error over a period of 60 years.</p> <p>(i) Please comment on whether the LCA utilises figures are over-optimistic and whether a more realistic case should be presented as proposed by Stop Sizewell C?</p> <p>(ii) Please also respond to the construction emissions inconsistencies referred to in justifying the figures used and explain any revisions in the figures compared to those used by the ES.</p> <p>(iii) Does the Applicant accept that the carbon cost of uranium extraction and preparation may rise in the future under a scenario in which global nuclear generating capacity increases, and how would that affect the upstream emissions calculation?</p>
	SZC Co. Response at Deadline 7	<p>(i) The Stop Sizewell C DL3 comments [REP3-133] refer to potential optimism bias with respect to the expected lifetime electricity generation of Sizewell C. For the reasons set out below, SZC Co. does not consider that there is optimism bias in the expected lifetime electricity generation and therefore does not agree that the case is unrealistic:</p> <ul style="list-style-type: none">- For noting: The lifetime availability assumption is c. 91% rather than 92% as presented by Stop Sizewell C. This difference can be explained by rounding (not calculation error) – the gross output numbers were calculated using a 3.54GWe gross capacity based on expected turbine capacity for each EPR™ unit.⁶- Stop Sizewell C has noted that '<i>the figure for gross generation is more than 100% of the maximum possible if the plant capacity is taken as 3.2GWe, as EDF has stated elsewhere rather than the 3.5 GWe stated in the LCA</i>': This can be explained by whether the capacity of the plant is stated on a 'gross' basis or on a 'net' basis. Gross capacity is the total electricity capacity of the power station, net capacity is the capacity of the power station net of the electricity that it self-consumes (for example to power on site equipment such as pumps that are required for operation). It is more common to state capacity on a net basis because this determines the amount of power available for export to the grid. The LCA states

⁶ <https://www.ge.com/steam-power/resources/case-studies/hpc>

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ExQ2	Question to:	Question:
		<p>the capacity is provided in the report on a gross basis 3.5GWe (gross); when Sizewell C capacity is stated as 3.2 GWe it is being provided on a net basis.</p> <ul style="list-style-type: none">- Stop Sizewell C refers to the lower load factor achieved by the operating UK fleet relative to the assumption at SZC as evidence that the LCA contains optimism bias:<ul style="list-style-type: none">o The historical operating UK nuclear fleet comprises 14 'Advanced Gas Reactors' (AGRs, though in July 2021 EDF announced that Dungeness B had ended operation) and one 'Pressurised Water Reactor' (PWR) at Sizewell B. Sizewell C is a PWR which is a different technology to the AGRs, but the same as Sizewell B.o As a fundamentally different technology to the majority of the UK fleet (the AGRs), the comparability of outturn AGR availability with Sizewell C is limited. Furthermore, the UK AGRs were originally designed to operate for 25 years and are now operating significantly beyond that – technical operational issues associated with their age relative to their original design life act to reduce outturn availability. In contrast to the AGRs, SZC is designed to operate for 60 years – consistent with the assumption in the LCA.o As a PWR Sizewell B is a more relevant comparator for Sizewell C. Sizewell B has historically achieved a lower load factor (around 85%) than expected at Sizewell C. This can partly be explained by the design of Sizewell B which gives rise to longer planned outages than will be required at Sizewell.o SZC Co. is confident that its availability assumption is achievable. It is based on detailed operational planning (with HPC) to assess expected planned and unplanned outage durations. SZC Co. has also undertaken a benchmarking exercise with PWRs in international markets. This extended the comparison beyond the single PWR at Sizewell B to a large number of international PWRs, built after 1985, in a number of countries with comparable commercial environments – this provided around 1,000 reactor years of data. The median achieved availability for this set of comparators was close to the Sizewell C assumed output with a large number of reactors achieving higher outputs.- Stop Sizewell C suggests the assumption that Sizewell C will operate for 60 years is optimistic given that no generating facility has operated for more than 60 years.

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ExQ2	Question to:	Question:
		<p>The absence of 60 year old stations is partly a reflection of the fact that for a reactor to have operated for 60 years by now it would have had to started operating before 1961. Most reactors built before then are classed as 'Generation I' – a class that reflects the prototype nature of reactors built then which had relatively short technical expected lifetimes. As reactor technology has matured technical expected lifetimes have increased. The EPRs at Sizewell C are 'Generation III' and designed from the outset for a 60 year expected lifetime. However, evidence suggests, this may turn out to be conservative, with life extensions beyond this possible (sometime in the future). For example, in America, the nuclear regulator has approved life extensions of three PWR plant from 60 years to 80 years.⁷ SZC Co. is confident that the 60 year operating lifetime can be achieved with potential for extension beyond that.</p> <p>in respects other than electricity generation, the LCA does not present a 'best possible scenario', rather it provides a conservative estimate of total carbon emissions produced in a number of areas. For example: for the purposes of the calculation, conservative uplifts to the estimated volumes of materials use during construction were made; energy use during the construction phase was calculated without including any impact for future decarbonisation of the electricity grid over the construction period; no impact for decarbonisation of transport from today's level was included. The significant conservatism embedded in the analysis means that if a 'more realistic' calculation of carbon emissions was done it would be likely to produce a lower number.</p> <p>(ii) The difference in calculated construction phase emissions in the Environmental Statement (ES) with those calculated in the LCA arise because of differences in the factors described below (these factors also affect estimates of operating and decommissioning phase carbon emissions):</p> <p>a) input data for the volumes/amounts of materials, energy and transport used during construction (for example the tonnes of steel used during construction) – in particular the data input collection for the LCA was more detailed and granular (see below);</p>

⁷ <https://world-nuclear-news.org/Articles/Surry-units-cleared-for-80-year-operation>

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ExQ2	Question to:	Question:
		<p>b) different sources for life cycle impacts of the materials, energy and transport used during construction (for example the carbon footprint of a tonne of a type of steel): The ES calculation used a number of sources; while the LCA exclusively used a specialist life cycle impact (LCI) database which is considered the leading and most consistent LCI database in the market (ecoinvent v3.7);</p> <p>c) the LCA calculation was undertaken using a specialist LCA software package (SimaPro); the ES calculation was done using a Microsoft Office tool (Excel).</p> <p>The LCA was done as a standalone exercise from first principles (i.e. was not an evolution of the ES) and therefore diverged from the ES as set out above. In particular, the LCA was undertaken in line with requirements of the International EPD System's (IES) Product Category Rules (PCR, see reference for a generic description⁸), by a specialist LCA consultancy and in line with the best practice for producing a through life LCA.</p> <p>In practical terms there were a number of important differences between the LCA calculation and the ES:</p> <ul style="list-style-type: none">- Following the PCR meant a more granular approach to the data collection for the LCA, with many inputs requiring bespoke detailed work and estimating.- The LCA exercise was conducted in conjunction with Hinkley Point C in order to assimilate detailed data that was relevant to both projects (in particular where the design of the plant is the same).- As the data inputs for the LCA were collected after the ES there was more information available on construction methodology and a more mature design <p>The underlying estimate of materials use (steel, concrete, etc) for construction is particularly important for the difference in construction emissions. For the LCA, the data was collected through an extensive exercise with HPC taking several months to generate data inputs that were not available at the time of the ES. As a result of the detailed work that was undertaken and the benefits of collaboration with the HPC project, SZC Co. is confident that certain materials inputs used for the LCA calculation represent a more accurate estimate than those available for the earlier ES calculation.</p>

⁸ <https://www.environdec.com/product-category-rules-pcr/the-pcr>

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		<p>It should be noted that for Sizewell C specific construction work (where the material inputs would be different to HPC – for example earthworks), the estimated materials inputs were very similar for the ES and LCA as the same sources were largely used.</p> <p>The large numbers of differences in input data and methodological approaches set out above means that it is not possible to precisely quantify the causes of the differences in carbon emissions between the January documents and the LCA. However, it is possible to identify key drivers of the difference, which are responsible for the majority of the divergence:</p> <ul style="list-style-type: none">- Lower volumes of some materials (in particular steel): The detailed materials input assessment for the LCA found lower estimated amounts of certain construction materials than had been available for the ES calculation (in particular significantly lower amounts of steel and bitumen). Steel is a carbon intensive material and forms the majority of the carbon associated with materials use (around 60% in the LCA). This means the reduction in its estimated usage gives rise to significant reduction in total estimated construction emissions.- The lower updated bitumen estimate also reduced carbon emissions, but had a smaller impact than steel.- More accurate steel carbon intensity assumptions: Collection of more accurate data with respect to steel use for the LCA also allowed a more accurate assessment of the types of steel that would be used at the plant. For example, splitting the estimated total steel use into categories such as reinforcement bar and equipment. Different types of steel have different carbon intensities (kg of carbon per kg of steel). To the example above, reinforcement bar typically has a lower carbon intensity per kg than steel used in equipment. With data available on different types of steel for the LCA, it was possible to apply different carbon intensities for the different categories of steel (for instance applying a lower carbon intensity for steel reinforcement bar and a higher carbon intensity for the steel used for equipment). A detailed breakdown in types of steel use was not available at the time of the ES. In light of this and in order to be conservative, the ES applied a uniform and relatively high steel carbon intensity to all steel. The net impact of being able to use different carbon intensities for different types of steel in the LCA is a further reduction in construction carbon emissions associated with steel use.

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		<ul style="list-style-type: none">- Carbon intensity of 'other' materials in the ES: The 'other' category of materials in the ES is assumed to mostly comprise aggregates. Review of the ES calculation has identified a spreadsheet error which resulted in the carbon intensity factor (kg carbon per kg material) applied to 'other materials' being too high in the ES. This error increased construction carbon emissions in the ES.- Higher energy use in the LCA: The LCA has a higher energy consumption during construction than the ES, mainly driven by the assumed electricity use. This increases estimated construction emissions in the LCA partly offsetting the impacts above. It should be noted that, following further work with HPC, the Sizewell C electricity consumption assumption used for the LCA is considered an overestimate, is currently being updated and will be incorporated in the EPD style document discussed in Question CC.2.7, but the LCA carbon impact of energy use is expected to remain higher than the ES estimate. <p>(iii) The future trajectory of carbon emissions from uranium mining is speculative and there are credible factors that could either increase or reduce this factor. For example, consistent with the global need to decarbonise, mining industries (not specific to uranium) might be expected to become lower carbon in the future due to, for example, lower carbon energy being used in the processes (for example low carbon power or fuel) and other environmental improvements. If these trends materialised in uranium mining, then the upstream carbon emissions associated with Sizewell C would reduce over time (all else being equal). The LCA calculation includes no impact for any improvement in mining industry carbon emissions. Any attempt to project future carbon emissions from uranium mining would need to take into account all potential changes including possible reduction in mining industry carbon emissions – and the projection as well as the directional change (increase or decrease) would be speculative and uncertain.</p> <p>Furthermore (as described in the LCA) SZC Co. is investigating ways that it could reduce the amount of virgin uranium it requires (including use of reprocessed fuel and enriching depleted uranium tails) – this would be expected to reduce the carbon footprint associated with nuclear fuel, but has not been included in the LCA.</p> <p>It should also be noted that although the carbon impact of uranium mining is a relevant environmental consideration, as it occurs outside the UK's national boundaries it does not</p>

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ExQ2	Question to:	Question:
		currently have an impact on the UK's carbon budgets (which are generally for emissions produced within the UK).
G.2.14	The Applicant, SCC, ESC	<p>Policy and Need</p> <p>The ExA's ExQ1 G.1.12 questioned whether the Planning Statement [APP-590], paragraph 3.9.2, was correct to state that it was appropriate to treat EN-1 and EN-6 as providing the primary policies relevant to the determination of the application. The responses to that ExQ1 from the Applicant, ESC and SCC together with the Applicant's comments on the responses received from ESC and SCC are noted [REP3-046]. In the decision dated 19 February 2021 relating to the application for the Wheelabrator Kemsley K3 Generating Station and Wheelabrator Kemsley North Waste-To-Energy Facility Order the Secretary of State for Business, Energy and Industrial Strategy, at paragraph 6.3, states: "<i>As set out above, sections 104 and 105 of the Planning Act 2008 set out the procedures to be followed by the Secretary of State in determining applications for development consent where National Policy Statements have and do not have effect. In both cases, the Secretary of State has to have regard to a range of policy considerations including the relevant National Policy Statements and development plans and local impact reports prepared by local planning authorities in coming to a decision. However, for applications determined under section 104, the primary consideration is the policy set out in the National Policy Statements, while for applications that fall to be determined under section 105, it is local policies which are specifically referenced although the National Policy Statements can be taken into account as 'important and relevant considerations'.</i>" It is recognised that there are obvious differences on the facts between that particular case and the Sizewell C Project application. Nevertheless, further comments are sought on the principle of the approach to the primacy of policy in a s105 case, as expressed by the Secretary of State in that decision.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. has considered the Secretary of State's decision letter ("DL") and the related Examining Authority Report ("EXR") in the Wheelabrator case, neither of which affect the position as set out in its answer to EXQ1 G.1.12 or its comments on the answers to that question provided by ESC and SCC.</p> <p>In order to understand the comment made in paragraph 6.3 of the Wheelabrator DL, and its relevance (if any) to this Examination it is necessary briefly to consider the specific circumstances in that case.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>The Wheelabrator application was for two related developments, one of which (known as 'Project K3') was a NSIP as defined in the PA 2008, the other (known as 'Project WKN') was not. Project WKN was below the threshold for national significance set by the PA 2008 and would therefore have fallen to be determined by the local planning authority under the TCPA 1990 if it had not been 'directed in' pursuant to s.35 PA 2008. That is essential context, because it means that the key considerations to which reference was made in SZC Co's response to EXQ1 G.1.12 would not have applied to Project WKN in the way that they plainly do to the proposed Sizewell C new nuclear power station here.</p> <p>There is no explanation in the DL of what is meant by the statement in paragraph 6.3 that for applications that fall to be determined under section 105 "<i>it is local policies which are specifically referenced</i>" (emphasis added). Given that there is no 'specific reference' to local policies in section 105 itself, or in any relevant policy document, it is not possible to discern to what this is referring.</p> <p>The EXR concluded that development plan policies should take precedence for Project WKN (EXR paragraphs 4.6.4 and 4.7.4). The reason for the approach taken in the EXR can be seen in EXR paragraphs 6.2.1 to 6.2.5 and in particular paragraph 6.2.4 which stated: "<i>Indeed, whatever the reason behind the lack of definitive statutory or judicial clarity over the issue [of which policies should take precedence], it would be sensible in my view to apply the statutorily adopted development plan as the primary consideration to <u>a project that, but for the s35 Direction, would have fallen to be considered on that basis</u></i>" (emphasis added).</p> <p>So far as SZC Co. is aware, that is the only substantive explanation to be found in the Wheelabrator decision-making documents for the approach to policy precedence adopted to the determination of the WKN Project in that case. Whilst the Examining Authority's stated rationale for the approach taken to the WKN Project is understandable on the specific facts of that case, it plainly has no application to the proposed development of the Sizewell C new nuclear power station which is and always has been nationally significant. Moreover, for the same reason it does not affect any of the points made on behalf of SZC Co. in response to ExQ1 G.1.12.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>In the Energy White Paper the Government has plain made its position on the continued suitability of the NPSs in providing “a proper basis on which the Planning Inspectorate can examine, and the Secretary of State can make decisions on, applications for development consent” pending review of the NPS (page 55). It has done so in the full knowledge and understanding of its stated position that any such decision would fall to be made under section 105. Had the Government thought that local plan policies and/or the NPPF should instead have primacy in such decisions, it would surely have said so. The position that it has in fact adopted is entirely consistent with the position of the Applicant in this case, and is entirely unsurprising having regard to the factors identified in response to ExQ1 G.1.12. Finally, it should be noted that the Wheelabrator decision is the subject of an application for judicial review which was heard by Dove J in mid-July. The grounds of challenge are not understood to relate to this specific point. Judgment is awaited.</p>
G.2.15	TASC	<p>Policy and Need</p> <p>At DL1 TASC submitted a letter addressed to the Secretary of State for BEIS and Secretary of State for HCLG [REP1-187] requesting a response by 2 June 2021. Please submit to the Examination a copy of any response received by you from the Secretary of State’s to that letter?</p>
	SZC Co. Response at Deadline 7	No response is required from SZC Co.
G.2.16	ONR	<p>Policy and Need</p> <p>In relation to the identification of Sizewell as a strategically suitable site within the NPS EN-6, the initial SoCG between the ONR and the Applicant [REP2-078], refers to ONRs written representation [REP2-160] which provides details of the Nuclear Site Licensing assessment procedure. ONR indicates that it is currently assessing this application and expects to be able to grant a licence, subject to the successful completion of our assessment, by mid-2022.</p> <p>(i) Please can ONR provide an update on its position on matters which are noted in the NPS?</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		(ii) In particular, has the ONR now received the JSSR and the SDSR from the Applicant? (iii) Please provide an update as regards the progress of the site suitability work including in relation to Government siting policy, flood risk, and non-seismic ground conditions. (iv) Since the submission of written representations to the Examination, has the ONR identified any shortcomings that might prevent the grant of a nuclear site licence to the Applicant in due course, or to subsequently permit the commencement of nuclear construction? (v) Does the ONR still expect to be able to grant a licence, subject to the successful completion of the assessment, by mid-2022?
	SZC Co. Response at Deadline 7	No response is required from SZC Co.
G.2.17	The Applicant	Policy and Need The Applicant's response to ExQ1 G.1.5 [REP2-100] makes reference to the Energy White Paper which states: " <i>Whilst the review is undertaken, the current suite of NPS remain government policy and have effect for the purposes of the Planning Act 2008</i> ". The 2017 Ministerial Statement confirmed that: " <i>...Government continues to give its strong in principle support to project proposals at those sites currently listed in EN-6. Even if EN-6 is considered not to have effect under section 104 of the Act for such a project, section 105 of the Act would apply to the decision on whether or not to grant development consent for the project</i> ". Since the 2017 Ministerial Statement has not been withdrawn, is it agreed that for the purposes of this application the only NPS which has effect for the purposes of the PA 2008 is EN-1 and not EN-6?
	SZC Co. Response at Deadline 7	Section 3.3 of the Planning Statement [APP-590] summarises the approach to decision-making in this case by reference to the 2017 Ministerial Statement and the 2018 Government response to consultation. Having regard to what was said in those documents, paragraph 3.3.8 of the Planning Statement states that " <i>... the Government considers that <u>neither NPS EN-1 nor NPS EN-6</u> 'has effect' for the Sizewell C DCO application</i> " (emphasis added). In order to assist the ExA in its consideration of this matter, the reasoning behind SZC Co.'s understanding of the Government's stated position is set out below.

ExQ2: 03 August 2021

Responses due by Deadline 7: 03 September 2021

ExQ2	Question to:	Question:
		<p>S.105 PA 2008 only applies “<i>if section 104 does not apply</i>” (s.105(1)). S.104 applies in relation to an application “<i>if a national policy statement has effect in relation to development of the description to which the application relates</i>” (emphasis added) (s.104(1)). Hence, if EN-1 has effect in relation to the Sizewell C application then the requirements of s.104(1) would be met and s.104 would apply to the determination of the application (whether or not EN-6 also had effect).</p> <p>The two NPS contain statements as to the applications for which they have effect for these purposes:</p> <ul style="list-style-type: none">• NPS EN-1 explains at paragraph 1.4.5 that “<i>Insofar as this NPS relates to the development of new nuclear power stations, it only has effect in relation to applications for the development of new nuclear power stations on the sites listed in EN-6.</i>”• NPS EN-6 explains at paragraph 1.9.1 that “<i>This NPS has effect in relation to nuclear power generation with a capacity of more than 50 megawatts (MW) on a site listed within this NPS ...</i>”. <p>These statements are consistent. The two NPS were clearly drafted with the intention that they should be read and applied together for the purposes of decision-making, and do not appear to anticipate a situation in which only one of the two NPSs would ‘have effect’ in relation to an application to develop a new nuclear power station on a site listed in EN-6.</p> <p>As paragraphs 3.3.3 to 3.3.5 of the Planning Statement explain, the 2017 Ministerial Statement set out the Government’s view that: (a) EN-6 only “<i>has effect</i>” for the purposes of s.104 for development which forms part of a project able to demonstrate expected deployment by the end of 2025; (b) s.105 would apply to a project where EN-6 is considered not to have effect; and (c) under s.105(2)(c) of the PA 2008 the Secretary of State would be required to have regard “<i>to the content of EN-1 and EN-6</i>” (emphasis added).</p> <p>That is reflected in the content of the 2017 Consultation on Siting Criteria, paragraph 1.23 of which states: “<i>The owners of such sites [i.e. sites listed in EN-6 on which a new nuclear power station is anticipated to deploy after 2025] are able to make development consent applications, and a decision on whether to grant consent will be made under section 105 of the Act</i>”. The same formulation appears in paragraph 3.11 of the Government’s 2018 Response to Consultation</p>

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ExQ2	Question to:	Question:
		<p>The Government's position is therefore that a decision on an application such as this will be determined under s.105, with neither EN-1 nor EN-6 'having effect', but both being regarded as important and relevant for those purposes with the listed sites retaining "<i>strong government support</i>" (2018 Government Response paragraphs 3.10 and 3.11).</p> <p>The Government's stated position as to how it intends to make the decision has been reflected in the approach that SZC Co. has taken in preparing and pursuing its application.</p>
Ag.2 Agriculture and soils		
Ag.2.0	The Applicant	<p>ALC Surveys</p> <p>In comments made to the response by NE to ExQ1 Ag.1.0 [REP3-046], and following discussions with the NFU, areas where the data is oldest are to be resurveyed along with those areas where surveys were not initially undertaken.</p> <p>i) Please confirm whether the survey work is to occur in autumn 2021?</p> <p>ii) Noting the close of examination is 14 October 2021, is it proposed to submit the survey findings into the examination?</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. confirms that surveys will be carried out in Autumn 2021. The surveys will re-measure areas where data is oldest, at request of the National Farmer Union, as well as the survey areas that have not been surveyed to date.</p> <p>SZC Co. does not intend to submit the surveys into examination but will instead support the development of the Soil Management Plan and the Farm Packs.</p> <p>SZC Co. notes that the soil and agriculture assessment relies on ALC data which assesses the physical characteristics of the soils which are unlikely to have changed and it is not considered that the re-surveys and new surveys will alter the overall assessment outcome.</p>
Ag.2.1	The Applicant	<p>Rail Route Survey Data</p> <p>In comments made to the response by NE to ExQ1 Ag.1.0 [REP3-046] checks were to be undertaken on the rail route data as it was identified that a mis-recording of the data points associated with the laboratory analysis may have occurred.</p> <p>i) Please confirm whether a mis-recording has occurred?</p>

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ExQ2	Question to:	Question:
		ii) If so, what impact does this have on the impact assessment and is it necessary to submit additional information?
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. notes that the proposed checks on the two laboratory analysed samples presented in Volume 9, Chapter 10, Appendix 10A of the ES (Green Rail Route: Agricultural Land Classification) [APP-564] have been undertaken. SZC Co. notes that the data presented in the auger logs have been used to assign ALC grades and note that it aligns with the soil types present within this area.</p> <p>(ii) SZC Co. notes that this would not affect the assessment outcome. The assessment recognises that best and most versatile (BMV) land is present (Grade 3a) but as the land will only be required on a temporary basis and will be restored at the end of the construction phase, the overall conclusion of a minor adverse and not significant, remains valid.</p>
Ag.2.2	The Applicant, Natural England	<p>Outline Soil Management Plan (OSMP)</p> <p>Applicant - In comments made to the response by NE to Ag.1.10 [REP3-046] please signpost where in the updated OSMP [REP3-018] where additional clarity regarding the use of bulldozers and stockpile height limitations is located. Further information on wet weather working was also to be included within the OSMP, please signpost to this additional detail.</p> <p>Natural England – Noting the earlier comments made regarding the OSMP at [REP2-152] and [REP3-153] are you satisfied with the content of the revised OSMP [REP3-018]?</p>
	SZC Co. Response at Deadline 7	<p>The Outline Soil Management Plan (OSMP) [REP3-018] includes the following sections:</p> <ul style="list-style-type: none"> • Section 5.3, which includes a statement on wet weather working requiring criteria for cessation of works due to poor weather conditions to be agreed with relevant stakeholders. • Section 6.5, which refers to soil stripping being undertaken by either hydraulic excavator or tracked dozer, with dozers only being used where soil condition (texture and plasticity) is such that the soil resource is resilient to significant damage as far as is practicable. • Section 6.6, which includes reference to where stockpile heights will be limited, including reference to maximum heights being based on soil textures and resilience to

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ExQ2	Question to:	Question:
		<p>structural damage. Final maximum heights are committed to being set out in the final SMP.</p> <p>The OSMP commits to more detail being provided in the final SMP as it will be important to ensure the appointed contractor(s) have input in defining the detail of workable approaches to soil handling.</p>
Ag.2.3	The Applicant, Clarke& Simpson on behalf of Ms Dyball, Ms Hall and SR Whitehall & Co	<p>Pakenham – Grazing Implications</p> <p>Noting the statements made in [REP3-005] and [REP3-049] please provide an update of discussions in respect of queries relating to the continued use of the land for grazing following the establishment of the proposed fen meadow.</p>
	SZC Co. Response at Deadline 7	<p>Following submissions at Deadline 5 detailing the Fen Meadow Establishment Plan [REP6-026] and a meeting held on 11th August between The Applicant, a representative of the affected party, and their agent Sally Watts, SZC Co. believes the affected party understands the detail of the establishment and future management of the Fen Meadow and Wet Woodland area. The affected party will be able to continue to graze the land established as Fen Meadow, albeit at potentially a lower stocking rate and a reduced seasonal window. The parties are currently discussing terms that would provide remuneration for any loss associated with the reduced stocking intensity. In addition, to further reduce the impact on grazing, the Applicant has sought to reduce the area of the Pakenham site significantly as a result of further engagement with landowners and due to the results of hydrological studies. Within Appendix A of the Written Submissions arising from the CAH Part 1 (Doc Ref. 9.76) the Applicant has provided further information detailing the reduced land at Pakenham.</p>
Ag.2.4	Clarke& Simpson on behalf of Ms Dyball, Ms Hall and SR Whitehall & Co	<p>Pakenham – Additional Information</p> <p>Further to the submission made at [REP3-118] please provide a more clearly annotated map(s) to illustrate the following:</p> <ul style="list-style-type: none"> iii) Landownership boundaries iv) Location of arable land and meadows v) Location of Manor Farmhouse vi) Location of the cattle shed at Manor farmyard vii) Location of the summer access tracks to the meadows

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ExQ2	Question to:	Question:
		viii) Location of the central soak ditch ix) Location of any public footpaths/access within the ownership
	SZC Co. Response at Deadline 7	No response is required from SZC Co.
Ag.2.5	The Applicant, David and Belinda Grant	Access Improvements In response to Written Representation [REP2-252], the Applicant confirmed that further engagement in respect of access improvements was to be undertaken [REP3-042]. Please can both parties provide an update regarding the discussions and confirm whether discussions have also included consideration of access to the water supply required for sprayers.
	SZC Co. Response at Deadline 7	<p>SZC Co. has confirmed previously that access to land to the north of the Sizewell link road (from the farmstead to the south of the Sizewell Link Road) would be maintained through the existing and proposed public highway.</p> <p>Notwithstanding this, SZC Co. is working with the owners of that land to investigate the feasibility and appropriateness of a proposal to construct a 2.8m high underpass under the Sizewell link road, which would give an additional access to the land without the need to access the public highway. A meeting with the owners is currently being arranged for early September 2021 to discuss this in more detail. In the event that it is concluded that such an underpass should be provided, this would not necessitate any change to the Application and consent could be sought pursuant to Requirement 22 of the DCO.</p> <p>Separately, the owners of that land have raised the possibility of installing a water tank on their retained holding (outside the Order Limits) to assist with providing water for spraying. Upon receipt of further information from the owners, SZC Co. will investigate the feasibility and appropriateness of this proposal. These works, if agreed, would be captured in the Option Agreement currently being drafted by the parties' respective solicitors. The Option Agreement also incorporates the ability for the landowner to bring forward further claims for other additional 'heads,' such as injurious affection and severance, where these impacts cannot be (completely) mitigated.</p> <p>An update on the status of this engagement will be provided at Deadline 8.</p>
AQ.2 Air Quality		

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
AQ.2.0	The Applicant	<p>Electric Charging Points</p> <p>(i) With the Government set to ban the sale of new petrol and diesel cars and vans from 2030, should the proportion of parking spaces within both the permanent and temporary car parks with electric charging points be increased to facilitate and support a cleaner fleet of vehicles through both the constructional and operational phases of the development.</p> <p>(ii) Please explain the current rationale for the proportion of electric charging points proposed, both for the temporary and permanent car parks.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. is committed to provide electric vehicle charging bays. For the main development site permanent car park, at least 20% of car parking spaces will have active electric vehicle charging, with a further 20% capacity for passive provision. The demand for the permanent development site electric vehicle charging shall be reviewed in line with the Operational Travel Plan.</p> <p>During the construction phase, temporary car parking on the main development site, the northern park and ride and the southern park and ride sites will have capacity for up to 40% to be provided, with an initial 5% active electric vehicle charging provided on first occupation. The CWTP is being updated to provide for monitoring of the use of the electric charging points by the transport co-ordinator, which would be reported to the Transport Review Group (TRG) in the quarterly transport monitoring reports. Based on the monitoring the TRG can then direct SZC Co. to convert passive to active spaces. Based on discussions with SCC since ISH8 a trigger of 80% utilisation of the active vehicle charging spaces is proposed for the conversion of further passive spaces to active, which will be incorporated into the updated CWTP.</p> <p>The Associated Development Design Principles have been updated at Deadline 7 to reflect the commitments for electric vehicle charging points.</p>
AQ.2.1	SCC, ESC	<p>Electric Charging Points</p> <p>(i) What policies do SCC and ESC rely upon to encourage or require electric charging point provision?</p> <p>(ii) Is the number currently proposed policy compliant?</p>
	SZC Co. Response at Deadline 7	No response is required from SZC Co. See our response to Question AQ2.0 .

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ExQ2	Question to:	Question:
AQ.2.2	Applicant, ESC, SCC	<p>Air Quality Management Areas (AQMAs)</p> <p>There does not yet appear to be an agreed position in respect of the likely effects in terms of emissions from construction traffic on the air quality standards within the two AQMAs at Woodbridge and Stratford St Andrew.</p> <p>(i) Please advise the ExA of the latest position and what controls may be put in place to ensure the air quality in both areas is maintained at suitable levels throughout the construction programme.</p> <p>(ii) The ExA understand a commitment has been made by Scottish Power to limit the number or proportion of HGVs which do not meet the highest emissions standards. If this is correct, in light of the higher number of vehicles associated with this development is it not reasonable to expect a similar restriction for this development, or an even higher standard in light of the higher numbers of vehicles?</p> <p>(iii) In the event a commitment is made to ensure a proportion of the 'cleanest' vehicles is made, how would this be secured, monitored, and managed throughout the construction programme?</p>
	SZC Co. Response at Deadline 7	<p>(i) There is agreement between the Applicant, ESC and SCC that no significant adverse effect on air quality is predicted at the Woodbridge AQMA or the Stratford St Andrew AQMA and that the proposed development would improve air quality in the Stratford St Andrew AQMA after the two village bypass is operational.</p> <p>(ii) Through ongoing discussions with the Councils, commitments have been agreed to limit the number of HGVs which do not meet the Euro VI emissions standards.</p> <p>An updated Statement of Common Ground between the Applicant, ESC and SCC is to be submitted at Deadline 8 reflecting progress of discussions between the parties, including details of the agreement referred to in (i) and (ii).</p> <p>(iii) Use of Euro VI compliant vehicles will be managed through a registration scheme secured via the Construction Traffic Management Plan (CTMP) and reporting will be through the Transport Working Group. The CTMP is being updated to include this provision. The Deadline 5 version of the CoCP Part B and Part C [REP5-078], Table 4.1 states that <i>'Any exempt vehicle must meet Euro V standards where possible, and where not achieved additional information will be provided to the ESC and the Environmental Review Group providing justification and how the impact of emissions from this vehicle will be mitigated. The totality of the exemptions will account for no more than 8% of</i></p>

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ExQ2	Question to:	Question:
		<i>individual vehicles on an annual basis. A registration scheme will be established requiring HDVs to be registered prior to being allowed access to the project sites, with reporting of the registration scheme performance to the Transport Working Group on an annual basis.'</i> This is secured by Schedule 2, requirement 2 of the Draft DCO (Doc Ref. 3.1(G)).
AQ.2.3	Applicant, ESC	<p>Non Mobile plant</p> <p>(i) It is noted from the evidence submitted that discussions are ongoing about the proportion of non-mobile plant that may be prescribed to be at the highest emissions standards.</p> <p>Is there an agreed position as to the standard that needs to be achieved or the proportion of equipment this should apply to?</p> <p>(ii) If the position is not agreed can each party clearly set out their bottom line as to the standard they consider should be achieved and why?</p> <p>(iii) Is it expected these standards would apply across the whole development, or are different standards expected at the different sites?</p>
	SZC Co. Response at Deadline 7	<p>(i, ii) For the avoidance of doubt, Non Mobile Plant is assumed to refer to diesel generators and the like that are used to provide site power during construction. Non Road Mobile Machinery (NRMM) are discussed in Question AQ.2.5 below, and for those a commitment has been agreed with the Local Authorities on the emissions performance standards to be met (Stage IV compliant engines) and how compliance with that commitment will be managed.</p> <p>It is agreed that combustion plant generators for site power will be minimised through the provision of site electrical power and use of alternative supply sources where possible. Generators will also be located away from site boundaries where possible.</p> <p>Generators will be aggregated and where applicable an environmental permit will be required from the Environment Agency for their use, which will specify emissions performance, monitoring requirements and emissions control measures to be applied. In order to obtain an Environmental Permit for the construction generators, the Applicant will need to demonstrate to the Environment Agency that Best Available Techniques (BAT) will</p>

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ExQ2	Question to:	Question:
		<p>be used; this covers emissions performance standards to be met as well as plant operation and maintenance.</p> <p>(iii) Common standards would apply across the whole development. The CoCP Part B secures the commitment for the main development site, with Part C securing the same commitment for the offsite associated developments (Doc Ref. 8.11 (D)).</p>
AQ.2.4	Applicant, ESC, SCC	<p>CoCP</p> <p>As currently drafted, there is an exemption for 'community/local suppliers' in the standard of vehicle that may be allowed.</p> <p>(i) How is the community/local supplier defined?</p> <p>(ii) Do the mechanisms for monitoring ensure that these operators can be clearly identified?</p> <p>(iii) In seeking to support local suppliers in this way can the air quality standards that need to be achieved still be met?</p>
	SZC Co. Response at Deadline 7	<p>(i) The definition will be agreed with ESC and the Environmental Review Group, along with justification and how the impact of emissions from this vehicle will be mitigated (secured via the CoCP (Doc Ref. 8.11 (D)) and the CTMP [REP2-054] to be used for vehicles delivering to site. The CoCP (Doc Ref. 8.11 (D)) states that the totality of the exemptions will account for no more than 8% of individual vehicles on an annual basis. A registration scheme will be established requiring HDVs to be registered prior to being allowed access to the project sites, with reporting of the registration scheme performance to the Transport Working Group on an annual basis.</p> <p>(ii) Yes, the mechanism to be used is a registration scheme requiring vehicles to be registered prior to being allowed access to the project sites, with reporting of the registration scheme performance to the Transport Working Group.</p> <p>(iii) Yes. The ongoing achievement of air quality standards is not dependent upon the proposed limit on the number of HGVs which do not meet the highest emissions standards (Euro VI), since the assessment undertaken as part of the ES did not rely on these standards being achieved. The assessment presented in the ES utilised an HGV fleet mix for development vehicles that was based on the current composition of the baseline fleet</p>

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ExQ2	Question to:	Question:
		mix in the UK and is conservative, and even using this assumption no significant air quality effects were identified.
AQ.2.5	Applicant, ESC	CoCP Non Road Mobile Machinery (NRMM) (i) Does an annual basis for calculating the 15% of NRMM which could be non Stage IV plant achieve a suitable degree of control? Will this for example be a rolling twelve month period or annually by a specific date? (ii) If a high proportion of non-stage IV plant was used during a particular period how would this knock on to construction for the rest of the reporting period if limited amounts of Stage IV plant were available? (iii) In the event the 15% could not be reached what would be the consequence?
	SZC Co. Response at Deadline 7	(i) The calculation would be undertaken on an annual basis to align with the output of the Environmental Review Group, who would have oversight of the process. An updated Statement of Common Ground between the Applicant, ESC and SCC is to be submitted at Deadline 8 (Doc Ref. 9.10.12(A)) reflecting progress of discussions between the parties on this matter. However, the use of an annual basis for the calculation is considered to be robust and appropriate and has been successfully applied on other infrastructure schemes. (ii) The availability of stage V compliant plant in the market place has improved greatly in the last 5 years and for widely used items supply is unlikely to be a constraint. Stage V compliant plant are already entering the marketplace for many items of new NRMM as regulatory deadlines for the sale of Stage V NRMM will feed in during the construction period for the proposed development. The exemptions process is aimed primarily at the occasional use of small numbers of specialised plant or the temporary use of replacement plant due to a breakdown. In the unlikely event of the limited number of exempted plant being used early in a reporting period, an approach to managing NRMM use, based on the risk of significant effects at sensitive receptors, would be proposed to the Environmental Review Group in a timely manner. (iii) The conclusion that construction phase effects on amenity or local air quality will be not significant is not dependent upon the achievement of the proposed exemptions limit for NRMM. They represent the application of good practice to managing emissions, rather than mitigation for a specific identified impact. The assessment presented in the ES was conservative and did not assume a set performance level of achieving Stage IV compliant

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ExQ2	Question to:	Question:
		plant. Use of predominantly Stage IV compliant plant will therefore further reduce the predicted air quality effects from NRMM from those presented in the ES and no significant effects were identified within the ES assessment.
AI.3 Alternatives		
AI.2.0	The Applicant, SCC	<p>Strategic alternatives for the movement of freight</p> <p>The Applicant, in comments on the response by SCC to ExQ1 AI.1.10 [REP3-046] states that the constraints at Sizewell compared to the situation at Wylfa do not make the scale of marine intervention proposed at Wylfa practical. The Applicant has also provided its comments on the LIR [REP3-044] in relation to the Councils' position that SZC Co. has not fully explored the maximisation of delivery of materials by modes other than road and is not matching the aspirations of other nuclear projects.</p> <p>(i) Does SCC now accept that the increased proportion of sea-borne transport set out in the change to the application represents the upper limit that could reasonably be achieved?</p> <p>(ii) Should and, if so, how would the increase proportion of sea-borne transport set out in the change to the application be secured by the DCO?</p> <p>(iii) Please clarify and update the position in relation to the deliverability and timing of the additional train movements and the timing of the construction of the second BLF.</p> <p>(iv) Please specify how the mitigation of adverse impacts of the transport strategy would be monitored and controlled by the DCO requirements.</p> <p>(v) The Applicant's LIR comments indicate that for the permanent BLF weather conditions would impact the ability to use such a facility to the extent that during the winter months the deck of the facility is demobilised thereby removing the ability to use it for circa 5 months of the year. What would be the percentage material transported by road for this five month period?</p> <p>(vi) The Applicant also indicates that in relation to the temporary marine bulk import facility (MBIF) for the delivery of bulk materials during the construction phase, weather conditions have the potential to impact the ability to use such a facility all year around. Taking account of weather conditions what percentage of materials can reliably be transported using the marine option facilities?</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>Part (i) is for SCC. SZC Co. has no further comment.</p> <p>Part ii) – the securing mechanism is the limit on HGV numbers enforceable through the CTMP. That limit cannot be met without the anticipated contribution from both rail and marine transport. This is explained further in Appendix A to Written Submissions Responding to Actions Arising from ISH2: Traffic and Transport Part 1 (7 July 2021) [REP5-114] (Material Imports and Modal Split), which demonstrates that rail and road capacity cannot meet the materials requirements. That approach is considered appropriate to meet the requirement in NPS EN-1 to prefer sustainable transport modes whilst retaining some limited flexibility between those modes to respond to opportunities in the procurement of materials.</p> <p>SCC has suggested [REP6-049] at electronic page 8 that <i>"SCC accepts that there are practical reasons why greater use of marine could not be made into a 'hard control' but sees no reason why the FMS should not commit to maximising the use of marine where practicable."</i> SZC Co. would be pleased to explore that issue further with SCC and through the examination more generally. There are, however, some points to be made at this stage, including:</p> <ul style="list-style-type: none">- none of the freight transport options are without impact. The ExA for example, has rightly examined the impact of vessel movements. Night time trains have effects, as do HGV movements;- with the SLR and two village bypass in place, it is not necessarily obvious that maximising marine movements would always be the right solution;- as SZC co. explained at ISH1, it is important to retain some practical and competitive tension between procurement options in order to optimise the efficient project delivery and maintain options for instance over the quality, guaranteed availability and price of materials.

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>Were it to be agreed that an objective to maximise marine transport was appropriate, it would then be necessary to understand how that objective would operate and whether SCC or others wished to have control over how it was exercised.</p> <p>Part (iii) – the up to date position on delivering train capacity is set out in the second Statement of Common Ground with Network Rail [REP5-095]. The parties are working to a programme to deliver 2 trains per day by October 2023 and 4 trains per day from March 2024. The Material Imports and Modal Split paper submitted at Deadline 5 (Appendix A to Written Submissions Responding to Actions Arising from ISH2: Traffic and Transport Part 1 (7 July 2021) [REP5-114]) explains that the Marine Bulk Importation Facility is planned to be operational from Q2 2025.</p> <p>Part (iv) - multiple measures are proposed to monitor and control the mitigation of adverse effects arising from the transport strategy. These include:</p> <ul style="list-style-type: none">- The Coastal Processes Monitoring and Mitigation Plan (CPMMP) submitted in draft at [REP5-059]- Monitoring of dust impacts through the provisions of the CoCP (Doc Ref. 8.11 (D));- Monitoring of rail and road noise through the Noise Monitoring and Mitigation Scheme secured by the CoCP (Doc Ref. 8.11 (D)), along with the Noise Mitigation Scheme (Doc Ref. 6.3 11H(C));- Monitoring of transport effects through the CTMP (Doc Ref. 8.7(B)) and CWTP (Doc Ref. 8.8(B)) enforced through the provisions of Schedule 16 of the draft Deed of Obligation (Doc Ref. 8.17(F)) <p>Part (v) With reference to LIR [REP3-044] item 15.7.15, there are no plans to import materials via the Permanent BLF, this is solely used for the import of AIL. There is no need to import AILs during the winter period as the AIL schedule allows for AILs to be imported to site in the season prior to their requirement and stored on site until required. There is, therefore, not change to the model split during this period. The</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>The MBIF's main period of utilisation is during the Phase 2 Bulk earthworks for the import of backfill, the required quantity of backfill is split between marine import during the summer and year-round rail imports. The proportions of marine and rail import of fill is shown in Figure 5 – Rail and Marine import of permanent works backfill, of the Material Imports and Modal Split paper, Appendix A [REP5-114]. The import profiles and onsite stockpiling of material has been developed so that no additional road import of fill materials is required in the winter period when the MBIF is not in operation.</p> <p>Notwithstanding the above and referring only to latter part of the question, for year 5, in which deliveries are typical of all the construction phase years, 1,9473 deliveries are made by road in 5 winter months out of an annual total of 46,807 deliveries, which is 42%.</p> <p>Part (vi) For the temporary marine bulk import facility (MBIF) there is a reliable annual capability to receive 765,000 tons of material annually (assuming an appropriately graded and semi dry material). This reliable annual capacity is 60% of the facility's theoretical maximum annual capacity and has been adopted following allowance being made based on operational experience at HPC, the exposed North Sea location and the efficiency of end-to-end logistics operations.</p> <p>The MBIF is available for imports from 2025 and its utilisation in the first two years is 87% of this reliable maximum capacity.</p>
Al.2.1	The Applicant	<p>Site specific assessment – the Main Development Site</p> <p>The Applicant's response to G.1.10 [REP2-100] 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 with reference to overlay plans. Figure 2.1 reveals material differences between the extent of the nominated site area and the application site boundary for the Main Development Site. It is noted that the majority of the land within the application site boundary for the MDS but outside the nomination site boundary is required for construction. The contents of NPS EN-6, paragraph 2.3.3 are also noted. Nevertheless, please indicate whether and, if so, what alternatives have been considered for the siting and extent of those construction areas outside the nominated site with particular regard to the impact upon nationally designated landscapes.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>The siting and extent of construction areas outside of the nominated site boundary have been the subject of consideration by the Applicant. Details are set out in Section 6.6 of Volume 2, Chapter 6: Alternatives and Design Evolution of the ES [APP-190] and Section 3.6 of the Site Selection Report [APP-591].</p> <p>The decision to locate the majority of the temporary construction area within the Suffolk Coast and Heaths AONB has been taken with particular regard to its impact on the AONB. The following construction-related activities at the main development site are proposed outside of the AONB in the light of the AONB's national designation, owing to the nature of the activities and their relationship with the main construction area:</p> <ul style="list-style-type: none">- Accommodation Campus and caravan park.- Site Entrance Hub and associated temporary parking.- Other ancillary construction-related activities located at Land East of Eastlands Industrial Estate. <p>The siting and extent of the temporary construction area has been driven by the need to strike an appropriate balance between project practicality, efficiency, programme, and environmental constraints. The following factors were considerations in the siting and extent of the temporary construction area:</p> <ul style="list-style-type: none">- Locating construction activities with the potential to cause disturbance away from where people live, as far as reasonably practicable.- Minimising land take from within Sizewell Marshes SSSI.- Avoiding the most sensitive landscapes within the AONB.- Limiting disturbance in relation to deciduous woodlands, significant, and/or important hedgerows and tree belts.- Minimising visibility, taking into account the screening effect of topography and retained woodland.- Limiting visual interaction with the RSPB reserve at Minsmere.- Avoiding the non-essential use of land along the foreshore (i.e. in front of Sizewell C) that forms part of the AONB and Suffolk Heritage Coast.

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<ul style="list-style-type: none">- Remaining as close as reasonably practicable to the main platform, to minimise the environmental, logistical and safety challenges of moving workers and construction materials, storing and backfilling spoil material and supporting construction activity.- Locating construction areas near to the proposed access road and avoiding the need to use the existing access to the Sizewell B and Sizewell A power stations where possible.- Using flat and well-drained land, where practicable, to avoid substantial re-grading.- Limiting disturbance to retained and newly created habitats.- Minimising disturbance to designated habitats, including: Minsmere to Walberswick Special Protection Area (SPA) and Ramsar; Minsmere to Walberswick Heaths and Marshes Special Area of Conservation (SAC) and SSSI; Outer Thames SPA; Sizewell Marshes SSSI; and, Leiston-Aldeburgh SSSI.- Maintaining access to recreation and amenity areas including rights of way where practicable.- Having regard to the setting of heritage assets. <p>Further details on why individual parts of the construction site are located close to the Main Platform, within the AONB and not in alternative locations, are set out below.</p> <p><u>Pre-fabrication area</u></p> <p>This area will be where very large components of the power station are constructed, such as the reactor domes. It is considered essential that they are constructed as close to their destination as possible due to the logistical difficulties in transporting them and the implications on the project programme if they suffer damage.</p> <p><u>Concrete Batching Plant</u></p> <p>There will be a high-volume of demand for concrete during the construction period and the seamless movement of materials between the batching plant and both the Main Platform and the pre-fabrication area is very important to the overall success of the build.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>This plant is sited north-west of the SSSI Crossing to facilitate a smooth transfer between the sites.</p> <p><u>Main Development Site Railway and Rail Terminal</u></p> <p>To minimise the movement of freight by road, a temporary rail link into the site is necessary. Locating the rail terminal near to the batching plant provides for the efficient delivery of concrete aggregates directly into dedicated aggregate stores adjacent to the batching plant. It also brings other bulk materials directly into the heart of the construction site to minimise disruption to surrounding sensitive receptors.</p> <p><u>Attenuation ponds</u></p> <p>Water management features will be located to manage surface water run-off from construction-related development, which requires basins to be located in the AONB.</p> <p><u>Main stockpile area</u></p> <p>The main stockpile area contains large quantities of bulk materials and will be up to 35m tall. Locating it outside of the AONB would cause greater disruption to other landowners, much greater disruption to the local road network as materials are transported back and forth, and would bring the stockpiles closer both to where people live and to Leiston Abbey (Second Site) (Grade I Listed).</p> <p><u>Contractor compounds and common user facilities</u></p> <p>The large number of construction workers at Sizewell C will require compound space for their work and shared facilities to support it. This includes a variety of facilities such as workshops, storage buildings, hardstandings, equipment maintenance, prefabrication zones, laboratories, office and welfare provisions. Activity in this area will need to continually feed supplies to the workforce on the Main Platform throughout the working day. It is not considered feasible to locate them outside of the AONB where they would create inefficiencies for users and bring greater disruption to landowners, public, the local road network and to heritage assets. In addition, large items such as prefabricated reinforcement cages that need to be fabricated outside of the Main Platform will need to</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>be transported from this area to the workface through specialist slow moving transporter units. By being close to the Main Platform, they reduce impacts on the wider area.</p> <p><u>Borrow pits</u></p> <p>The location of the borrow pits was driven by the availability of sufficient quantity and quality of suitable material, located above the water table, to substantially reduce the need to import aggregate from off-site locations and export excavated material.</p> <p>The chosen area has sufficient depth above the water table to minimise the borrow pit footprint required. Locating the borrow pits outside of the AONB would have caused greater disruption to other landowners, greater disruption to the local road network and moved the borrow pits closer to where people live.</p> <p><u>Water resource storage area</u></p> <p>This facility will be located close to the borrow pits and main stockpile areas in the AONB to be close to the intended point of use of non-potable water for dust suppression.</p> <p><u>Flood mitigation area</u></p> <p>This area needs to be located where it connects into the existing floodplain, hence its location in the AONB.</p>
Al.2.2	The Applicant, FERN	<p>Site specific assessment – Two Village Bypass</p> <p>The Applicant's response to ExQ1 Al.1.18 [REP2-100], indicates that the average journey time for the Parish Council's alternative route would be some 20 seconds longer than the DCO route.</p> <p>(i) Please explain why that difference would have any impact upon journey choice?</p> <p>(ii) Given the anticipated congestion at the Farnham Bend is the Parish Council alternative alignment not likely to be attractive to the majority of drivers notwithstanding the additional 18 seconds of average travel time compared to the existing A12 route?</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>In considering alternatives to the two village bypass DCO route, it is first important to note that journey times, and consequently journey choice, are one consideration for likely users. 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. The proposed two village bypass has been routed as far away from residential properties as practical, whilst providing an effective bypass and minimising environmental impacts. 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 "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."</p> <p>(i) The Parish Council alternative alignment is almost half a kilometre longer than the DCO route and would divert traffic well into the countryside. A comparison of the journey times has been set out in response to ExQ1 AI.1.18 [REP2-100]. This longer diversion will naturally make it less attractive for drivers to use and is likely to impact upon journey choice, with drivers likely to choose the shortest route. 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 8.7 of the Consolidated Transport Assessment [REP2-045]) and the majority of other vehicles using the A12 would be less likely to divert onto a bypass which offers no benefit in journey time.</p> <p>(ii) As set out in ExQ1 AI.18 [REP2-100], the journey time is estimated at 1 minute 50 seconds for staying on the existing A12, without taking into consideration congestion.</p> <p>The journey time for the DCO proposed two village 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.</p> <p>Therefore, the Parish Council alignment would be slower than the DCO proposal and slower than staying on the existing A12.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>As noted above in part (i), drivers are likely to choose the quickest and shortest route. The Parish council alternative would be appreciably and perceptibly longer – i.e. an obvious diversion off route into open countryside. Regular users would be aware of and likely to use the existing faster route.</p>
Al.2.3	The Applicant, FERN	<p>Site specific assessment – Two Village Bypass</p> <p>The DL5 submission of FERN, rebuts the suggestion that the gap between Foxburrow Wood and Palant's Grove is not wide enough to accommodate the alternative route being over 100m wide. The Applicant has provided a detailed response to ExQ1 Al.1.16 and Al.1.22 in relation to the criticism of the selected route for the Two Village Bypass. Please respond/comment further in relation to the width of the required corridor; the impact that impinging on the 15m buffer to Foxburrow Wood and Palant's Grove ancient woodland would have upon those trees; and any implications arising from the fragmentation of the CWS.</p>
	SZC Co. Response at Deadline 7	<p><u>Width of the required corridor</u></p> <p>The gap between Foxburrow Wood and the eastern section of Palant's Grove is approximately 110m. When taking into account the 15m buffers for both of these ancient woodlands, the gap between Foxburrow Wood and the eastern section of Palant's Grove is 80m.</p> <p>As set out in the response to ExQ1 Al.1.22 [REP2-100], the alternative alignment proposed by the Parish Council is not compliant with geometric standards. However, SZC Co. prepared a revised alternative, comparable to the Parish Council's alignment, so that it is broadly compliant with geometric standards (referred to as the revised alternative Parish Council alignment). 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 in relation to the likely extent of earthworks required. The DCO alignment and the revised alternative Parish Council alignment is shown on Figure 1.1.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>A 50m wide road, plus a 14m to 20m corridor (to facilitate construction and operation of the road, including the accommodation of haul routes, drainage, PRow changes) would have a total width of 64 to 70m and would fit between the northern area of both woodlands, however, the alignment needs to curve in accordance with highway design standards to avoid Walk Farm Barn to the south. With this curve, the Parish Council alternative alignment would impact on the south east corner of the Foxburrow Wood Ancient Woodland buffer by between 6.4m and 12.4m (depending on the width of the required 14 to 20m corridor). This would reduce the 15m buffer to a buffer of between 8.6m and 2.6m.</p> <p>As explained in SZC Co.'s response to ExQ1 AI.1.22 [REP2-100], the gap between Foxburrow Wood and the eastern section of Palant's Grove is a County Wildlife Site (CWS). Therefore, in addition to impacting on the Ancient Woodland buffer, the revised alternative Parish Council alignment would result in the direct loss of approximately 1,834sqm of CWS.</p> <p><u>The impact of impinging on the 15m buffer to Foxburrow Wood and Palant's Grove ancient woodland would have upon those trees</u></p> <p>Natural England guidance⁹ indicates that a buffer zone of at least 15m should be provided from ancient woodland to avoid root damage to trees on the edge of the woodland. Impinging on this 15m buffer could result in root damage that could result in trees becoming unstable or damaged to the extent that they die off, resulting in direct damage to the ancient woodland.</p> <p><u>Implications arising from the fragmentation of the CWS</u></p> <p>The 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</p>

⁹ Natural England. Ancient woodland, ancient trees and veteran trees: protecting them from development. 2018. Available at: <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences#use-of-buffer-zones>.

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>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.</p> <p>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 site¹⁰. Suffolk County Council stated in its Deadline 3 "Responses to any further information requested by the ExA" [REP3-081] that this woodland linking Foxburrow Wood with Palant's Grove is defined as CWS and that this CWS woodland that joins the larger parts of the Ancient woodlands either side "remains important for its ecological functioning" (electronics page 2).</p> <p>The removal of this central neck of Foxburrow Wood CWS would therefore fragment the CWS and sever the ecological connectivity of the ancient woodlands on either side, resulting in direct avoidable harm to the biodiversity of the CWS and indirect wider harm.</p> <p>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 Parish Council alternative route would result in loss of woodland that is likely to provide suitable foraging, commuting and roosting habitat.</p>
Al.2.4	The Applicant	<p>Site specific assessment – Two Village Bypass</p> <p>The DL5 Bioscan UK Ltd Comments on Ecology on behalf of FERN, points out that the Applicant has confirmed that the Nuttery Belt has not been visited directly [REP3-042]. Please explain how an assessment based upon absent field survey information for features</p>

¹⁰ East Suffolk Council (ESC) (2020). Local Plan <https://www.eastsuffolk.gov.uk/assets/Planning/Planning-Policy-and-Local-Plans/Suffolk-CoastalLocal-Plan/Adopted-Suffolk-Coastal-Local-Plan/East-Suffolk-Council-Suffolk-Coastal-Local-Plan.pdf>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		such as established woodland that would be subject to direct impact can be regarded as robust?
	SZC Co. Response at Deadline 7	<p>As explained in SZC Co.'s Comments on Written Representations [REP3-042] (pages 67-69) Volume 5, Chapter 7 of the ES [APP-425], updated by Volume 1, Chapter 5 of the First ES Addendum [AS-184], as well as supplementary baseline information (as summarised in the ES Signposting Document (Doc Ref. PDB-2(B)), provided information on the ecology baseline for the two village bypass site and an assessment of Important Ecological features, in accordance with CIEEM guidance. Baseline conditions were determined through a combination of a desk study and field surveys, which included:</p> <ul style="list-style-type: none">• review of designated sites (statutory and non-statutory) within 5km of the site boundary, and local nature reserves and county wildlife sites within 2km of the site;• review of Suffolk Biodiversity Information Service and the Joint Nature Conservation Committee records;• review of the ancient woodland inventory information (AWI) held on the MultiAgency Geographic Information for the Countryside website; and• review of the Suffolk BAP, Suffolk's Priority Species and Habitats List, and the listed under section 41 of the Natural Environment and Rural Communities Act 2006 <p>The two village bypass site has been subject to a Phase 1 Habitat survey [APP-426], including external views of Nuttery Belt, which enabled it to be mapped as broadleaf woodland. Nuttery Belt was not directly visited during the Phase 1 Habitat survey. An additional survey was undertaken in June 2021 [REP4-006] where Nuttery Belt was directly visited and surveyed. In June 2021 Nuttery Belt was recorded to support mature and semi-mature ash and oak with dense groundflora dominated by cow parsley, nettle and ground ivy. This does not undermine the baseline for the route corridor, as long as route corridor survey coverage is generally high, as in this case, and given that the baseline is supplemented by desk study data. The woodland is not considered to be ancient as explained at [REP6-002] (page 8 and 9) and more extensive access to the woodland would not have changed the evaluation of this feature in the ES or the conclusions of the ES in relation to woodland. SZC Co. considers that the assessments presented in the ES and ES Addenda are robust.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
Al.2.5	The Applicant, English Heritage Trust (EHT)	Site specific assessment – Sizewell Link Road The Applicant in its comments on the EHT response to ExQ1 Al.1.28 and Al.1.34 [REP3-046] in relation to the potential effect of increased traffic on the B1122 close to Leiston Abbey on the significance of the Leiston Abbey Group indicates that detailed discussions with EHT regarding measures to be included in the Draft Deed of Obligation are ongoing. Please state whether that particular matter has now been resolved and any necessary mitigation secured?
	SZC Co. Response at Deadline 7	Detailed discussions on mitigation which will address the effects on the setting of Leiston Abbey are progressing very well and SZC Co. and EHT are close to agreeing the specific amounts and measures to be included in the Draft Deed of Obligation . The Draft Deed of Obligation submitted at Deadline 7 (Doc Ref. 8.17(F)) has been updated to reflect the progress that has been made since the response to the Examining Authority's First Written Questions. SZC Co. has provided clarification to EHT and Historic England on how their existing legal right of access to Leiston Abbey from the B1122 will be maintained. The need to provide improvements to the junction of this access with the B1122 to ensure safe access to Leiston Abbey (second site) will be considered at the detailed design stage: Requirement 6A [REP6-006] requires SZC Co. to submit a right of way implementation plan to Suffolk County Council for their approval in their capacity as Highway Authority. This must be in general accordance with the Public Rights of Way Strategy [REP3-013] which includes the need " <i>to minimise road crossing points and, where unavoidable, to carry out relevant road safety audits and implement recommendations to ensure user safety</i> ". Therefore safety of both motorised and non-motorised users will need to be considered and any appropriate safety measures incorporated in order to discharge the requirement.
AR.2 Amenity and recreation		
	The Applicant, SCC (point ii and v)	PROW (i) [REP3-013] The Rights of Way Access Strategy provides plans at a very large scale of the existing and proposed coastal path routes, however, the Access and Rights of Way Plans [REP2-007] at a scale of 1:2,500 show greater clarity is it correct to assume the plans shown in [REP2-007] take precedence?

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>(ii) Do SCC seek more detailed plans than those shown in [REP2-007] for the alignment of the coastal path, if so, what scale would you anticipate being appropriate?</p> <p>(iii) In light of the ongoing concerns raised by SCC and supported by ESC in the LIR [REP1-044] and in answer to FWQ AR1.7 what is the current situation with regard to the proposed route of the coastal path and the consequential future maintenance of this important route?</p> <p>(iv) It would appear a further iteration of the Rights of Way and Access Strategy is to be provided to address the concerns raised in the responses to FWQ AR1.7, while a revised version has been received [REP3-013] this does not appear to respond to the points referred to by SCC and responded to in the WR response from the Applicant. When is this proposed to be submitted to the Examination?</p> <p>(v) Has clarification been provided from SCC regarding <i>"the changes proposed for the management of access to the coast"</i> in their response to AR1.7?</p>
	SZC Co. Response at Deadline 7	<p>(i) The Access and Rights of Way Plans submitted at Deadline 2 [REP2-007] have been superseded by the Access and Rights of Way Plans Revision 6 [REP5-008] submitted at Deadline 5. The Access and Rights of Way Plans Revision 6 [REP5-008] are submitted 'For Approval' and therefore take precedence over the plans in the Rights of Way Access Strategy [REP3-013]. The Access and Rights of Way Plans Revision 6 [REP5-008] only show definitive Public Rights of Way and Highways. The plans in the Rights of Way Access Strategy [REP3-013] show definitive Public Rights of Way, and also show other recreational routes such as long distance walking routes, cycle routes and permissive footpaths, and accessible landscapes such as Open Access land and Common Land, but do not show Highways.</p> <p>(ii) This is a matter for SCC.</p> <p>(iii) The coastal path is a natural feature intended to replicate the existing. It is also adjacent to the soft coast defence feature and will be maintained as a part of this. The numerical modelling indicates that the soft coast defence would not be eroded back to the path under even extreme storm conditions. Maintenance of the soft coast defence feature will include regrading of the design profile to the lines and levels shown within the application, and this will include the coastal path, if required.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>(iv) The Rights of Way and Access Strategy submitted at Deadline 3 [REP3-013] is the same as the revised Rights of Way and Access Strategy submitted at Deadline 2 [REP2-035], but with plans (Figures) included which were inadvertently omitted from the document submitted at Deadline 2. SCC has made further comments on the Rights of Way and Access Strategy in their Written Response at Deadline 3 [REP3-079] (paragraphs 44 to 49) and Deadline 5 [REP5-172] (paragraphs 49 to 59). The Rights of Way and Access Strategy has been reviewed in light of SCC's comments submitted at Deadlines 3 and 5, and an updated revision is submitted at Deadline 7 (Doc Ref. 6.3 15I(C)).</p> <p>(v) SCC to provide further clarification.</p>
AR.2.1	Applicant, SCC	<p>Footpath Implementation Plan (FIP)</p> <p>(i) SCC suggest in response to AR1.7 that the current FIP process is not appropriate. Has progress been made in resolving the differences in how and through what mechanism the FIP should be secured? Please advise of the latest position.</p> <p>(ii) If SCC remain of the view this should be a revised requirement, has a proposed wording been prepared, please provide this to the Examination.</p>
	SZC Co. Response at Deadline 7	<p>Schedule 2, Requirement 6A has now been included in the Draft DCO, the latest draft of which is submitted at Deadline 7 (Doc Ref. 3.1(G)), which requires a Public Rights of Way implementation plan to be submitted and approved by SCC before any new or diverted public right of way listed in Schedule 11 may be commenced. This provides SCC with appropriate control over the timing, details and delivery of the PRow diversions within the main development site. It is understood that SCC are content with this approach.</p>
AR.2.2	Applicant, ESC, SCC	<p>Leiston Sports Facilities</p> <p>Within the Deed of Obligation [REP5-083] page 60 para 2.2.6 reads <i>"If all requisite consents for the Leiston Sports Facilities cannot be obtained, East Suffolk Council shall repay the remainder of the Sports Facilities Works Contribution to SZC Co and enter into discussions in good faith about the appropriate provision of alternative facilities."</i></p> <p>(i) What additional consents are required?</p> <p>(ii) In the event they are not granted how would the recreational provision be provided?</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		(iii) The wording suggests there remains some doubt as to the provision of the facility, yet it has been included as primary mitigation in the ES assessment [Section 15.5 APP-267]. Please clarify the situation
	SZC Co. Response at Deadline 7	<p>(i) Permission for the construction of the Leiston Sports Facilities is provided by the Development Consent Order, subject to the satisfaction of Schedule 2, Requirement 12A which secures the details of the layout, scale and appearance of the sports facilities. The DCO includes illustrative details of the sports facilities which have been based on ongoing discussions with ESC. ESC agree that these details are appropriate, and they demonstrate that there is no impediment to the subsequent details from being granted by ESC.</p> <p>The land upon which the Leiston Sports Facilities is to be built is within the Order Limits of the Development Consent Order. SZC Co. will not rely on compulsory powers to acquire an interest in the land, ESC will engage with SCC to seek the rights required to construction the Sports Facilities.</p> <p>(ii) and (iii) SZC Co is not aware of any reason why the Leiston Sports Facilities would not be provided. However, this wording allows SZC Co. and ESC to explore alternative locations for this provision in the very unlikely event that the sports facilities cannot be built here.</p>
AR.2.3	Applicant, ESC, SCC	<p>Public Sector Equality Duty</p> <p>In response to FWQ AR1.27 ESC identified that concerns remained over whether all potential impacts had been properly identified for people with protected characteristics and consequently whether mitigation appropriate to those individuals/groups had been identified. Additionally, SCC did not consider there had been a comprehensive assessment in relation to community safety or community cohesion.</p> <p>(i) Can each party please provide an update on your positions to inform the ExA as to the suitability of the assessments, the conclusions reached, and the mitigation offered.</p> <p>(ii) Please advise on the latest positions in the discussions on the establishment of the Public Service Resilience Fund and Community Funds and whether these now have elements within them to address the concerns identified for people with protected characteristics?</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p><u>Response to Part (i)</u></p> <p>As set out in SZC Co.'s Deadline 3 response to ESC and SCC's response to ExQ1 AR.1.27 (which also references HW.1.17) [REP3-046], SZC Co. does not agree that inadequate regard has been made to people with protected characteristics in identifying impacts and subsequently setting out appropriate mitigation. Consideration has been given to how mitigation measures can and will support and protect people with protected characteristics.</p> <p>SZC Co. notes that the Equality Statement [APP-158] did not include details of specific mitigation that had yet to be formally agreed between parties at the time of finalisation and submission of the DCO application (for example that to be secured in the Deed of Obligation).</p> <p>As such, SZC Co. proposes to submit an addendum to the Equality Statement at Deadline 9 which – where practicable – will provide additional detail on proposals that have subsequently been developed and in most cases agreed with the Councils and other parties through the Draft Development Consent Order (Doc Ref. 3.1(G)) and Deed of Obligation (Doc Ref. 8.17(F)), where they are relevant to the potential for differential or disproportionate effects on people with protected characteristics.</p> <p>As per section 1.2 a) (Legislative context) of the Equality Statement [APP-158], its purpose is to guide the Examining Authority and Secretary of State to where equalities impacts may be relevant in terms of development of mitigation, and demonstrate that they have been considered, in order to inform the DCO decision-making process.</p> <p>In some cases, where mitigation is not already defined and its equality effects inherently considered, specific equality impact assessments may be needed to consider any differential or disproportionate effect on people with protected characteristics. In most cases, the Public Sector Equality Duty would sit with the Local Authorities in this instance – for example where funding is provided to the Councils to deliver the Housing Fund, Public Sector Resilience Fund, or Tourism Fund, for example. In most cases, those bodies would have pre-existing Equality Impact frameworks for the delivery of services. SZC Co. would work with the relevant authorities in its capacity as members of governance groups for these funds to support the delivery and provide any information relevant.</p> <p>SZC Co. has continued to liaise with SCC on the transport mitigation package, including mitigation in relation to transport environmental effects, including severance, pedestrian</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>delay, amenity and fear and intimidation. Additional mitigation has been proposed as part of the Deed of Obligation, the latest draft of which is submitted at Deadline 7 (Doc Ref. 8.17(F)), and SZC Co. is close to agreeing the package of transport mitigation as part of the Statement of Common Ground between SZC Co. and the local authorities.</p> <p><u>Response to Part (ii)</u></p> <p>SZC Co. welcomes the positive engagement with 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, and in developing a Community Fund to fund schemes, measures and projects to help mitigate intangible, residual in-combination effects. The Community Fund would be used to mitigate intangible and residual effects on local communities as a result of combined environmental effects, both perceived and real of the Sizewell C Project via grants for schemes, measures and projects which promote economic, social and environmental well-being and improvements to quality of life.</p> <p>SZC Co. has agreed to provide funding towards public service and community safety measures that target the most vulnerable members of the community, bolstering activities of the Housing Fund and other embedded and additional measures. This will include, as set out in the Draft Deed of Obligation (Doc Ref. 8.7(F)) at Schedule 5, the following measures, which have been developed through collaboration with SCC and ESC:</p> <ul style="list-style-type: none">a) A contribution towards SCC's home care and safeguarding services within SCC's Adult Community Services and safeguarding and health visitor services in SCC's Children and Young Peoples service, which may be used to support existing vulnerable residents through at-home support.b) Contributions towards SCC's community safety and domestic abuse programmes including:<ul style="list-style-type: none">i) Provision for training resources linked to criminal exploitation;ii) Domestic Abuse Outreach Service including 24/7 helpline;iii) Safe Accommodation (providing safe, temporary, emergency bedspaces for people experiencing domestic abuse); andiv) Sanctuary Scheme (providing home security measures, which are available for high-risk domestic abuse victims and their children to remain safe in their own homes).

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>c) A contribution towards the extension of existing community safety programmes currently run by East Suffolk Council and Community Safety Partnerships including resource to deliver programmes related to criminal exploitation, vulnerability to abuse, families at risk of crisis, community liaison and training.</p> <p>d) A contribution towards support for resilience in early years settings and schools including Personal, Social and Health provision and English as an Additional Language provision, and support for Special Educational Needs.</p> <p>As set out in SZC Co's response to Question CI.2.3, the Housing Fund is also developed with vulnerable people in-mind, and is adaptable, proactive and reactive to reduce the risks of housing need and homelessness for those particularly vulnerable to change. This also includes provision funding for SCC in the event that information provided by Suffolk County Council (that the Accommodation Working Group agrees) shows closure of Council-provided residential care homes directly as a result of the Sizewell C Project.</p> <p>In addition, Schedule 14, Paragraph 2.4.11 of the updated draft Deed of Obligation (Doc Ref. 8.17(F)) requires the Suffolk Community Foundation, as part of the administration of the Community Fund, to support people with and projects supporting those with protected characteristics in applying for grants.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2 Question to: Question:		
Bio.2 Biodiversity and ecology, terrestrial and marine		
Part 1 – Matters to be dealt with in writing following ISH7 – wet woodland		
Bio.2.0	The Applicant	Wet Woodland. Please will the Applicant set out briefly what wet woodland compensation it proposes and its location, especially where combined with Fen Meadow compensation
	SZC Co. Response at Deadline 7	<p>The approach to wet woodland is defined in the Wet Woodland Strategy [REP1-020] provided at Deadline 1. In summary the approach is to provide a total of 3.06ha of compensatory woodland habitats to replace the 3.06ha of wet woodland habitats which will be lost from the Sizewell Marshes SSSI to the footprint of the power station platform and the SSSI Crossing. In addition, the strategy defines wet woodland enhancements which will be delivered in the retained areas of wet woodland on the Sizewell Marshes SSSI, in agreement with Natural England.</p> <p>The strategy proposes delivering 0.7ha of wet woodland in a new wetland corridor south of the main area of wetlands within the marsh harrier habitat improvement area, east of Upper Abbey Farm (see map provided at [AS-190]). This can be created without adversely impacting the value of the habitats during the 10-12 year period this area is required for foraging marsh harriers, as explained at paragraph 2.1.5 of Appendix B of SZC Co.'s Written Submissions arising from Issue Specific Hearing 7 [REP6-002].</p> <p>The strategy proposes delivering the remaining 2.36ha of wet woodland at two of the fen meadow habitat compensation sites, namely at Benhall and Pakenham. At both locations there are existing wet woodlands adjacent to the sites which indicate that given the creation of suitable ground conditions, involving excavation to groundwater level, wet woodland would become established. The principle of colocation of wet woodland and fen meadow is important to invertebrates and replicates the conditions at Sizewell Marshes SSSI.</p> <p>The locations of the proposed compensatory wet woodlands at Benhall (0.6 ha) and Pakenham (1.76 ha) are defined on Figure 2.1 and Figure 4.1 respectively, which have</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		been recently included within the Fen Meadow Plan draft 1 [REP6-026], submitted to Examination at Deadline 6.
Bio.2.1	Natural England, ESC, SCC	Please will Natural England, ESC and SCC set out their views on (a) the need and reasons for wet woodland compensation and (b) any concerns they have over establishing wet woodland
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
Bio.2.2	Applicant, Natural England, RSPB/SWT	In relation to both fen meadow and wet woodland why should clearance (and therefore effects) be permitted before the fully functioning establishment of the compensation? The ExA notes this issue is raised by both Natural England and the RSPB/SWT.
	SZC Co. Response at Deadline 7	<p>As both fen meadow and wet woodland take a long time to achieve fully functioning establishment, and particularly to what might be regarded as SSSI quality, it would have been impossible to create these habitats to this standard in advance. This is not an unusual position for infrastructure projects for which, for example, woodland loss is unavoidable. Indeed where grassland translocation from protected sites has been undertaken, this depends on the movement of the turfs from that part of the protected site to the receptor site and clearly the later cannot happen in advance of the former. An approach, using some fen meadow turf transfer, is included in the Fen Meadow Strategy [AS-209] and this could not occur prior to the removal of that vegetation from the Sizewell Marshes SSSI.</p> <p>As explained at ISH7 (within Written Submissions arising from Issue Specific Hearing 7 [REP5-112]) and elsewhere in writing (Fen Meadow Compensation Study 2018 Phase 1 Report [REP4-007] and Volume 2, Appendix 14C4 Fen Meadow Compensation Study within the ES [APP-258]), potential sites for fen meadow compensation (and by extension wet woodland to be collocated with them) are extremely limited, given the criteria which define the suitability of sites, which include river valley locations, with upwelling groundwater, near surface undamaged peat (or gley) soils and nearby fen meadow or similar habitats. This means that SZC Co. is potentially dependent upon the powers within any order that may be granted to acquire such sites, or at least</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>for the examination context to create the conditions for dialogue with landowners at these sites, with an aspiration to avoid a compulsory acquisition approach.</p> <p>Given the strategies and plans in place, the governance and monitoring therein, secured by requirement, the Secretary of State can be confident that these habitats will be fully established in accordance with the programmes defined in the Plans and Strategies, albeit not in advance of the need to commence habitat clearance from the Sizewell Marshes SSSI. As stated above, this is not an unusual position for major infrastructure projects.</p> <p>Delaying site clearance until new habitats are fully established would result in a delay of many years. The Fen Meadow Strategy [AS-209] anticipates that full establishment may not be apparent for up to 10 years. There is no half-way house available here either – until full establishment is apparent, the success of the strategy is not known and secured. This means either that Sizewell C is allowed to proceed in accord with the Implementation Plan [REP2-044] or it is delayed for many years. Such a delay would be disproportionate given the detailed work that has been undertaken to establish the likely success of the Fen Meadow Strategy (and the availability of a contingency). It would also frustrate the satisfaction of nationally important objectives to meet the urgent need for large scale new nuclear power generation set out in government policy and explained, for example in the Planning Statement Update [REP2-043]. It is relevant in this context that the Government was fully aware of the implications of the development of Sizewell C for the Sizewell Marshes SSSI at the time the NPS was designated (see for example, paragraph C.8.63 of Annex C to NPS EN-6). However, the NPS does not contain policies requiring habitat replacement and establishment prior to the commencement of construction. In fact, the NPS urges the development of Sizewell C (and other sites) as soon as possible and encourages their deployment before 2025.</p>
Part 2 – Matters to be dealt with in writing following ISH7 – protected species		
Bio.2.3	Natural England	Has Natural England now received all the licence applications needed to advise the SofS? According to the SoCG [REP2-071] issue 2 it was awaiting drafts in May.

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
Bio.2.4	Applicant	Please will the Applicant summarise the outcome of the bat stakeholder workshop held on 3 June?
	SZC Co. Response at Deadline 7	<p>The bat workshop held on the 3 June 2021 was attended by SZC Co. and its consultants, Suffolk Wildlife Trust (SWT), East Suffolk Council (ESC), Suffolk County Council, Royal Society for the Protection of Birds (RSPB) and Natural England. The focus of the workshop was to address a series of points raised by SWT, ESC and RSPB in advance of the workshop, which included:</p> <ul style="list-style-type: none">• Data adequacy• Data analysis• Future Monitoring• Noise effects• Lighting effects• Mitigation Measures• In-combination effects <p>Additional meetings were held on the 4 and 24 August 2021 between SZC Co., ESC and SCC. The purpose of the meetings was to review outstanding issues and matters raised by the Councils in their Deadline 5 response [REP5-138]. Comments have been included within the subsection below as relevant.</p> <p><u>Data Adequacy</u></p> <p>SZC Co. clarified the methodology proposed for static monitoring and discussed the proposed 2021 survey locations. Stakeholders were in agreement that the locations and methodology were suitable. SZC Co. also confirmed that surveys of the SSSI triangle and Goose Hill area were being undertaken in August 2021, but previous efforts had been unsuccessful due to unsafe conditions and ground tree inspections surveys are planned for</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>late August 2021. It was explained by SZC Co. that many of the trees around the Leiston Drain are now to be retained, as confirmed in the revised Main Development Site Landscape Plans for Approval (Doc Ref. 2.5(B)) submitted to the Examination and summarised in writing in the Written Response to matters arising at ISH7 [REP6-002].</p> <p>SZC Co. confirmed that further research would be undertake into the likely location of pregnant females in relation to Goose Hill as part of the proposed radio-tracking surveys. Radio-tracking surveys of barbastelles are now committed and secured in the TEMMP [REP5-088].</p> <p><u>Data Analysis</u></p> <p>SZC Co. confirmed that the updated bat impact assessment [AS-208] replaces the assessment presented within Volume 2, Chapter 14 of the Environmental Statement (Section 14.13 only) [AS-033].</p> <p>A discussion was held on the methodology used for data analysis (percentage as a metric) and SWT were understood to be happy with the clarification provided.</p> <p><u>Future Monitoring</u></p> <p>SZC Co. confirmed that the Terrestrial Ecology Monitoring and Mitigation Plan (TEMMP) [REP5-088] includes all proposed monitoring and has been updated to reflect previous commentary (see also above). In addition, in response to SWT, SZC Co. explained that the compensation and adequacy of mitigation proposals for impacts on Barbastelle are appropriate and are reflective of the scale of the potential impacts. The position in relation to future monitoring is thought to be an agreed matter between SZC Co., ESC and SCC.</p> <p><u>Noise</u></p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>SZC Co. provided clarity on the proposed approach to noise monitoring during construction as defined in the TEMMP [REP5-088] and stakeholders were understood to be happy with the clarification provided.</p> <p>The discussion also included reference to the use of noise frequencies and thresholds used within the ES [AS-033] and updated bat impact assessment within the First ES Addendum (Appendix 2.9.B) [AS-208]. SZC Co. reiterated the position set out within the Examining Authority's First Written Questions (ExQ1) responses provided to Bio.1.115 and Bio.1.116 [REP5-128] starting on e-page 71. SZC Co. explained on 3 June that there is a typographical error in the Updated Bat Impact Assessment where 8khz is stated as opposed to 22 khz (paragraph 8.2.60) and stakeholders were understood to be happy with the clarification provided.</p> <p>ESC raised concerns over predicted noise levels within the retained dark corridors. The noise model outputs are not designed to define '<i>intra-site</i>' noise levels and did not consider the locations of the dark corridors or what will be effectively '<i>low noise areas</i>', such as the water management zones. SZC Co. explained that the noise contours therefore represent a very pessimistic outlook for noise, particularly '<i>within</i>' the site and do not represent a day-to-day reality as the noise emitters in the construction area are mobile plant, and the contours show the maximum noise at each location. It is believed that these points were understood by the stakeholders, whilst they may still have remained concerned over noise impacts. However, a management approach is agreed in principle to be the most effective method to manage/avoid noise impacts on sensitive bat areas. The approach will be outlined in a future update to the Code of Construction Practice (CoCP) (Doc Ref. 8.11(D)). SZC Co. noted an action to consider the requirement for additional localised noise mitigation, where this might be required, in proximity to the retained dark corridors and include this in the final version of Part B of the CoCP (Doc Ref. 8.11(D)).</p> <p><u>Lighting</u></p> <p>A discussion was held on dark corridors which included a discussion on lighting contour plots which were being undertaken at that time to demonstrate that dark corridors for</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>bats could be retained. SZC Co. agreed to provide the plots for comment after the meeting and these were then submitted into examination in the Technical Note on Indicative Lighting Modelling [REP3-057]. Comments have subsequently been provided by stakeholders in various Deadline 5 submissions (ESC [REP5-138] and RSPB/SWT in Section 6 of [REP5-165]). SZC Co.'s current position which was subsequently discussed again with ESC and SCC on the 4 August, where SZC Co. explained that the lighting modelling, for example at Ash Wood, did not account for the 5m hoarded fencing and was therefore was pessimistic. This is believed to have been accepted by ESC. It was also agreed at the meeting on 4th August that SZC Co. would prepare and submit a 'dark corridors plan' to examination at Deadline 7 which will be secured through the Lighting Management Plan (Doc Ref. 6.3 2B(A)).</p> <p><u>Mitigation</u></p> <p>The provision of mobile task lighting was discussed. SZC Co. explained that mobile task lighting cannot be accounted for in the lighting plots [REP3-057] but, to ensure that such lighting does adversely impact on dark corridors or low light areas, that some form of supervisory control over such lighting could be included in the role of the Ecological Clerk of Works (ECoW) and included in Part B of the CoCP (Doc Ref. 8.11(D)).</p> <p>A discussion was held on hibernation and the proposals for the bat barn. SZC Co. explained that the bat barn proposals included to date follow the specifications sent through by Natural England. Stakeholders considered that brick facias should be included from the floor to ground level and SZC Co. took an action to consider the potential to include these within the proposals with Natural England as the proposals are taken forward. The final details of the bat barn will be included within the Draft Bat Licence application.</p> <p><u>In-combination effects</u></p> <p>SZC Co. agreed to prepare two notes to provide clarity on the following potential in-combination effects on bats:</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<ul style="list-style-type: none">• The combined effect of lighting and noise. This note was then submitted to examination at Deadline 6 (see Appendix B of SZC Co.'s Comments at Deadline 6 on Submission from Earlier Submissions and Subsequent Written Submissions to ISH1-ISH6 [REP6-024] on e-page 34).• The potential combined impacts of the main development site and Sizewell link road on the bat population. This note was then submitted at Deadline 5 (see Appendix Q of SZC Co.'s Comments on Submission from Earlier Deadlines (Deadlines 2-4) [REP5-120] on e-page 1392). This was subsequently discussed on the 4 August with ESC/SCC where SZC Co. provided further justification to clarify that a further assessment of this potential impact is not required.
Bio.2.5	ESC	Please will ESC explain its concern about roost loss and comparison with the total roost resource on the wider Sizewell Estate – see para 8.5.2 of the LIR [REP1-045]
	SZC Co. Response at Deadline 7	<p>This question is directed to ESC and so no response is required from SZC Co. However, given that this issue was discussed with ESC in detail on 4 August 2021, it may be helpful to provide a summary as follows.</p> <p>At this meeting SZC Co. explained that the survey effort to identify roosts outside the areas of trees to be removed was lower than within areas where trees were to be felled. However, this is not a constraint to the veracity of the assessment, given that roost resources are the key issue – not '<i>confirmed roosts</i>'. Roost resources depend on the extent of woodland and the types of trees present. The fact that Kenton Hills and other retained areas of woodland in the EDF Energy estate contain large number of trees, means that a large roost resource will be retained, even though the individual roosts have not all been identified.</p> <p>SZC Co. explained further how the radio tracking, backtracking and statics survey work had demonstrated that Goose Hill plantation was of limited value for roosting, and that Kenton Hills was of higher value.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>SZC Co. explained further that the mitigation for roost loss does not rely on utilising existing roosting features within retained areas. The mitigation for roost loss would be based on replacing features to be lost (i.e. maintaining the roost resource where potential roost features are lost by tree felling).</p> <p>It is understood that ESC accepted the above explanations in relation to roosts resource and roost loss.</p>
Bio.2.6	Applicant, Natural England, ESC	The attention of the Applicant, Natural England and ESC is drawn to the ExA's comments in the commentary on the DCO (issued on the same day as ExQs2) to its observations on the drafting of the Bat Mitigation Strategy [APP-252]
	SZC Co. Response at Deadline 7	The applicant has prepared Response to ExA's Commentary on the draft DCO and other Documents (Doc Ref. 9.71) to respond to the points raised in Appendix A of the ExA's comments in the commentary on the DCO [PD-038] in relation to " <i>The Bat Mitigation Strategy – [APP-252] A sample route to find mitigation and how it is enforced.</i> "
Bio.2.7	Applicant, ESC	In relation to bat roosts at Goose Hill, there is a dispute between the Applicant and ESC; ESC maintains that the ES and the Updated Bat Impact Assessment [AS-208] contradict each other (see LIR para 8.53). There is considerable detail about tree counts. What progress is there on resolving this?
	SZC Co. Response at Deadline 7	Please see response provided at Bio. 2.5 . In addition, the applicant has prepared an update response to the concerns raised by ESC. This is presented in Appendix E of SZC Co's Response to earlier submissions (Doc Ref. 9.73) submitted at Deadline 7.
Part 3 - Matters to be dealt with in writing following ISH7 – Designated sites		
Bio.2.8	The Applicant, FERN	Please clarify the meaning of EN-1 para 5.3.14. It says "aged or "veteran" trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided". Are there two categories here, aged trees and veteran trees, or is veteran an alternative description for aged trees? If there are two categories, have all the relevant trees in both categories been identified in the application material?

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>The NPPF defines ancient and veteran trees as:</p> <p><i>"A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage".</i></p> <p>The Woodland Trust, classifies trees into the following three categories, all of which are included on the Ancient Tree Inventory:</p> <ul style="list-style-type: none">• Ancient tree; in the third or final stage of its life, old relative to others of the same species and interesting biologically, aesthetically or culturally because of its great age.• Veteran tree: developed some of the features found on an ancient tree however are usually only in the second or mature stage of life.• Notable tree: A mature tree that stands out in the local environment because it is large in comparison with other trees around it but do not have any obvious veteran characteristics. <p>SZC Co. considers it likely in these circumstances that 'aged' trees within paragraph 5.3.14 of EN-1 relates to ancient trees; otherwise it is not obvious what that 'aged' trees would be, particularly as they are given the same policy protection as veteran trees.</p> <p>SZC Co. has identified all trees on the Ancient Tree Inventory that would be affected by the proposals in response to HE.1.24 [REP2-100]. Further information was provided at Deadline 4 in relation to veteran trees on the two village bypass [REP4-006] and will additionally be provided in the Written Submissions following ISH 10 (Doc Ref. 9.85). In addition, an arboriculture survey is being undertaken to identify whether other trees within the Two village bypass and Sizewell link road sites, that are not currently included on the Ancient Tree Inventory, would meet the criteria for ancient, veteran or notable trees. The results of this survey, including the assessment of any impacts on additional trees, will be submitted to the ExA at the earliest opportunity.</p>
Bio.2.9	Applicant	To be clear as there was a technical difficulty during ISH7 at agenda item 2f, the ExA's questions on the plans were as follows, and the Applicant undertook to submit amended plans;

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>(1) The Applicant had submitted a new Updated Clearance Plan to replace [AS-128]. It is [REP4-003] and the Applicant's response note [REP4-006] says at para 2.2.2 that it results in the retention of an 8m hedgerow to the south of the existing path at Farnham Hall. Where is that?</p> <p>(2) Please explain the reason for the change and has brought it about now?</p> <p>(3) Looking at the plans which are figures 1, 2 and 3, please explain the meaning of the TVB Development Site Boundary and the Permanent Boundary. Where do we see those as limits of activity in the DCO?</p> <p>(4) Concentrating on the transect route between Farnham Hall Farm House and the Farnham Hall complex, please summarise for the conclusions reached in relation to the activity of (a) bats, (b) birds and the effect on them of the TVB and whether or not they are significant effects</p>
	SZC Co. Response at Deadline 7	<p>(1) The location of the retained 8m hedgerow was explained at Issue Specific Hearing 7 (15th July 2021). To confirm, the retained 8m hedgerow is shown on Clearance Plan Sheet 2 - SZC-SZ0701-XX-000-DRW-100169 Rev 3 [REP4-006] and is represented by the two solid purple blocks to the south of the existing path at Farnham Hall, to the west of the alignment of the Two village bypass.</p> <p>(2) Further design work was undertaken in the area between Foxburrow Wood and Farnham Hall to identify whether any of the hedgerow that was proposed to be removed could be retained. This additional work identified that 8m of the hedgerow to the south of the existing footpath at Farnham Hall could be retained. SZC Co. considered that the retention of the 8m hedgerow be an improvement and submitted the updated clearance plan referred to in (1) above to the ExA at the earliest possible opportunity (i.e. Deadline 4).</p> <p>(3) and (4) - The Applicant has included a response to the questions raised in points (3) and (4) at Deadline 6. The responses are included within the Written Submissions arising from ISH7 [REP6-002]. Further details of the location of the responses within [REP6-002] are provided below:</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>(3) - A response is provided in Section 1.12. This is located on e-page 19 [REP6-002].</p> <p>(4) - A response is provided in Section 1.10. This is located on e-page 14 [REP6-002].</p>
Part 4 - Matters to be dealt with in writing following ISH7 – Sabellaria Spinulosa		
Bio.2.10	Natural England, MMO, Applicant	<p>The ExA notes that this is protected under s.41 NERC Act 2006</p> <p>(1) The SoCG with the MMO [REP2-028] says (MEF4) that discussions are needed on the Marine Mammal Monitoring Plan and the Sabellaria monitoring plan. Please will MMO explain and update the ExA on the position?</p> <p>(2) MMO also say at SoCG [REP2-082] 3.1.58 that the way in which design reduces loss of reef has not been done. Does not Revision 4 of the DCO [REP2-013] deal with that?</p> <p>(3) Natural England – please would Natural England summarise its up-to-date position.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. outlines its position to address each of these points raised in the SoCG with the MMO [REP2-082] as follows:</p> <p>(1) An underwater noise report was submitted at Deadline 5 [REP5-124] to provide the modelling evidence for the revised marine freight options assessed in the ES Addendum [AS-181] and in response to comments from the MMO in their Deadline 2 Written Representations [REP2-140]. This included an assessment of mechanical cutting activities during decommissioning of the temporary BLF for piles that cannot be removed by vibropiling.</p> <p>The provision of a draft Marine Mammal Mitigation Protocol (MMMP) is secured as a condition of the DCO DML [REP2-013] (Condition 40(2)(b)). At Deadline 5, a revised draft MMMP [REP3-019] was submitted to reflect the revised marine freight options assessed in the ES Addendum [AS-181].</p> <p>A Southern North Sea SAC SIP was provided in January 2021 with the DCO change request in the shadow HRA Addendum (Revision 1) (see appendix 9A [AS-178]). It is expected that the Southern North Sea SAC SIP, updated noise</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>report, and MMMP will address any remaining concerns pertaining to underwater noise.</p> <p>A draft Sabellaria reef management and monitoring plan (Doc Ref. 9.90) is provided at Deadline 7. The scope of the report and focus of the report was discussed in consultation with Natural England on the 18 August 2021.</p> <p>In response to the MMO request for further consideration of the Acoustic Fish Deterrent (AFD) options prior to excluding them as a form of mitigation, SZC Co. provided a report at Deadline 5 [REP5-123] giving an explanation why an AFD system is not proposed in the suite of mitigation measures.</p> <p>A draft Fish Monitoring Plan is being provided at Deadline 7 (Doc Ref. 9.89) and it includes a summary of the proposed impingement and entrainment monitoring as well as an outline of a fish recovery and return (FRR) system survival study.</p> <p>(2) SZC Co. has added the wording requested by the MMO to Revision 4 of the DCO DML [REP2-013] as Condition 45 '(3) <i>demonstration of how the project design reduces the loss of reef, and surrounding area available for reef to develop into, as far as practicable</i>'. A draft Sabellaria reef management and monitoring plan (Doc Ref. 9.90) is provided at Deadline 7 following consultation with Natural England.</p> <p>(3) No response required from SZC Co.</p>
Part 5 – matters arising from the Applicant's replies to ExQs1 [REP2-100]		
Bio.2.11	The Applicant	Bio 1.5, 1.6 and 1.7 – the wording and intention of these questions are to cover all cases where s.28G is engaged by the application, not just the Sizewell Marshes SSSI. Please will the Applicant revise the information given in reply to Bio 1.5, 1.6 and 1.7 accordingly.
	SZC Co. Response at Deadline 7	The Applicant can confirm that Appendix 7B [REP2-109] provided in response to Bio.1.5, 1.6 and 1.7 ExQ1's covered details of all cases where s.28G is engaged by the application within Table 1 (and not just in relation to Sizewell Marshes SSSI).

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ExQ2	Question to:	Question:
		The Applicant has now prepared an updated Appendix 7B , now Appendix 2A of this document, to provide a clearer structure and allow the reader to navigate easily between the duties for each habitat and species under s.28G of the Wildlife and Countryside Act and both s40 and s41 of the Natural Environment and Rural Communities Act. Where relevant, as part of the update, the applicant has included additional mitigation measures set out within documents submitted to the examination (for example the updated protected species licences).
Bio.2.12	Applicant	Bio.1.9 The Applicant's reply refers to the Mitigation Route Map. The ExA explained concerns in relation to the usability of the Mitigation Route Map arising from the fact that it generally uses blocks of paragraphs in the ES rather than the actual paragraph numbers, making it difficult to correlate and check where specific promises of mitigation are made and secured. Please will the Applicant submit a revision of the MRM which addresses this issue.
	SZC Co. Response at Deadline 7	An updated Mitigation Route Map (Doc Ref. 8.12(D)), including paragraph number references, has been submitted at Deadline 7.
Bio.2.13	Applicant	Bio.1.13. The ExA thanks the Applicant for its response. Please would the Applicant answer also the question of whether more than one non-significant effect can together result in a significant cumulative effect?
	SZC Co. Response at Deadline 7	There is no standard approach or guidance setting out an approach to assessing inter-relationship effects. The Applicant's approach was set out within Volume 10, Chapter 2 of the ES [APP-575], and was based on identifying whether there is no, low or high potential for new or different significant inter-relationship effects to occur (refer to Table 2.3 in [APP-575]). Therefore, the Applicant considers that a combination of more than one not significant effect could together result in a significant inter-relationship effect. However, if the individual effects are not significant, the potential for a new or different significant inter-relationship effect to occur is classified as low, whilst if at least one of the individual effects is significant, the potential for a new or different significant inter-relationship effect to occur is classified as high. The Applicant considers that there is no potential for a new significant inter-relationship effect to occur where the individual effects are negligible and by definition not discernible to the receptor.

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
Bio.2.14	Applicant	Bio 1.23. In relation to invertebrates the Applicant states 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. The response goes on to consider <i>Evagetes pectinipes</i> for which the effect of land take is moderate adverse significant. Is that the only species not within the "mostly minor adverse"? If not, please deal with the others.
	SZC Co. Response at Deadline 7	<p>The Applicant can confirm that <i>Evagetes pectinipes</i> (a spider-hunting wasp) is the only species that fit the criteria discussed in ExQ1 Bio.1.23, submitted at Deadline 5 [REP5-128], that would be subjected to a moderate adverse significant effect due to land take. This is on the basis that this species, part of an assemblage of national importance, was only recorded within the coastal habitats of Suffolk Shingle Beaches County Wildlife Site (CWS) which will be temporarily removed to facilitate the construction of the coastal defences. Habitats in the affected areas will be reinstated but there will be a time-lag to reinstatement which influenced the assessment.</p> <p>Habitats within Suffolk Shingle Beaches CWS are contiguous with those to the north and south of the development site. While available habitat for <i>E. pectinipes</i> will reduce within the development site, the abundance of suitable habitat along the coast means this species highly likely to recolonise from retained adjacent areas. Furthermore, this species is likely to colonise habitat within the site once reinstated.</p> <p>Another species, grayling butterfly (<i>Hipparchia semele</i>), was also recorded within Suffolk Shingle Beaches CWS. However, the effect on this species is considered to be minor adverse because it was also recorded within many other areas of dry grassland habitat within the main development site and adjacent habitats, including the created mitigation areas.</p>
Bio.2.15	Applicant	Bio 1.24 – The Applicant's response to Bio 1.24 committed to submitting the results of two studies relating to fungi to the Examination. Have the results in relation to fungi been submitted to the examination? If not, when is it anticipated they will be provided?
	SZC Co. Response at Deadline 7	The Applicants response to ExQ1 Bio.1.24 at Deadline 2 stated that "A <i>technical note on fungi, including an updated desk study, to include the three species listed, a fungi habitat assessment, and a follow up fungi survey for the main development site will be undertaken in 2021</i> " [REP2-100]

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>The technical note which provides an updated desk study and considers the likely value of the habitats for fungi was submitted at Deadline 6 [Appendix J of SZC Co.'s Comments at Deadline 6 on Submission from Earlier Submissions and Subsequent Written Submissions to ISH1-ISH6 [REP6-024]].</p> <p>A fungi field survey will be undertaken in late August-September and the report will be submitted prior to the end of examination, likely at Deadline 8.</p>
Bio.2.16	Applicant	<p>Bio.1.48. The ExA notes the Applicants' response and Appendix 7F (at [REP2-110]). Will the Applicant confirm (or otherwise) the ExA's understanding which is (a) that 104ha of wetland foraging (para 1.2.18 of Appendix 7F) and 260ha of arable foraging (para 1.2.120) will be lost (in the sense that it will either no longer be there or that it will not be used by marsh harrier, and accepting that this is the Applicant's precautionary assessment) making a total loss of 364 ha; (b) that compensatory habitat of 48.7ha is proposed at Upper Abbey Farm with the possibility of a further 54ha at Westleton; and (c) that the Applicant's argument for the adequacy of the Upper Abbey Farm site is its proximity to the Minsmere nesting area (para 1.2.26 of Appendix 7F).</p>
	SZC Co. Response at Deadline 7	<p>In relation to the three clarifications requested:</p> <p>(a) The Applicant can confirm that the total area of foraging habitat predicted to be 'lost' to the Minsmere nesting marsh harriers is 104ha of wetland and 260ha of arable. This is on the basis of the displacement and barrier effect (preventing access to the Sizewell Marshes) which it is assumed (on a highly precautionary basis, i.e. that the barrier effect will be total) will result from disturbance from the construction activities at the main development site. This equates to a total 'loss' of 364ha of foraging habitat.</p> <p>In relation to the total extent of the 'lost' foraging habitat, the Applicant considers that the distinction between wetland and arable is important. Wetland is the key foraging habitat for the Minsmere birds, with the (largely) intensively managed arable habitats being very much a secondary, low quality, foraging habitat. Based upon the known foraging ecology of marsh harrier, combined with the extensive availability of arable within the foraging range, arable habitats are unlikely to be a limiting foraging resource. Therefore, the 'loss'</p>

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ExQ2	Question to:	Question:
		<p>of the 260ha of this habitat is not considered to require compensation. The detailed rationale for this position is set out in paragraphs 8.8.220 – 8.8.237 of the Shadow HRA [APP-145] and paragraphs 1.2.17 – 1.2.21 of Appendix M in [REP5-120].</p> <p>(b) The Applicant can confirm that the compensatory habitat that is proposed comprises the 48.7ha at Upper Abbey Farm (referred to as the <i>permanent foraging habitat within the EDF Energy estate</i> in the Applicant's response to ExQ1 Bio.1.48 in Responses to the Examining Authority's First Written Questions (ExQ1) Appendix 7F in [REP2-110]). In the event that the Secretary of State concludes that this 48.7ha of compensatory habitat at Upper Abbey Farm does not constitute sufficient compensation, the Applicant would deliver a further 54ha of compensatory habitat at Westleton, either through landowner agreement or through any powers granted in the order as made.</p> <p>In REP6-042, at para 4.6, Natural England states:</p> <p><i>"The offer of additional compensatory habitat at Westleton will minimise residual concerns that the displacement of marsh harriers could result in an impact. If Natural England can be provided with further information on the above two points and if, after review by our specialists, detailed plans are deemed satisfactory then we advise that risks through this impact pathway can be adequately compensated for, provided plans and monitoring are robustly implemented."</i></p> <p>(c) In relation to the adequacy of the compensation being provided by the 48.7ha at Upper Abbey Farm, the proximity of this land to the Minsmere nesting area is a key factor which increases the likely usage by foraging marsh harriers and increases the 'per unit area' value of the compensatory measures compared to what would be obtained on land that is further from the nesting area.</p> <p>The effect of proximity from the nesting area on marsh harrier foraging activity (as indexed by their measured flight activity during baseline surveys) is illustrated for both wetland and arable habitats in Plate 8.11 in the Shadow HRA [APP-145]. This suggests</p>

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ExQ2	Question to:	Question:
		<p>that (for a given habitat-type) the intensity of usage on land within 2km of the nesting area is likely to be 1.5 to 2.5 times greater than that on land which is 2 – 4km from the nesting area. The 48.7ha of compensatory habitat at Upper Abbey Farm is <1 – 2km from the Minsmere nesting area, whereas over 80% the wetland habitat which is predicted to be 'lost' is 2 – 4km from the nesting area (see Table 8.12 in the Shadow HRA [APP-145]).</p> <p>Further (more direct) evidence that the location of the compensatory habitat at Upper Abbey Farm maximises the potential to be used by foraging marsh harriers derives from the fact that this land is immediately adjacent to the north-central parts of the Minsmere South Levels. This is where the highest levels of marsh harrier flight activity were recorded during the baseline surveys. The levels of flight activity within this part of the Minsmere South Levels exceed those that are calculated to be required to compensate for the predicted 'loss' of wetland habitat (see paragraphs 8.8.247 – 8.8.253 and Figures 6.3 to 6.5 in the Shadow HRA [APP-145], [APP-146]).</p> <p>In addition to proximity, it is important to recognise that the new foraging habitat proposed has been designed and will be managed to optimise its value to Marsh Harrier, by focussing on maximising prey availability, as explained in the habitat report including wetland component [REP2-119]. It is important to note that whilst these on-site marsh harrier habitats are provided in the first instance to provide compensatory habitats for marsh harriers during construction, once the temporary construction area has been removed, the habitats will be retained and managed for wildlife as part of the estate-wide habitat proposals set out in the Estate-Wide Management Plan. The habitats which will be created across the temporary construction area, including new grassland and hedgerows, will form a wider area of habitat of value to foraging marsh harriers in the operational phase of the development.</p> <p>The above factors (concerned with location, quality and proximity to the Minsmere nesting area), together with the targeted habitat managements that are being undertaken on the</p>

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ExQ2	Question to:	Question:
		<p>compensatory habitat at Upper Abbey Farm, demonstrate the adequacy of these compensatory measures.</p> <p>In REP6-042, at para 4.3, Natural England states</p> <p><i>"We welcome the inclusion of the wetland element within proposals. Having reviewed the report we believe that the design is sufficient to compensate for habitat losses within the main development site which will be impacted by noise and visual disturbance during construction."</i></p> <p>Although there are many references to the habitats being created at Upper Abbey farm, in reality the wet reedbed habitat creation lies approximately 1km north and east of Upper Abbey Farm, but approximately 300m east of Lower Abbey Farm, as shown on Figure 3.1 and as viewed on the ASI, from the small hill just to the east of Lower Abbey Farm. The western edge of the dry component of the marsh harrier habitat area is approximately 500m ENE of Upper Abbey Farm at its closest point.</p>
Bio.2.17	Applicant	<p>Bio.1.50. (i) The Wet Woodland Strategy [REP1-020] explains that the loss of wet woodland habitat from the Sizewell Marshes SSSI would be approx. 3.06ha and that the application proposal was to deliver only 0.7ha of compensatory wet woodland. This would form part of the Upper Abbey Farm marsh harrier habitat improvement area and is stated at para 5.1.10 to be part of the original application. Further wetland in the form of open water and reed habitats at the Upper Abbey Wood site formed part of the first change request and that could be transitioned to additional wet woodland of 2.36 ha, but this could not be done until the end of the construction phase (para 5.1.13). Thus, the proposal is to create new wet woodland at Benhall and Pakenham totalling at least 2.36 ha. If that fails, wet woodland would be created after construction at the Upper Abbey Farm area of open water and reed woodland.</p> <p>(ii) What is the Applicant's proposal if Pakenham is not confirmed?</p>

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ExQ2	Question to:	Question:
		(iii) Natural England's D5 submission suggests a wet woodland plan is due. When is the Applicant planning to submit this?
	SZC Co. Response at Deadline 7	<p>(i) The ExA summary provided is correct. The new wetlands proposed east of Upper Abbey Farm are primarily designed to provide optimal foraging habitat for marsh harriers during construction of Sizewell C. It is considered that a small area (0.7a) of incipient wet woodland habitat here, from the outset of construction, would not compromise the value of this area for marsh harriers. This was explained at paragraph 2.1.5 of Appendix B of SZC Co.'s Written Submissions arising from Issue Specific Hearing 7 [REP6-002].</p> <p>(ii) The Application before the ExA and the Secretary of State (SoS) includes the creation of compensatory habitat on the land at Pakenham. That is proposed to meet the identified need for such habitat, at a scale that the Applicant considers to be appropriate based on the evidence. The ExA's question concerns a scenario in which the Pakenham proposal is not confirmed. On the face of it, however, that scenario would only arise if the ExA and/or the Secretary of State concluded that the additional habitat creation proposed at Pakenham was not needed to make the impacts of the proposed development acceptable. In those circumstances the need element of the compelling case test would presumably not have been accepted, because the decision maker has determined that the outcome for both Fen Meadow and Wet Woodland would be acceptable. It is not clear why the Applicant would need to generate a further proposal for the creation of Wet Woodland if the SoS had reached that conclusion.</p> <p>The Pakenham site is considered to be viable for the creation of both wet woodland and fen meadow as defined in the Fen Meadow Plan Draft 1 submitted at Deadline 6 [REP6-026].</p> <p>Having reviewed the baseline documents, Natural England stated at REP6-042 that '<i>Natural England advise that in principle the creation of Fen Meadow M22 within the sites investigated appears feasible</i>'.</p>

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ExQ2	Question to:	Question:
		<p>The Fen Meadow Plan Draft 1 [REP6-026] provides plans which defines the areas of the total of 2.36 ha of wet woodland between the two sites at Benhall and Pakenham. Based on the plans prepared a total of 0.6 ha would be provided at Benhall and 1.76 ha would be provided at Pakenham. In both cases, these compensatory wet woodlands would be created in zones adjacent to existing wet woodlands. This is considered to be important for two main reasons:</p> <ul style="list-style-type: none">• The approach preferred by Natural England is to use natural colonisation of wet woodland from adjacent areas, to extend this habitat, over the long-term, rather than by accelerating this process using tree planting. The Wet Woodland Strategy [REF1-020] reflects this approach.• Invertebrate species already present in adjacent areas of wet woodland would be immediately ready to colonise the new areas of wet woodland, rather than being reliant on chance recolonisation from more remote areas of wet woodland. <p>It is also considered important to co-locate the new wet woodlands with the new areas of fen meadow as this replicates the co-location of these habitats at the Sizewell Marshes SSSI and which is believed to be important for the invertebrate assemblage at that site. The contingency approach defined in the Wet Woodland Strategy [REF1-020] and one which is not favoured by SZC Co. or the ecological stakeholders would be to deliver the 1.76 ha on-site much later, on the new wetlands, east of Upper Abbey Farm, once it has fulfilled its function for foraging marsh harriers, required during the construction of Sizewell C. This approach would delay the commencement of the establishment of 1.76ha of wet woodland by approximately 9-12 years. Natural England's position is that clearance of the area of land take from the Sizewell Marshes SSSI (and therefore effects) should not be undertaken before the fully functioning establishment of the compensation (see Bio 2.2 above). Whilst it is clearly not possible for this to be achieved for fen meadow and wet woodland habitats, for reasons explained in the response to Bio 2.2 above, to delay further the commencement of wet woodland for a further 9-12 years is not justifiable in circumstances where suitable sites have been identified and included within the Order Limits which would enable earlier delivery.</p>

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ExQ2	Question to:	Question:
		<p>(iii) Requirement 14B secures the Wet Woodland Plan which must be submitted and approved before any vegetation clearance within the SSSI can be undertaken. The Wet Woodland Plan must be developed in general accordance with the Wet Woodland Strategy [REP1-020]. The draft Wet Woodland Plan will be submitted to examination at Deadline 8. However, it should be noted that the spatial extents of the proposed wet woodland habitats at Benhall and Pakenham are already defined on the plans within the Fen Meadow Plan Draft 1 submitted at Deadline 6 [REP6-026] as noted above.</p>
Bio.2.18	Applicant	<p>Bio.1.55. The Applicant's response to the question as to how the recreation and amenity strategy is secured is that the reference should have been to the Rights of Way and Access Strategy and that it is secured as it helps to inform the footpath implementation plans to be submitted under Art 15(1) of the DCO.</p> <p>(a) There is no reference to the Rights of Way and Access Strategy in Art 15; surely there should be.</p> <p>It is also said to "accompany" the ROW Plans, and to have been "carefully incorporated into the design and construction planning" which suggests not only routes but also timing and phasing.</p> <p>(b) In what sense does it "accompany" the ROW Plans and how is that explained in those plans?</p> <p>(c) How can the ExA be confident that the strategy has been incorporated into the design and construction of the proposed development?</p>
	SZC Co. Response at Deadline 7	<p>(a) SZC Co. considers that there is no need to refer to the Rights of Way and Access Strategy within article 15 as Requirement 6A secures compliance with this via the public rights of way implementation plans which will be submitted to an approved by SCC</p>

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ExQ2	Question to:	Question:
		<p>pursuant to this requirement. The routes are set in the Rights of Way Plans. Details such as timing and phasing would be agreed within the implementation plans.</p> <p>(b) The Rights of Way and Access Strategy accompanies the Rights of Way Plans by providing a supplementary narrative describing the rights of way proposals. The Applicant does not consider it necessary for the plans themselves to make reference to the Rights of Way and Access Strategy or indeed the role it plays as this is adequately addressed in Requirement 6A.</p> <p>(c) SZC Co. notes that the physical diversions set out within the strategy align with the proposals set out within the Rights of Way and Access plans [REP5-008]. The strategy and routes set out within it have been agreed in consultation with stakeholders including Suffolk County Council, East Suffolk Council, Natural England and others. A number of the measures that have not already been included within the design process (e.g. 'to ensure that all linear surfaces are easy to use' will be agreed through the Public Rights of Way Implementation Plan), which will be agreed with Suffolk County Council.</p>
Bio.2.19	Applicant, ESC	<p>Bio.1.78. (a) The Applicant states that the mitigation or enhancements for associated development on sites on third party land are to be secured in the Deed of Obligation. Why are they not in the DCO?</p> <p>(b) For measures on the main development site the measures "would remain within EDF Energy ownership and control". "EDF Energy", an undefined entity in the response, is neither the proposed undertaker nor the Applicant. However, if all the measures are secured pursuant to requirements, which the ExA understands from the preceding parts of the Applicant's response is the case, it will be for the undertaker to ensure that it has the necessary rights to carry out the mitigation on the land of "EDF Energy", or any other landowner. Please will the Applicant and ESC confirm that this is also their understanding and will ESC please state whether or not it considers the arrangements to be acceptable and enforceable.</p>

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ExQ2	Question to:	Question:
		(c) There are many references in the ES to the use of the EDF Energy Estate to deliver mitigation. Given that the Applicant (and would-be undertaker) has clarified that it owns very little land for the development, how does it propose to deliver the mitigation on the EDF Energy Estate?
	SZC Co. Response at Deadline 7	<p>a) Bio.1.78 refers to para 14.7.274, para 14.7.280 of Chapter 14, Volume 2 of the ES [APP-244]. Para 14.7.274 relates to monitoring and mitigation of recreational displacement. Since the DCO Application was submitted, SZC Co. has produced and submitted to the examination the Monitoring and Mitigation Plan for Sandlings (Central) and Alde-Ore Estuary [REP5-122] and the Monitoring and Mitigation Plan for Walberswick and Sandlings (North) [REP5-121] set out SZC Co's commitments in relation to monitoring and mitigation of recreational displacement and are secured through the Deed of Obligation (Doc Ref. 8.17(F)). Where the obligations relate to land outwith SZC Co's ownership, the delivery of the commitments will be pursuant to private agreement with the relevant landowner.</p> <p>Para 14.7.280 refers to habitat creation areas which includes Aldhurst Farm. Not all of these areas of land are in the control of SZC Co. and the Estate Wide Management Plan (Doc Ref. 9.88) submitted at this Deadline 7 and secured by Requirement 5C explains this and commits SZC Co. to the creation and maintenance of these habitat creation areas. Where the obligations relate to land outwith SZC Co's ownership, the delivery of the commitments will be pursuant to private agreement with the relevant landowner.</p> <p>There are no further mitigation or enhancement measures for the associated developments related to the two paragraphs referenced in Bio.1.78.</p> <p>(b) EDF Nuclear Generation Limited (ENGL) and SZC Co. are currently both part of the EDF Group. The "EDF Estate" has referred to their landholding collectively. Measures on the main development site (MDS) would remain within SZC Co's ownership; however, for measures that are to implemented on land beyond the MDS but within the land owned by EDF Nuclear Generation Limited (ENGL), the implementation and maintenance of such measures will be secured as part of the private agreement to be reached with ENGL, with the principle having already been agreed between the parties.</p>

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ExQ2	Question to:	Question:
		(c) SZC Co. refers to the response provided at deadline 2 in the Responses to the Examining Authority's First Written Questions (ExQ1) - Volume 1 - SZC Co. Responses [REP2-100], question Bio.1.43 the delivery of the mitigation would be secured as part of the private agreement to be reached with EDF Energy Nuclear Generation Limited (ENGL) ENGL, with the principle having already been agreed between the parties.
Bio.2.20	Applicant	Bio.1.92. The ExA thanks the Applicant for its response to this question. However, the ExA was asking about the inconsistency between the conclusions at (on the one hand) Section C.a.d para 14.8.38 re compartment 2 and Section C.a.d para 14.8 61 re compartment 4/4a where the assessment is of minor adverse not significant and (on the other hand) paragraph 14.8.98 which states that in compartments 1, 2 and 4a there is a significant adverse effect. The ExA does not understand the Applicant's response to address that inconsistency. Please will the Applicant clarify.
	SZC Co. Response at Deadline 7	<p>In the response to Bio. 1.92 [REP2-100] the Applicant explains the differences in the assessment of invertebrate assemblages associated with different habitats but the Applicant acknowledges that it does not fully highlight the inconsistency identified by the ExA in Volume 2, Chapter 14 of the ES [AS-033].</p> <p>The Applicant recognises the inconsistency highlighted in Bio. 1.92 and Bio. 2.20 and notes that assessment, set out in Volume 2, Chapter 14 of the ES [AS-033], of the effect of direct land take on the wet woodland assemblages of compartments 2 and 4a (paragraphs 14.8.38 and 14.8.58 respectively) should have reflected the assessment outlined for the wet woodland assemblage in compartment 1, i.e. moderate adverse (significant). The applicant notes that this position is correctly reflected in Table 14.16 [AS-033] which provides a summary of effects arising from the construction for invertebrates. The moderate adverse effects were assigned on the basis that wet woodland was proposed to be lost to the development and there would be a time lag between this loss and newly created compensatory habitats reaching similar condition.</p> <p>Chapter 2 of the ES Addendum [AS-181] states that the extent of permanent wet woodland land take is 3.06ha and clarifies in paragraph 2.9.69 that this loss results in a moderate adverse and significant effect on the wet woodland invertebrate assemblages of compartments 1, 2 and 4a.</p>

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ExQ2	Question to:	Question:
		The Wet Woodland Strategy [REF1-020], states that, with Natural England agreement, there will be enhancements to the retained areas of wet woodland in the Sizewell Marshes SSSI to include veteranisation of trees to optimise the retained habitats for invertebrates, so far as is possible, until the compensatory wet woodland habitats are available.
Bio.2.21	Applicant	<p>Bio.1.105. Can it be right for the marsh harrier line in Table 14.26 to conclude no significant EIA effect on the marsh harriers as a whole (i.e. including the Minsmere breeding marsh harriers) when the response to this question states that the bird would be reluctant to traverse the temporary construction area to reach Aldhurst Farm and the Upper Abbey Farm compensatory habitat is needed to address adverse effect on integrity for the Minsmere breeding harriers?</p> <p>(As a comment and not a question, the ExA was surprised to read that "have been established" should be read as "in the process of being established". The ExA thanks the Applicant for the correction which underlines the need for accuracy in the ES.)</p>
	SZC Co. Response at Deadline 7	<p>Within the sHRA Report [APP-145], it was not possible to conclude no adverse effects on integrity in relation to marsh harriers in relation to the Minsmere-Walberswick SPA, given the need for compensatory habitats to be provided. However, in the EIA context, these habitats can be (and are) considered to be embedded within the project. This means that the impact assessment of construction noise impact on marsh harrier (as summarised in Table 14.26 of Volume 2, Chapter 14, of the ES [AS-033]) has taken into account the presence of the new foraging habitat within the EDF Energy estate. Table 14.26 refers to the residual effect of the Sizewell C Project.</p> <p>At paragraph 14.12.100 of [AS-033], the ES concludes that, with the habitat measures in place, the [residual] impact of disturbance/displacement on the breeding marsh harrier population is of low magnitude and would result in a minor adverse effect, which is considered to be not significant. Furthermore, within the EIA, it is possible to take account of wider habitat creation measures, such as the new Aldhurst farm wetlands, which already provide new breeding habitats for marsh harriers. These habitats could not be included in the sHRA since they lie to the south of the temporary construction area, so</p>

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ExQ2	Question to:	Question:
		are unlikely to be used by marsh harriers nesting at Minsmere which have been assumed to be unlikely to traverse this area by was of a 'barrier effect'.
Bio.2.22	Applicant	Bio.1.107. Is the area of wet reedbed habitat creation north of the site part of the area referred to orally during the ASI and ISH7 as Upper Abbey Farm? The response to question Bio.1.107 refers the ExA to Figures 6.3 – 6.5 of [APP-145] which is an 828 page report whose index does not contain any Figures. The ExA concludes they are located elsewhere. Please will the Applicant indicate where and give the electronic page number.
	SZC Co. Response at Deadline 7	<p>Yes, the area of new wet reedbed habitat creation north of the site, is that part of the area referred to orally during the ASI and ISH7 as Upper Abbey Farm. The wet reedbed habitat creation lies approximately 1km north and east of Upper Abbey Farm, but approximately 300m east of Lower Abbey Farm, as shown on Figure 3.1 and as viewed on the ASI, from the small hill just to the east of Lower Abbey Farm.</p> <p>SZC Co. notes that the figures referenced do not clearly identify the area of wet reedbed habitat creation. There are many figures within the sHRA that identify the location of the habitat, but not the wetland component, only introduced in January 2021. The applicant has reviewed these and suggest that the location of the Upper Abbey Farm, in the context of the main development site, is best shown on Figure 3.1 the Marsh Harrier Habitat Report [REP2-119] submitted at Deadline 2, which provides further detail on the compensatory habitat. The figure is located on e-page 15.</p>
Bio.2.23	Applicant	The response to Bio.1.108 (b) and (c)(i) states they are at both [APP-145] and [APP-146]. Whilst there are figures with those numbers at [APP-146] they do not show the 48.7 ha of compensatory habitat referred to in the response to Bio.1.108. Did the Applicant mean to refer to figures 8.2 – 8.6 of [APP-146]?
	SZC Co. Response at Deadline 7	SZC Co. notes that the figures referenced do not clearly identify the compensatory foraging habitat within the EDF Energy estate. There are many figures within the sHRA that identify the location of this habitat, the Applicant has reviewed these and suggest that the location of the compensatory habitat, in the context of the main development site, is best shown on Figure 8.10 of the shadow HRA [APP-148]. This is included at e-page 3.

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ExQ2	Question to:	Question:
		The Examining Authority is also directed to Figure 3.1 the Marsh Harrier Habitat Report [REP2-119] submitted at Deadline 2, which provides further detail on the compensatory habitat. The figure is located on e-page 15.
Bio.2.24	Applicant	Bio1.138. Does the Applicant's response to this question apply across all hedgerow losses and replacements in the development? If not, please clarify the exceptions.
	SZC Co. Response at Deadline 7	<p>The response provided at Deadline 2 [REP2-100] applies to each of the sites where Biodiversity Net Gain assessments were undertaken (two village bypass, Sizewell link road, Yoxford roundabout and the main development site).</p> <p>The Applicant can confirm that at the other sites (north park and ride, south park and ride, freight management facility and the green rail route) the replacement hedgerows would also be targeted as species-rich and once fully functional are expected to be of similar or greater value, for a similar given length, to hedges that are lost. This requirement is set out within the Associated Development Design Principles for each of these sites (Doc Ref. 8.3(B)).</p>
Bio.2.25	Applicant, ESC, SCC	Bio.1.145 - The draft non-licensable method statement is referred to. Attention is drawn to the ExA's comments on this in commentary on the DCO issued with these ExQs2.
	SZC Co. Response at Deadline 7	<p>SZC Co. has prepared Response to ExA's Commentary on the draft DCO and other Documents (Doc Ref. 9.72) to respond to the points raised in Appendix A of the ExA's comments in the commentary on the DCO [PD-038] in relation to "<i>The Bat Mitigation Strategy – [APP-252] A sample route to find mitigation and how it is enforced.</i>"</p> <p>SZC Co. can confirm that this is the correct reference and notes that an examination library reference should be included. This will be corrected within the updated Terrestrial Ecology Mitigation and Monitoring Plan [REP5-088] to be submitted at Deadline 8.</p>
Bio.2.26	Applicant	Bio.1.152. The ExA thanks the Applicant for its immediate clarification that the phrases of intent are to be seen as imperative. Please carry this across to similar documents including the CoCP and those under the CoCP and provide such clarification in each of them. Please confirm that this has been done and state where the wording is to be found.

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	The SZC Co. Response to the ExA's Commentary on the draft DCO and other Documents (Doc Ref. 9.72) explains the Applicant's approach to amending and updating the language across the suite of control documents.
Bio.2.27	Applicant	Bio1.161 – please will the Applicant answer the question more clearly. Please also provide the paragraph numbers in the new Biodiversity report [REP1-017]. As the ExA reads the answer the planting has decreased from 17,619 m to 13,490 m and the unaffected hedgerow has decreased from 3,730 m to 3,487 m. Is that correct? Does or does not the 17,619 figure in [APP-461] para 7.6.104 include the unaffected hedgerow?
	SZC Co. Response at Deadline 7	<p>The quanta of retained and created hedgerows are presented in Table 12 of updated Biodiversity Net Gain report for the Sizewell link road [REP5-090].</p> <p>The quanta of unaffected/retained hedgerow is 3,487m. The quanta of newly created hedgerow has reduced to 13,490m from 13,889m [APP-461].</p> <p>The 17,619m figure in para 7.6.104 Volume 5, Chapter 7 of the ES [APP-461] includes the unaffected hedgerow and represents the post-development hedgerow length. The equivalent post-development hedgerow length from the latest report [REP5-090] is 16,980m (and replaces the 17,619m figure) and the slight reduction in newly created, or replanted hedgerows of 13,490m (down from 13,889m) reflects the minor changes to the lengths of hedgerows to be retained and created within the Accepted Changes Application (January 2021, please see Chapter 6, Figures 6.2.2 to 6.2.8 of the ES Addendum [AS-198]) when compared to the DCO submission (May 2020 , please see Volume 5, Chapter 2, Figures 2.1 to 2.7 of the ES [APP-449]).</p>
Bio.2.28	Applicant	Bio.1.195. The reply states that boring of the cooling water tunnels by Tunnel Boring Machines is exempt from the Marine Licence. How in that case is it regulated? Is the Applicant saying that the marine licensing arrangements do not apply?
	SZC Co. Response at Deadline 7	Article 35 of the Marine Licensing (Exempted Activities) Order 2011 (the 2011 Order) confirms that activities associated with the construction or operation of a bored tunnel that are carried out wholly under the seabed are an 'exempt activity' for the purposes of Article 4 of the 2011 Order and do not require a marine license pursuant to the Marine and Coastal Access Act 2009.

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ExQ2	Question to:	Question:
		<p>The SZC Co cooling water tunnels satisfy the criteria set out under Article 35 of the 2011 Order and accordingly are exempt from the marine licensing requirements.</p> <p>Further detail is provided under Section 11.3 (Miscellaneous: Bored Tunnels) of the "Marine Licensing Exempted Activities".</p>
Bio.2.29	Applicant	Bio.1.255 The response refers to Table 22.214. The ExA cannot find this table. Please can the Applicant give the paragraph number in which it is to be found.
	SZC Co. Response at Deadline 7	<p>This is a typographical error, Bio.1.255 [REP2-100] should have included reference to Table 2.142 which is located on e-page 558 of Volume 2, Chapter 22 of the ES [AS-035]. The corrected response to Bio1.255 at deadline 2 is repeated below with links to the correct e-pages of the documents within the examination library:</p> <p><i>"Table 22.142 of Volume 2, Chapter 22 of the ES [AS-035] refers to thermal threshold and areas of exceedance for all seasons against relevant standards.</i></p> <p><i>Harbour porpoise are highly mobile and most abundant in the Greater Sizewell Bay in Winter (paragraph 22.9.251 of Volume 2, Chapter 22 of the ES [AS-035]). The instantaneous area of thermal plume in Winter is considered appropriate for determining the potential impacts on harbour porpoise (the ecological context of the instantaneous plume is described in Bio.1.210).</i></p> <p><i>Volume 2, Appendix 21E of the ES [APP-315] details the monthly mean area of the instantaneous SZB+SZC plume at 2 C and 3 C excess temperature. The areas of exceedance for Winter (as referred to in the para 22.9.251 of [AS-035]) are provided in Plate 22.4 [AS-035]."</i></p>
Bio.2.30	Applicant	Bio.1.260 – policy and law on BNG. The ExA thanks the Applicant for its response. The ExA notes also the response to Bio.1.269 ("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 Bill90 (see also Bio

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ExQ2	Question to:	Question:
		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"). The ExA had expected the response to include a statement that BNG does not currently apply to NSIPs. Is that what is intended by the words "The BNG assessments have been undertaken on a voluntary exercise"? The sentence following is a little ambiguous.
	SZC Co. Response at Deadline 7	SZC Co. confirms that the intention of the wording was to confirm that that BNG does not currently apply to NSIPs and that the BNG assessments were undertaken on a voluntary basis.
Bio.2.31	Applicant	Bio.1.261 The ExA understood from submissions to ISH7 that a new biodiversity metric has been issued. Does the Applicant propose to update its BNG report and calculations? If so when will that be submitted to the examination? If not, please explain why.
	SZC Co. Response at Deadline 7	<p>SZC Co. does not propose to update the BNG calculations to Biodiversity Metric 3.0 and this is endorsed by stakeholders as follows:</p> <ul style="list-style-type: none"> In Natural England Letter in lieu of attending ISH10, Natural England states: <i>"...The biodiversity metric 2.0 was updated in 2021 with the Biodiversity Metric 3.0 which will be the metric that all developments covered by the BNG requirement in the Environment Bill will legally need to use. We typically advise that users of the previous Biodiversity Metric 2.0 should continue to use that metric (unless requested to do otherwise by their client or consenting body) for the duration of the project it is being used for, as they may find that the biodiversity unit values metric 2.0 generates will differ from those generated by Biodiversity Metric 3.0. Assessment of SSSIs."</i> In REP6-046, RSPB/SWT states: <i>"..The Biodiversity Metric 3.0 is published but there is no specific secondary legislation nor guidance on it as yet and therefore we do not consider the Applicant should undertake additional work using the Biodiversity Metric 3.0."</i> <p>As stated in ExQ1 Bio.1.269 [REP2-100] and restated in answer to Bio 2.30 above the Biodiversity Metric calculations were carried out voluntarily, at the request of stakeholders, to assess the habitat proposals with the operational development in place.</p>

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ExQ2	Question to:	Question:
		There is no requirement for NSIPs to carry out BNG calculations and this position is agreed by Natural England, East Suffolk Council, see Bio.1.260 [REP5-128] and the RSPB/SWT [REP6-046]. In the event that NSIPs were required in future to undertake BNG calculations, then SZC Co. would be compliant with that future requirement.
Bio.2.32	Applicant	Bio.1.263 The question was: Please provide a plan showing Studio Fields Complex, St James Covert, Great mount walk or point the ExA to a plan in the Application documents where they are shown. Whilst the Applicant has directed the ExA to [APP-266] and [REP1-004] the ExA there are several plans in those documents and the location of these features is not "springing off the page" for the ExA. Please will the Applicant indicate the exact plan numbers or give separate plans.
	SZC Co. Response at Deadline 7	Appendix 2B to this document provides copies of the plans showing the location of Studio Fields Complex, St James Covert, Great mount walk. This figure is also included in [APP-255] on e-page 11. Whilst this figure was produced as part of the draft reptile mitigation strategy [APP-252] it provides a much clearer illustration of the sites in question.
Bio.2.33	Applicant	Bio.1.264 The response puzzles the ExA. (i) The LEMPs for the SLR and TVB were not part of the suite of application documents in May 2020. They do not appear to have been contemplated originally. How therefore can they be "creation and management plans" referred to in the executive summary of the biodiversity report [APP-266] and ExQ1, Bio.1.264? (ii) The ExA repeats the question at Bio.1.264.
	SZC Co. Response at Deadline 7	The BNG assessments for the Sizewell link road and the two village bypass were undertaken using landscape and ecology master plans for these two sites which were available in 2020, [APP-050] and [APP-038] respectively. However, it was recognised that to provide greater certainty that the habitats would be delivered in the manner shown on the masterplans and to provide details to be secured, it was considered prudent to prepare LEMPs for these two sites [AS-263] and [AS-264], in the same manner that had been undertaken for the oLEMP for the main development site. The details in the two LEMPS are entirely aligned with the landscape and ecology master plans and the BNG assessments for these two sites.

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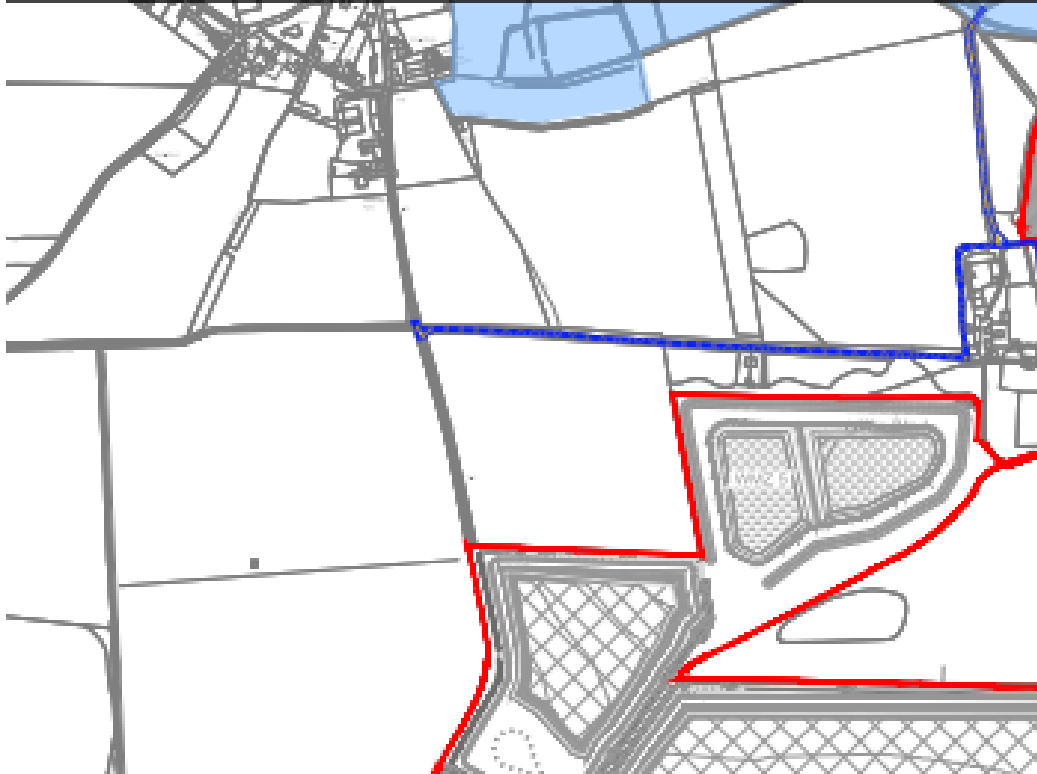
ExQ2	Question to:	Question:
		The habitats shown on the landscape and ecology master plans for these two sites which were available in 2020 [APP-050 and APP-038] were designed in accordance with the habitat requirements identified in the ES (e.g. woodland and hedgerow linkages) and did not need the preparation of the later LEMPs for these proposed habitats to be defined spatially. The LEMPs simply provide more details on how this will be achieved and Requirement 22A provides a securing mechanism to ensure the habitat creation will occur in the manner set out in those documents.
Bio.2.34	Applicant	A number of the ExA's questions in ExQs1 on biodiversity and ecology were about monitoring, the criteria for further action depending on the results of the monitoring and what steps should be taken. Considering the answers, is the ExA correct to conclude that the Applicant's overall approach, at least in relation to biodiversity and ecology, is that where monitoring shows that the effects are more significant than shown by the ES, remedial measures to restore matters to no worse than that level of significance are to be taken? Are there any exceptions to that approach?
	SZC Co. Response at Deadline 7	See response set out in paper submitted at Deadline 7 by the SZC Co., entitled: Response to ExA DCO Commentary on EIA scope and monitoring (Appendix B to "Response to ExA Commentary of draft DCO" (Doc Ref. 9.72).
Bio.2.35	Natural England	<p>In replies to ExQs1 on biodiversity the MMO has drawn attention to the role of Natural England in marine ecology and biodiversity. Accordingly, please will Natural England respond to the marine ecology questions addressed to the MMO as though they were addressed to Natural England. The relevant questions are (all prefixed Bio.):1.38; 1.39 (please address Natural England's remit on marine matters); 1.199; 1.208; 1.209; 1.210; 1.215; 1.216; 1.218; 1.220; 1.223; 1.234; 1.237; 1.239; 1.242; 1.243; 1.244; 1.245; 1.247; 1.248; 1.249; 1.250; 1.251; 1.252; 1.253; 1.254; 1.256.</p> <p>Natural England may be assisted in responding to Bio.2.38 by looking at REP3-046 where the Applicant set out its comments on responses by others, along with the responses themselves.</p>

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ExQ2	Question to:	Question:
		The ExA assumes that Natural England does not wish to respond on the other Bio questions which were in first ExQs but not specifically addressed to it, except where it actually did so.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
HRA.2 Habitats Regulations Assessment		
HRA.2.0	Natural England	Staverton Parks and the Thicks, Wantisden SAC Do you agree with the Applicant's conclusion in the Shadow HRA and as also responded to in the Initial SoCG – Natural England [REP2-071] that likely significant effects on Staverton Park and the Thicks Wantisden SAC can be excluded due to distance and absence of potential effect pathways? If you do not agree, please expand on your concerns for this European site.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
HRA.2.1	Natural England	Air quality effects due to NOx and acid deposition Noting NE's current position on this matter as reiterated in REP5-160, could you provide an update on your position following the stated review of the Applicant's information by your air quality specialists.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
HRA.2.2	Applicant	Impediment to management Could the Applicant confirm whether a written commitment, including plan, showing access routes to maintain access for the RSPB to continue management to the southern side of the Minsmere reserve is to be provided to the Examination. If so, please provide this information and confirm whether such an access commitment has been agreed with the RSPB and NE.

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>As has previously been confirmed by SZC Co., RSPB's access to the south side of the Minsmere reserve is outwith the order limits and will not be impeded. Notwithstanding this SZC Co. will commit in writing not to impede the access. The position remains as set out in section 1.8 of SZC Co.'s Written Submissions arising from Issue Specific Hearing 7 [REP6-002]. This states:</p> <p><i>'SZC Co confirms that the RSPB will be able to access the southern side of the RSPB Reserve, along the existing access route, via Lower Abbey farm and which is defined as the blue line and shown in Plate 2 below.</i></p> <p>Plate 2: Retained access route to Minsmere RSPB (south)</p> 

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ExQ2	Question to:	Question:
		<p>“</p> <p>As shown on the plate above, the existing access runs east to Lower Abbey farm from the lane just south of Eastbridge and then runs north to access the southern edge of the Minsmere reserve. This access is entirely outwith the proposed order limits and so access will be unimpeded by the temporary construction area of Sizewell C which occurs to the south.</p> <p>The access commitment has not yet been formalised with the RSPB and NE. SZC Co. will commit, via an appropriate mechanism, not to carry out works which impede RSPB's existing access route to the southern edge of the Minsmere reserve via Lower Abbey Farm.</p>
HRA.2.3	Applicant	<p>Disturbance to shoveler and gadwall (breeding and non-breeding) using functionally linked land</p> <p>In REP5-112 the Applicant confirmed that points of difference relating to survey data and precaution will be responded to in writing. However, no specific deadline for such a response was stated. Could the Applicant respond to NE and RSPB's concerns in respect to both species (breeding and non-breeding).</p>
	SZC Co. Response at Deadline 7	<p>In relation to the potential effects of disturbance on the Minsmere-Walberswick SPA breeding and non-breeding shoveler and gadwall, details of Natural England's concerns are set out under Issue 27 (pp 65 – 68) of their Written Representations [REP2-153] whilst RSPB and SWTs' concerns are in paragraphs 3.314 – 3.328 (breeding) and 3.335 – 3.341 (non-breeding) of their Written Representations [REP2-506]. The Applicant's responses to these comments are provided in [REP3-042] at:</p> <ul style="list-style-type: none"> • Paragraphs 11.21.4 – 11.21.12 (breeding) and 11.21.13 – 11.21.18 (non-breeding) in relation to Natural England's comments. • Paragraphs 14.5.38 – 14.5.45 (breeding) and 14.5.51 – 14.5.57 (non-breeding) in relation to RSPB/SWTs' comments. <p>SZC Co.'s detailed responses to the Natural England and RSPB/SWT comments (as provided in [REP3-042]) set out the following key points:</p>

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ExQ2	Question to:	Question:
		<ul style="list-style-type: none">• Potential effects on gadwall and shoveler are limited to those birds using the functionally linked land (FLL) on the Minsmere South Levels and Sizewell Marshes.• The breeding populations of these two species within the designated site are not dependent on this FLL for the provision of resources which cannot be obtained within the designated site itself. Rather the functional linkage in this case is concerned with the occurrence of additional breeding birds. This contrasts with the situation for the SPA marsh harrier, which nest within the designated land but depend upon the FLL as a foraging resource.• The potential for effects on the non-breeding populations of these two species is limited to birds using the FLL on the Sizewell Marshes. Based upon the baseline survey data and the fact that it is highly likely there will be inter-change of birds between the Sizewell Marshes and other suitable sites within the wider area (as well as between the Sizewell Marshes and the SPA), it is clear that only a small percentage of the SPA population will use (and potentially depend upon) the Sizewell Marshes.• For the non-breeding populations, other sites outside the SPA have the potential to provide more extensive areas of supporting habitat than the Sizewell Marshes.• The assessments for the breeding populations rely on seven years of survey data (providing abundance estimates) for the FLL. The distributional data on breeding birds within the FLL (collected during the 2020 surveys) usefully highlight that the assessment in the shadow HRA [APP-145] probably overestimates disturbance effects to those birds using on the Minsmere South Levels but, critically, the assessment conclusions do not depend upon these further data.• The interpretation of the survey data relating to the non-breeding populations in Natural England's Written Representations [REP2-153] is erroneous. It fails to recognise; (i) the reliance of the assessment on over five (recent) winters of Wetland Bird Survey (WeBS) count data relating to the SPA and each of the relevant areas of FLL; and (ii) the between-winter consistency in distributional patterns on the Minsmere South Levels (as determined from three winters of project-specific survey data, of which two encompass the full winter period).• The assessments are highly precautionary and undertaken in relation to the worst-case scenario (i.e. Phase 1) for construction noise impacts.

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<ul style="list-style-type: none">The assessments undertaken in the shadow HRA [APP-145] and shadow HRA Addendum [AS-173] give careful consideration to determining how critical the FLL is to the designated populations, and whether it is necessary for the maintenance or restoration of favourable conservation status of the qualifying features (for both the breeding and non-breeding situations). As such, the assessments align fully with the guidance on FLL produced for Natural England (Chapmen and Tyldesley 2016). <p>At ISH7, discussion on the breeding and non-breeding SPA populations of these species highlighted that both Natural England (Dr Saunders) and RSPB (Miss Miller):</p> <ol style="list-style-type: none">1. Continue to have concerns over the fact that for the breeding populations there is only a single year of survey data detailing distributions on the FLL.2. Were concerned that between-year movements of breeding birds between the SPA and the FLL might affect the conclusions of the assessment (because the FLL may be more important in some years than others).3. Continue to consider that the predicted levels of displacement are of concern. <p>The Applicant's response to each of these points is as follows:</p> <p><i>Distributional data for breeding populations on FLL</i></p> <p>As stated above, the assessment conclusions for the breeding populations do not depend upon the distributional data from the 2020 surveys. Rather the shadow HRA [APP-145] adopts a precautionary approach of assuming a uniform distribution of birds across the Minsmere South Levels, which at ISH7 RSPB (Miss Miller) stated "<i>is actually a reasonable assumption to make in the absence of that distributional data.</i>"</p> <p><i>Between-year movements of breeding birds</i></p> <p>On the issue of between-year movements of breeding birds between the SPA and the FLL, as stated above, the assessment in the shadow HRA [APP-145] relies on seven years of data (from between 2010 and 2017) on the abundance of these birds within the FLL to reach its conclusions. The Applicant considers that it is unreasonable to suggest that this</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>is not sufficient to adequately capture the potential for such between-year movements and to enable the issue to be accounted for within the assessment.</p> <p><i>Predicted levels of displacement</i></p> <p>In relation to the levels of the predicted displacement, the Applicant considers that the crux of the matter is whether this displacement from FLL would affect the status of the populations of the qualifying features within the designated site and, hence, the associated conservation objectives of the site. In this respect, the Applicant once again draws attention to the guidance on FLL produced for Natural England by Chapmen and Tyldesley (2016). This is clear in identifying the need to take account of FLL in HRA assessments (which is certainly not disputed by the Applicant) but also recognises that such assessments have to determine how critical the FLL is to the designated population and whether it is necessary to maintain or restore favourable conservation status of the qualifying feature. The guidance clearly states that effects which would not be acceptable within the boundary of the protected site <i>may or may not</i> be acceptable on the FLL.</p> <p>For the reasons set out above (and which are elaborated on in the shadow HRA report [APP-145], shadow HRA Addendum [AS-173] and SZC Co.'s Comments on Written Representations [REP3-042]), the Applicant considers that when the nature of the functional linkage at issue here is taken into account, it is almost inconceivable that the predicted levels of displacement would prevent the maintenance of the favourable conservation status of these qualifying features (the population sizes of which are all currently well above their citation levels). The Applicant considers that this critical point has not been given sufficient attention by either Natural England or RSPB and, contrary to the comment of Mr Woodfield at ISH7 that it seems quite extraordinary that "<i>contiguous land impacts that are in excess of 1% can be disregarded so easily</i>", the conclusion reached in the shadow HRA [APP-145] is considered to be the correct one on the basis of the careful and detailed 'analysis' that has been undertaken.</p>
HRA.2.4	Natural England	White fronted goose survey report

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		The Applicant has submitted a white-fronted goose survey report to the Examination at Deadline 5 [REP5-125]. Could NE provide any comments on the findings of this report; does this address the point raised regarding nocturnal surveys for this species in NE's Relevant Representation [RR-0878].
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
HRA.2.5	Natural England RSPB and Suffolk Wildlife Trust East Suffolk Council	Mitigation for recreational pressure - Minsmere Monitoring and Mitigation Plan (MMP) [REP5-105] and Monitoring and Mitigation Plan for Sandlings (Central) and Alde, Ore and Butley Estuaries European Sites [REP5-122] Could you comment on the latest mitigation package in respect to Minsmere and recreational pressure, as provided by the Applicant at Deadline 2 and updated at Deadline 5 [REP5-105]. Does this satisfy your concerns with regards to the stated need for additional strategic off-site measures to mitigate for recreational pressure? Could you also comment on the MMP for Sandlings (Central) and Alde, Ore and Butley Estuaries, which has also been submitted at Deadline 5 [REP5-122].
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
HRA.2.6	Natural England	Marine mammals - Southern North Sea Site Integrity Plan (SNS SIP) As noted in submission REP5-160, could NE confirm whether you have reviewed the SNS SIP and what is your conclusion with regards to potential adverse effects on integrity for this European site?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
HRA.2.7	MMO	Marine mammals – underwater noise Could the MMO comment on the revised underwater noise assessment submitted by the Applicant at Deadline 5 [REP5-124]. Does this address the concerns previously raised, including the cutting of piles during decommissioning?

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
HRA.2.8	Applicant	Marsh harrier – HRA Compensatory Measures Could the Applicant respond to the points raised by Natural England with regards to the proposed HRA compensatory measures, including: <ul style="list-style-type: none">• expand on the feasibility of the wetland habitat element for the proposed HRA compensatory measures for marsh harrier at Upper Abbey Farm• confirm whether the wetland habitat element of the HRA compensatory measures will be in place prior to construction. If this is not proposed, could the Applicant expand on why they consider this to be acceptable with reference to the Defra HRA guidance and the point at which negative effects are considered likely to occur
	SZC Co. Response at Deadline 7	<p>SZC Co. understands Natural England's point on feasibility to relate to a historic position which was that SZC Co. had previously considered that creating any new wetlands in the north of the EDF Energy estate was unlikely to be possible, give the topography in this area. However, and has been discussed with Natural England in workshops held in 2020 and subsequently, the twin drivers of flood compensation mitigation and the need to optimise the marsh harrier habitat compensation area, SZC Co. looked again at the feasibility of new wetlands. It was concluded that by excavating approximately 120,000m³ of material from the lowest lying parts of the north and eastern edges of the proposed area, it would be possible to provide flood compensation and a wetland for marsh harriers. The wetland area will essentially be achieved by excavating to intercept near surface groundwater levels, in the same manner than was used for the successful Aldhurst Farm wetland creation. The topography of the area, which rises to the west, is such that any greater sized wetland would require dramatically greater excavation of material and a much extended construction programme which would then compromise the function of the wider area for marsh harriers.</p> <p>In REP6-042, at para 4.3, Natural England states '<i>We welcome the inclusion of the wetland element within proposals. Having reviewed the report we believe that the design</i></p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p><i>is sufficient to compensate for habitat losses within the main development site which will be impacted by noise and visual disturbance during construction’.</i></p> <p>The wetland habitat area of the HRA compensatory measures will be built in the first winter following the granting of any order and the excavation is considered to be reliant on the powers in the order. The works will not be undertaken in February-October to avoid impacts on breeding birds, including marsh harriers and this will be secured in a future update the CoCP. On current programmes and assuming no delays, construction of the wetland would be undertaken in winter 2022-23 as part of the ecological enabling works for the project.</p> <p>In the first summer of construction of Sizewell C, here assumed to be summer 2023, when the marsh harrier habitat compensation area is required, to support marsh harriers, which breed in the summer, the marsh harrier habitat compensation area will comprise the dry habitat components, with a shallow open water body. It is likely to take until the second summer following the construction of the wetland for the reedbeds to become fully established. However, the open water habitats and their margins will themselves provide valuable habitats for foraging marsh harriers, as explained at paragraph 2.1.5 of Appendix B of SZC Co.’s Written Submissions arising from Issue Specific Hearing 7 [REP6-002].</p> <p>There will be no point during the important summer period during which the marsh harrier habitat compensation area will be unavailable to marsh harriers, as no construction of the wetlands will be undertaken in this period. The optimal condition is likely to be reached in the second summer, as explained above.</p>
HRA.2.9		<p>In relation to First ExQs HRA.1.4. In the light of the Northumbrian Water’s conclusion that it cannot supply the Sizewell C project from the outset, reported in the Applicant’s decision to make a change request to include a desalination plant to cover the period until Northumbrian Water can supply the project, is there any change needed to the shadow HRA? Without pre-empting the ExA’s decision on whether or not to accept the change request:</p>

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ExQ2	Question to:	Question:
		(i) when is it intended to submit updates to the shadow HRA? (ii) what would be the effect on the conclusions of the shadow HRA
	SZC Co. Response at Deadline 7	(i) An update to the shadow HRA is provided at Deadline 7 (Doc Ref 5.10 Ad 3 Ch). (ii) The conclusions of the shadow HRA are unchanged as a result of the inclusion of the desalination proposals, see the shadow HRA addendum (Doc Ref. 5.10 Ad 3 Ch).

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ExQ2	Question to:	Question:
CC.2 Climate change and resilience		
CC.2.0	The Applicant	<p>General Climate Change and Policy Issues</p> <p>On 20 July 2021, the Environment Agency published updates to the climate change allowances for flood risk assessments. The changes updated peak river flow allowances to reflect the UK Climate Projections (UKCP18) and modelling for rainfall. Please indicate whether there are any differences to the Sizewell C Project assessment resulting from the new projections?</p>
	SZC Co. Response at Deadline 7	<p>An update to the National Planning Policy Framework, published on 20 July 2021, was supported by the publication of updated guidance on climate change allowances by the Environment Agency on the same date. A clarification to this update was subsequently published by the Environment Agency on 27 July 2021 to confirm that UKCP18 projections were used in the updated guidance.</p> <p>SZC Co. has reviewed the updated Environment Agency guidance. SZC Co. notes that the latest changes relate to peak river flow allowances. They do not include amendments to the guidance on sea level rise values or the peak rainfall intensity approach, which were previously updated on 17 December 2019 and have already been reviewed by SZC Co. for applicability to the Project and, therefore, do not require further review.</p> <p>On the basis of the above, SZC Co. has carried out a review of the revised guidance on peak river flow allowances for both the main development site and associated developments. For a project of this nature (i.e. a Nationally Significant Infrastructure Project (NSIP)), the guidance requires the consideration of:</p> <ul style="list-style-type: none">• the upper end allowance for peak river flow for the main development site; and• the central allowance when considering off-site impacts for most cases; or• the higher central allowance when the affected areas contain essential infrastructure. <p>The main development site and the associated developments are mostly located in the East Suffolk Management Catchment. This requires consideration of the following values:</p> <ul style="list-style-type: none">• 2020s (2015 – 2039) Central – 8%• 2020s (2015 – 2039) Higher Central –13%• 2020s (2015 – 2039) Upper End– 25%

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ExQ2	Question to:	Question:
		<ul style="list-style-type: none">• 2050s (2040 – 2069) Central – 7%• 2050s (2040 – 2069) Higher Central – 13%• 2050s (2040 – 2069) Upper End – 29%• 2080s (2070 – 2125) Central – 19%• 2080s (2070 – 2125) Higher Central – 29%• 2080s (2070 – 2125) Upper End – 54% <p>For the Cam and Ely Ouse Management Catchment, in which the Pakenham fen meadow habitat site is proposed, the updated Environment Agency guidance on climate change allowances for fluvial flows are lower than those presented above for the East Suffolk Management Catchment.</p> <p>SZC Co. confirms that climate change scenarios for all sources of flooding, including peak river flow allowances, have been assessed in the Main Development Site Flood Risk Assessment (MDS FRA) [AS-018] and MDS FRA Addendum [AS-157]. The values assessed within the fluvial modelling, to reflect future increases in peak river flows, are 35%, 65% and 80% for both the 1 in 100 year and 1 in 1,000 year event. Furthermore, SZC Co. confirms that the assessment of fluvial flood risk for both the two village bypass and Sizewell link road has also considered the 35% and 65% allowances. Flood risk assessment for the remaining associated development sites has not required modelling and the outputs of the assessment have the approval of the Environment Agency and Lead Local Flood Authority, as confirmed in the respective Statements of Common Ground to be submitted at Deadline 8 (refer to Doc Ref. 9.10.4(A) and Doc Ref. 9.10.12(A) respectively).</p> <p>On this basis, SZC Co. considers that a precautionary approach has been adopted as the values assessed within the Project are greater than the worst-case scenario from the revised guidance and there are no requirements for further assessment resulting from the new projections.</p>
CC.2.1	The Applicant, EA	General Climate Change and Policy Issues <i>In response to ExQ1 CC.1.17 [REP2-100], the Applicant states that: “UKCP18 RCP8.5 95th percentile climate change allowance has been adopted within the assessment of flood risk, in respect of the main platform and sea defence designs, in accordance with the guidance set out in the Position Statement on the Use of UK Climate Projections 2018 (UKCP18) by</i>

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ExQ2	Question to:	Question:
		<i>GB Nuclear Industry, March 2019, which was the latest guidance at the time of the assessment". Please confirm that that still remains the latest guidance and that the assessment does not need to be updated?</i>
	SZC Co. Response at Deadline 7	<p>Revision 1 of the <i>Use of UK Climate Projections 2018 (UKCP18)</i> by GB Nuclear Industry guidance was published in November 2020. SZC Co. has reviewed the updated guidance to confirm the use of appropriate climate change allowances for the Project.</p> <p>Table 3 of the updated guidance specifies which Representative Concentration Pathways (RCP) should be used to comply with requirements set out by the regulators, such as the ONR and the Environment Agency. The ONR does not prescribe the use of a particular RCP, whereas the Environment Agency specifies that for sea level rise, the allowances should be based on the 70th and 95th percentiles of the RCP 8.5 scenario.</p> <p>As stated in response to the Examining Authority's First Written Questions (ExQ1) CC.1.17 [REP2-100], SZC Co. has applied the 95th percentile of RCP8.5 for sea level rise allowance in the assessment of flood risk, and concludes that this remains in accordance with the latest guidance and no update to the assessment is required.</p>
CC.2.2	The Applicant	<p>General Climate Change and Policy Issues</p> <p>In response to ExQ1 CC.1.7 [REP2-100], the Applicant states that the CoCP requirement to measure, monitor, and report energy and water consumption and GHG emissions during construction will be passed to SZC Co. contractors through their contracts. Contractors' performance will be monitored by SZC Co. through the recording and reporting tool, and audits will be undertaken to identify any non-compliance(s) against contractual requirements (including compliance with the CoCP). However, this means that there would be no independent third party verification of CoCP and hence DCO requirement compliance. Should the reports not be shared with other relevant independent parties with a means of ensuring that they would be effectively utilised, and actions instigated where necessary secured through the DCO?</p>
	SZC Co. Response at Deadline 7	<p>The CoCP explains how SZC Co. will ensure that commitments it has made are implemented fully on such a large infrastructure project with many contractors. Appropriate levels of reporting and sharing of monitoring results within the planning</p>

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ExQ2	Question to:	Question:
		<p>context has been included within the Level 1 control documents. Through the construction and operation of Sizewell C, SZC Co. will be subject to all applicable existing legislative regimes, many of which have their own requirements for reporting. SZC Co. has also committed to various voluntary regimes to ensure high levels of transparency and accountability as is standard within the nuclear industry.</p> <p>Specific to climate change SZC Co.'s construction environmental arrangements will be subject to independent audits for accreditation to the ISO14001 standard. This includes an assessment of performance against compliance obligations and opportunities for continual improvement.</p> <p>The Sizewell C Project will also be subject to a CEEQUAL assessment, which considers monitoring requirements and results for energy, carbon and water use. The CEEQUAL assessment will be independently verified and ratified by BRE assessors.</p> <p>Monitoring results for energy, water and GHG emissions will be made available to East Suffolk Council for inspection, if requested.</p>
CC.2.3	The Applicant	<p>Greenhouse Gas Emissions</p> <p>A response has been provided to ExQ1 CC.1.3 in relation to the implications of the CCC sixth carbon budget. The Carbon Budget Order 2021 came into force on 24 June 2021, which secures the carbon budget for 2033-2037 as a matter of law. Please provide any further response and/or addition to the original response and/or the Planning Statement Update to reflect that.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. recognise that the Carbon Budget Order 2021 came into force on 24 June 2021. SZC Co.'s response within [REP2-100] for ExQ1 CC.1.3 set out an assessment against the 6th carbon budget and this assessment remains valid.</p>
CC.2.4	The Applicant	<p>Greenhouse Gas Emissions</p> <p>The Applicant's response to EXQ1 CC.1.3 states that since the preparation of the ES it has undertaken a Life Cycle Carbon Assessment (LCA) and this is provided at Appendix 9A to its response [REP2-110]. TASC [REP3-145] submits that 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 is requested to explain what</p>

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ExQ2	Question to:	Question:
		assumptions have been adopted in the revised calculations and which transport strategies have been assumed?
	SZC Co. Response at Deadline 7	<p>The LCA was done from first principles through an extensive data calculation and gathering exercise rather than an evolution from the work done from the ES. Although there is some cross over for some of the data inputs used between the LCA and ES, much of the data for the LCA was collected or calculated specifically to undertake the LCA and was not available for use in the ES. Differences in data are therefore a function of many factors (see response to Question CC.2.6).</p> <p>Although the presentation of the current report does not specify explicitly Mt of carbon by activity this is because the analysis followed the Product Category Rules (PCR) for electricity generation which specify requirements for conducting and reporting LCA analysis as part of an Environmental Product Declaration under the International EPD System. The PCR for electricity generation requires reporting in the form of kg carbon equivalent per 'functional unit', which is kWh of electricity generated (rather than report absolute carbon amounts per contributory element). The absolute carbon figures can be calculated from the report using lifetime net generation (page 3) and data presented in Section 5. However, SZC Co. acknowledges that this is not immediately visible and will add absolute carbon figures in our forthcoming updated EPD style document to make the presentation of data clearer.</p> <p>Transport strategies assumed were consistent with those provided in the updated view of the bulk materials transport assessment – including the detailed models of delivery and source of the material. Consistent with the transport assessment, 40% of bulk materials are assumed to be brought to site by HGVs (and 60% by rail/sea). The LCA requires a tonnes per km measure for all transport associated with the power station. To produce this some additional data was required for the LCA that was not required for the transport assessment) – for example distance of journey (including international deliveries), some LGV movements, operating phase transport movements. In these instances a bespoke calculation was done for the LCA.</p>
CC.2.5	TASC	<p>Greenhouse Gas Emissions</p> <p>The initial SoCG [REP2-067] between the Applicant and TASC identifies as an area of disagreement the adequacy of the Applicant's evidence on the carbon impacts of the</p>

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ExQ2	Question to:	Question:
		construction, decommissioning and storage phases of the proposal. TASC is requested to provide further details of that criticism of the Applicant's evidence and indicate whether there has been any subsequent narrowing of the area of disagreement between the parties?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
CC.2.6	Applicant	Greenhouse Gas Emissions TASC [REP3-145] points out that 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 change in figures. Likewise, the ExA is unclear as to how this latest figure has been derived and a further detailed explanation is sought for this change, setting out how the two figures have been calculated and a reconciliation of the differences?
	SZC Co. Response at Deadline 7	Please note the response below repeats the response to question G.2.13 (ii). The difference in calculated construction phase emissions in the Environmental Statement (ES) with those calculated in the LCA arise because of differences in the factors described below (these factors also affect estimates of operating and decommissioning phase carbon emissions): <ul style="list-style-type: none">a) input data for the volumes/amounts of materials, energy and transport used during construction (for example the tonnes of steel used during construction) – in particular the data input collection for the LCA was more detailed and granular (see below);b) different sources for life cycle impacts of the materials, energy and transport used during construction (for example the carbon footprint of a tonne of a type of steel): The ES calculation used a number of sources; while the LCA exclusively used a specialist life cycle impact (LCI) database which is considered the leading and most consistent LCI database in the market (ecoinvent v3.7);c) the LCA calculation was undertaken using a specialist LCA software package (SimaPro); the ES calculation was done using a Microsoft Office tool (Excel).

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ExQ2	Question to:	Question:
		<p>The LCA was done as a standalone exercise from first principles (i.e. was not an evolution of the ES) and therefore diverged from the ES as set out above. In particular, the LCA was undertaken in line with requirements of the International EPD System's (IES) Product Category Rules (PCR, see reference for a generic description¹), by a specialist LCA consultancy and in line with the best practice for producing a through life LCA.</p> <p>In practical terms there were a number of important differences between the LCA calculation and the ES:</p> <ul style="list-style-type: none">- Following the PCR meant a more granular approach to the data collection for the LCA, with many inputs requiring bespoke detailed work and estimating.- The LCA exercise was conducted in conjunction with Hinkley Point C in order to assimilate detailed data that was relevant to both projects (in particular where the design of the plant is the same).- As the data inputs for the LCA were collected after the ES there was more information available on construction methodology and a more mature design <p>The underlying estimate of materials use (steel, concrete, etc) for construction is particularly important for the difference in construction emissions. For the LCA, the data was collected through an extensive exercise with HPC taking several months to generate data inputs that were not available at the time of the ES. As a result of the detailed work that was undertaken and the benefits of collaboration with the HPC project, SZC Co. is confident that certain materials inputs used for the LCA calculation represent a more accurate estimate than those available for the earlier ES calculation.</p> <p>It should be noted that for SZC specific construction work (where the material inputs would be different to HPC – for example earthworks), the estimated materials inputs were very similar for the ES and LCA as the same sources were largely used.</p> <p>The large numbers of differences in input data and methodological approaches set out above means that it is not possible to precisely quantify the causes of the differences in carbon emissions between the January documents and the LCA. However, it is possible to</p>

¹ <https://www.environdec.com/product-category-rules-pcr/the-pcr>

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ExQ2	Question to:	Question:
		<p>identify key drivers of the difference, which are responsible for the majority of the divergence:</p> <ul style="list-style-type: none">- Lower volumes of some materials (in particular steel): The detailed materials input assessment for the LCA found lower estimated amounts of certain construction materials than had been available for the ES calculation (in particular significantly lower amounts of steel and bitumen). Steel is a carbon intensive material and forms the majority of the carbon associated with materials use (around 60% in the LCA). This means the reduction in its estimated usage gives rise to significant reduction in total estimated construction emissions.- The lower updated bitumen estimate also reduced carbon emissions, but had a smaller impact than steel.- More accurate steel carbon intensity assumptions: Collection of more accurate data with respect to steel use for the LCA also allowed a more accurate assessment of the types of steel that would be used at the plant. For example, splitting the estimated total steel use into categories such as reinforcement bar and equipment. Different types of steel have different carbon intensities (kg of carbon per kg of steel). To the example above, reinforcement bar typically has a lower carbon intensity per kg than steel used in equipment. With data available on different types of steel for the LCA, it was possible to apply different carbon intensities for the different categories of steel (for instance applying a lower carbon intensity for steel reinforcement bar and a higher carbon intensity for the steel used for equipment). A detailed breakdown in types of steel use was not available at the time of the ES. In light of this and in order to be conservative, the ES applied a uniform and relatively high steel carbon intensity to all steel. The net impact of being able to use different carbon intensities for different types of steel in the LCA is a further reduction in construction carbon emissions associated with steel use.- Carbon intensity of 'other' materials in the ES: The 'other' category of materials in the ES is assumed to mostly comprise aggregates. Review of the ES calculation has identified a spreadsheet error which resulted in the carbon intensity factor (kg carbon per kg material) applied to 'other materials' being too high in the ES. This error increased construction carbon emissions in the ES.- Higher energy use in the LCA: The LCA has a higher energy consumption during construction than the ES, mainly driven by the assumed electricity use. This

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ExQ2	Question to:	Question:
		increases estimated construction emissions in the LCA partly offsetting the impacts above. It should be noted that, following further work with HPC, the SZC electricity consumption assumption used for the LCA is considered an overestimate, is currently being updated and will be incorporated in the EPD style document discussed in question CC.2.7., but the LCA carbon impact of energy use is expected to remain higher than the ES estimate.
CC.2.7	Applicant	Greenhouse Gas Emissions The Appendix 9a to the responses to ExQ1 carbon focused life cycle assessment (LCA) of the proposed Sizewell C nuclear power plant development [REP2-110] indicates that a full LCA and EPD will come at a later point and this report is focused purely on Global Warming Potential (GWP). (i) Please indicate the stage at which the full LCA and EPD will be carried out? (ii) The report indicates that both downstream and to some extent upstream processes are outside of SZC's control – does that lack of control give any cause for concern? (iii) What steps, if any, does SZC propose to take in response to the recommendations of the report?
	SZC Co. Response at Deadline 7	(i) For clarification, an EPD (Environmental Product Declaration) is produced for an activity that is being undertaken and creating a 'product' rather than a potential future activity. As Sizewell C is not yet generating electricity it will not be able to produce an EPD. At the time of producing the Deadline 2 responses SZC Co. and Ricardo AEA (the consultant undertaking the LCA analysis) had understood that IES (International EPD System) was considering introducing a new 'design EPD' for Sizewell C (in effect an EPD for a future product), as described in the Executive Summary and Introduction of the LCA report. However, SZC Co. understands that the IES position has since changed and the future report is unlikely to use EPD branding. This does not change the content of the future report, which will contain the same information, and it can be presented as an EPD-style report (i.e. provides the same information as would be produced in an EPD report) and to the extent practicable meet the data requirements of an EPD report (for example granularity of data, activities included within the assessment).

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ExQ2	Question to:	Question:
		<p>While the EPD style document will contain a number of environmental indicators, the carbon footprint (global warming potential) component of the future EPD-style LCA is the same as the carbon focused LCA analysis that has been provided, so SZC Co. would not expect the LCA carbon assessment to change materially (there are likely to be a small number of updates for new data that has become available in the interim).</p> <p>(ii) Downstream processes are essentially the UK transmission and distribution power network. The lack of 'control' is a reflection of the fact that these are owned and operated by different parties to SZC Co. This is the same for all UK power generation connected to the power network (which is the vast majority of power generation). The UK transmission and distribution networks operate within the UK's legislative and regulatory arrangements, and SZC Co. does not consider potential environmental implications of its lack of control to be a concern.</p> <p>Upstream activities (related to the production, manufacture and transport of nuclear fuel) are not within SZC Co.'s control today because SZC Co. is not procuring any nuclear fuel and it will be a number of years before it does. At the point that SZC Co. is close to or is procuring fuel and has established commercial relationships with the nuclear fuel supply chain, it is likely to be possible to exercise control/influence.</p> <p>SZC Co. notes that the following factors facilitate good environmental outcomes: uranium mining today typically follows international standards, and the process of enriching, fabricating and transporting nuclear fuel is conducted under rigorous and robust nuclear and environmental regulations. Furthermore, as noted in the LCA report, SZC Co. is investigating ways it could reduce its requirement for uranium mining (e.g. through enriching depleted uranium tails or use of reprocessed fuel) which would be expected to provide beneficial environmental impacts (these potential benefits are not quantified in the LCA).</p> <p>(iii) All the recommendations in the report are or are likely to be acted on:</p> <ul style="list-style-type: none">- SZC Co. is considering options for its nuclear fuel supply arrangements (as described in the report).

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ExQ2	Question to:	Question:
		<ul style="list-style-type: none">- SZC Co. will continue to evaluate its energy options (though this has many factors to consider as well as environmental impact – including health and safety).- SZC Co. has collected some data on a potential UK GDF which it will look to include in the lifecycle analysis in the EPD style document.- SZC Co. is are considering the reporting requirements for the supply chain through construction.
CC.2.8		Climate Change Adaptation The ONR in response to ExQ1 CC.1.3 (i) [REP2-159] states that 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. Please indicate whether that remains the position at this stage of the ONR assessment?
	SZC Co. Response at Deadline 7	It is assumed this question is for the ONR and therefore no response from SZC Co. is required.
CC.2.9	Applicant	Climate Change Adaptation The Applicant in its comments on the EA response to ExQ1 CC.1.16 [REP3-046] indicates that is currently in talks with and will continue to engage with the landowners for the affected area, with the view to obtaining confirmation that the increased flood depth is accepted by the landowners. Please provide an update as to the progress of any such talks and indicate whether any agreement has been reached?
	SZC Co. Response at Deadline 7	Engagement with landowners in proximity to the main development site is on-going on a number of issues, including sharing details of the anticipated flooding risk to land. The levels of increased flooding have been confirmed as minimal, after the application of primary mitigation, and not considered to be significant. As explained in SZC Co.'s response to ExQ1 CC.1.16 [REP3-046], the Environment Agency has acknowledged that any potential increase in flood risk would be to areas that are currently already at risk of flooding and that any increase in depth can be considered to be insignificant. Due to the low significance and specific characteristics of the future flooding, SZC Co. does not believe it would be possible or proportionate to secure easements or any other interest in land. SZC Co. will continue to seek confirmation from landowners that the increased flood

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ExQ2	Question to:	Question:
		depth on their land is accepted. Currently, discussions are ongoing and no landowners have confirmed acceptance.
CC.2.10	Applicant	<p>Climate Change Adaptation</p> <p>The Applicant in its comments on the EA response to ExQ1 CC.1.16 [REP3-046] states that it considers that, in accordance with the policy in EN1, paragraph 5.1.17, an increase in flood depth is acceptable. That policy exceptionally allows an increase in flood risk elsewhere if it cannot be avoided or wholly mitigated, and if the increase in present and future flood risk can be mitigated to an acceptable level taking account of the benefits of, including the need for, nationally significant energy infrastructure.</p> <p>(i) Please summarise why such an increase in flood risk cannot be avoided or wholly mitigated in this case?</p> <p>(ii) Are there any other factors other than the anticipated level of increase in flood depths that support the Applicant's view that the increase in flood depth would be acceptable?</p>
	SZC Co. Response at Deadline 7	<p>(i) Paragraphs 2.2.23 and 2.3.12 of the MDS FRA Addendum [AS-157] conclude that the impact on flood levels is largely caused by the occupation of part of the floodplain by the main platform and the embankments of the SSSI crossing; however, this would be a relatively minimal impact on off-site receptors (i.e. a relative increase in flood depth of 0.02m).</p> <p>NPS EN-6 identifies Sizewell as being one of eight sites potentially suitable for new nuclear development. The proposed location of the Project was identified in NPS EN-6, and its siting and the size of the platform is driven by the infrastructure requirements, as summarised in Chapter 4 of the ES [APP-175] and Appendix 8.4A of the Planning Statement [APP-591]. Therefore, it is not considered possible to avoid the limited impact on flood levels associated with the loss of floodplain within the main platform area.</p> <p>SZC Co. has undertaken a thorough assessment of potential mitigation measures, including consideration of various flood mitigation areas and the revised design of the SSSI crossing to reduce the footprint of the embankments. This Embedded Mitigation Measures Paper is currently being drafted and will be submitted at Deadline 8 following review by the Environment Agency. This assessment has concluded that the optimal design options have been identified and that further flood mitigation areas or a wider</p>

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ExQ2	Question to:	Question:
		<p>crossing opening would not provide a significant reduction in flood levels or further offset the impacts of floodplain occupation by the main platform. Therefore, SZC Co. concludes that the impact to off-site receptors (residential or non-residential properties) (i.e. a relative increase in flood depth of 0.02m) could not be fully mitigated.</p> <p>(ii) In section 3.3 and 3.4 of the MDS FRA Addendum [AS-157], SZC Co. has assessed the change in flood levels, velocity and hazard rating as a result of the Sizewell C Project considering fluvial, coastal inundation and tidal breach flood risk. The assessment concluded that the Sizewell C Project would not result in a significant change in flood velocity or hazard rating for any residential or non-residential properties or other off-site receptors. On this basis, and considering that the relative change in flood depth is limited, SZC Co. considers that such level of change is not significant and would be acceptable.</p>
CC.2.11	EA	Climate Change Adaptation The Applicant in its comments on the EA response to ExQ1 CC.1.16 [REP3-046] queries whether the approximation of area quoted by the EA has been calculated based on known third party landownership, excluding areas within the EDF ENGL and BEGL ownership. Please can the EA confirm if that is the case?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
CC.2.12	EA	Climate Change Adaptation The Applicant in its comments on the EA response to ExQ1 CC.1.16 [REP3-046] states that a review of the change in flood depth within the third party land ownership shows that it is variable and that an increase in flood depth above 0.2m affects only approximately 15% of this area, whilst approximately 40% of this area has an increase in flood depth of less than 0.1m. In addition, there is no change in the flood extent within this third party landownership during this event. Does the EA agree that correctly reflects the position in relation to third party land?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
CC.2.13	The Applicant	Climate Change Adaptation

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ExQ2	Question to:	Question:
		In response to ExQ1 CC.1.17 [REP2-100], the Applicant refers to the response to FR.1.2, and states 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 and consider whether any change is required. For the avoidance of doubt, please confirm that this monitoring and assessment will be included within the CPMMP and overseen by the MTF and would be in addition to any Nuclear Site Licence requirements?
	SZC Co. Response at Deadline 7	Sea level will be reported as part of the CPMMP and provided to the Sizewell C "External Hazards" team. The MTF will have visibility via the CPMMP reporting but sea level itself is not of particular significance to the CPMMP itself.
CA.2 Compulsory acquisition		
CA.2.0	The Applicant	<p>The scope and purpose of the Compulsory Acquisition Powers sought</p> <p>The Applicant's response to ExQ CA.1.1 [REP2-100] rejects the suggestion that the notice period pursuant to draft DCO Article 25(2) should be extended from 14 to 28 days. It is noted that ESC considers a period of 28 days to be more appropriate. Whilst there may be a greater need for urgency in the Article 24 situation where protective works are required to buildings, there would not seem to be a similar degree of urgency in relation to matters covered by Article 25. Please reconsider the notice period in Article 25(2) and explain further:</p> <p>(i) What consideration has been given to the interests of landowners and the difficulties they might have in allowing access, for example, to agricultural land accommodating livestock at short notice?</p> <p>(ii) What would be the impact upon the timing of the works overall should the notice period be extended to 28 days?</p> <p>(iii) Please provide further details of the types of survey and investigative works that would be undertaken pursuant to this power and justify the need for speed in carrying out those works setting out the difference that an additional 14 days would make to the entire timeline for addressing impacts that might arise from the development, if authorised.</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. and its agents have liaised with the landowners and their agents (and the NFU) over a number of years, not least in respect of access for surveys. The 14 days' notice period is consistent with the majority of licence agreements that have been entered into with all landowners with whom access for surveys is required, and the 14 days' notice</p>

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ExQ2	Question to:	Question:
		<p>period has been included in the Heads of Terms signed by the significant majority of landowners and is included in the draft option agreement. SZC Co. is mindful of how surveys have the potential to disrupt (particularly) agricultural operations and as such ensures that, wherever possible, early visibility of survey programmes are shared with landowners to enable owners and occupiers of land to plan accordingly. However, the principle of the 14 days' notice period has not been challenged by landowners and (as discussed in (iii) below) it would not be appropriate to extend the notice periods beyond the 14 days' notice provided for within the draft DCO. The notice period is also consistent with other DCOs, including the following recent examples:</p> <ul style="list-style-type: none">• A303 Sparksford DCO 2021• Riverside Energy park DCO 2020• Cleve Hill DCO 2020• Hornsea 3 windfarm DCO 2020• Norfolk Vanguard windfarm DCO 2020• Immingham Open Cycle Gas Turbine DCO 2020 <p>In respect of livestock, the vast majority of land required for surveys is arable land, and whilst SZC Co. is mindful of ensuring that agricultural operations are disrupted as little as possible, provisions for the payment of compensation have also been provided for within the licence agreements (and draft option agreements).</p> <p>ii) Many of the surveys undertaken are seasonal, and as such any failure to complete the required survey programme could delay the project programme by approximately 12 months. There may be the requirement to relocate protected species which can only be completed at certain times of the year and constraints such as weather or availability of specialists means that the flexibility provided for through the 14 days' notice period is essential to ensure the windows are not lost. It is also the case that surveys themselves may result in information being secured that predicate further surveys being undertaken (that had not initially been anticipated); the 14 days' notice period mitigates the risk that survey teams will have been de-mobilised for that survey programme and avoids seasonal windows being missed with the subsequent programme delays.</p>

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ExQ2	Question to:	Question:
		(iii) Surveys could include seasonally limited ecological surveys such as bat roost or activity surveys, water vole surveys or great crested newt surveys where failure to secure relatively narrow optimal survey windows could lead to substantive delays of up to 9-12 months (in the case of great crested newts in ponds) until the next available survey window.
CA.2.1	The Applicant	The scope and purpose of the Compulsory Acquisition Powers sought The Applicant's response to ExQ1 CA.1.2 [REP2-100], submits that the Applicant has a strong incentive to adopt a proportional approach to drafting restrictive covenants and to consult with the owners and occupiers of any land affected to avoid any constraint beyond that needed to ensure adequate protection and maintenance of the works. However, should landowners not be provided with such safeguards in the drafting of Article 30 to ensure a proportional approach, rather than rely upon the Applicant acting upon such incentives?
	SZC Co. Response at Deadline 7	<p>As stated in SZC Co.'s response to ExQ1 CA 1.2, SZC Co. is not aware of any other DCOs where 'safeguards' of the sorts suggested have been imposed in the relevant article. The principle of consistency in decision-making would mean that good reasons would need to be identified as to why a different approach was necessary in this case, having regard to the extensive precedents identified. SZC Co. is not aware of any evidence that these provisions have given rise to difficulty or unfairness in practice, or of any other factors which would justify a different approach here.</p> <p>In addition to the factors identified in response to ExQ1 CA.1.2(ii), provisions of the type contemplated by ExQ1 CA.1.2 would be onerous and are unnecessary to achieve fairness to landowners, on the basis that:</p> <p>(i) The DCO application has been put forward on the basis that full compulsory acquisition is sought over all of the land shaded pink or orange on the land plans (and described in the book of reference as land over which Class 1 rights are sought), as the freehold of all such land may need to be acquired for the project.</p> <p>(ii) If, however, it were to transpire following detailed design that full freehold ownership of any part of that land were not to be required provided that a restrictive covenant were imposed, then this would be a less extensive interest in land to be acquired from the relevant land owner than full freehold acquisition (which is authorised by the DCO).</p>

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ExQ2	Question to:	Question:
		<p>(iii) From a human rights perspective SZC Co. does not consider that further consultation prior to the imposition of a restrictive covenant via compulsory acquisition (i.e. a lesser degree of interference) is necessary.</p> <p>(iv) SZC Co. assume it is for the above reasons that no such safeguards have been imposed by other DCOs. The Secretary of State should be wary of setting a new and onerous precedent for all DCOs, which would add further delay, complexity and cost to the delivery of new infrastructure.</p>
CA.2.2	The Applicant	<p>The scope and purpose of the Compulsory Acquisition Powers sought</p> <p>The Applicant's response to ExQ1 CA.1.17 [REP2-100] indicates that the draft DCO provides for all Order Land to be occupied temporarily prior to land being acquired permanently to ensure that only land confirmed as being required permanently is acquired, with land occupied temporarily being returned to the landowner. Article 37 authorises the Undertaker to enter onto, or temporarily occupy, the land specified for the purposes of carrying out various temporary or permanent works on that land, without having to acquire a permanent interest in the land. However, please explain further by reference to specific draft DCO articles how it would be ensured that only land confirmed as being required permanently is acquired, or would that be simply left to the discretion of the Applicant?</p>
	SZC Co. Response at Deadline 7	<p>Article 26 (Compulsory acquisition of land) is an umbrella provision which sets out the undertaker's power to acquire 'land' (which is defined to include 'any interest in land or right in, to or over land'). It also governs the acquisition of rights or imposition of restrictions on land, further provisions in relation to which are provided for in article 30 (Compulsory acquisition of rights and imposition of restrictive covenants). Article 26 provides that the undertaker may <i>'acquire compulsorily so much of the land within the permanent limits as is required for the construction, operation, or maintenance of the authorised development or to facilitate it, or as is incidental to it'</i>. There is no further stage of approval by any party when the undertaker comes to exercise the compulsory acquisition powers in the DCO.</p> <p>However, as explained in response to ExQ1 CA.1.4(ii) (and at paragraph 1.2.33 and 1.2.34 of the Written Summaries of SZC Co's Oral Submissions at the CA Hearing Part 1 [Doc Ref 9.74], the approach adopted is inherently proportionate – and has been recognised as such - because it enables the ultimate extent of permanent acquisition to be</p>

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ExQ2	Question to:	Question:
		<p>reduced where appropriate. The alternative would be simply to acquire a permanent interest in all of the land at the outset. Whilst that less flexible approach would enable the Undertaker to carry out the relevant works and maintain them thereafter, it would also mean that some land may be acquired that is not ultimately required on a permanent basis. That level of rigidity is not in the interests of the landowner or the Undertaker, who will have to pay more compensation than is otherwise required and will bear the costs of maintaining any surplus land thereafter.</p> <p>Under the approach adopted in this case, and in a number of other made DCOs, once the authorised development has been implemented and its final design and location are thus fixed, the Undertaker has no incentive to exercise its powers of compulsory acquisition so as to take more land than is required. Thus whilst it would be a matter for the Undertaker to determine how much land is required permanently, that could never lead to more land being taken than the Secretary of State has assessed and authorised as being justified and proportionate, but may in appropriate cases lead to a reduction because there is a strong incentive for the Undertaker to limit the extent of permanent acquisition where possible due to costs associated with acquisition and ongoing maintenance thereafter.</p> <p>Furthermore, the Undertaker must exercise that discretion lawfully and it is in the final resort something that could be regulated by the courts. SZC Co. is not aware of litigation having been necessary in any other case (which is a further indicator that the application of provisions of this sort has not proved problematic in practice). Nevertheless, in the event that for some reason less land or rights over land are required by the Undertaker than expected (due to the detailed design requiring less land than anticipated), but the Undertaker nevertheless acquired the whole of the land in question, this could be challenged by means of judicial review.</p>
CA.2.3	The Applicant	<p>The scope and purpose of the Compulsory Acquisition Powers sought</p> <p>The Applicant's response to ExQ1 CA.1.6 [REP2-100], sets out the interaction between draft DCO Articles 37 and 38 in relation to the time limit for the temporary possession period. However, the Article 37(3) time limit refers to that limit as being "<i>...after the end of the period of 1 year beginning with the date of completion of the part of the authorised development...</i>". To ensure that these powers are exercised in a manner that is reasonable and proportionate, should Article 38 not contain an overall stop-gap time limit to safeguard the landowner in the eventuality that the completion of the authorised</p>

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ExQ2	Question to:	Question:
		development is unreasonably delayed or there is a total failure to complete that part for reasons that are unforeseen at this time?
	SZC Co. Response at Deadline 7	<p>We are not aware of such a long-stop date being imposed on any other DCOs. We assume this is because:</p> <p>(i) It is not in the undertaker's interest to hold onto land longer than required for the project, given the fact that compensation must be paid to the landowner for such temporary possession, and that use of the land temporarily possessed is only authorised for the purpose of carrying out the authorised development. The undertaker would not lawfully be able to keep hold of it to use for some other commercial purpose.</p> <p>(ii) In the unlikely event that the undertaker did not return the land to its owner after the period specified in Article 37 (i.e. 1 year after that part of the authorised development is completed etc), or otherwise failed to return the land in circumstances where it was unreasonable in the <i>Wednesbury</i> sense not to do so having regard to the statutory purposes for which temporary possession had been authorised, the landowner could bring a legal challenge on the grounds that further possession of the site was ultra vires.</p> <p>(iii) Given the national significance of the project, in the unlikely event that completion of some element of the project for which temporary possession was required were to be delayed, it would not be in the public interest for the landowner to be able to take back possession, which could result in the whole project being unable to be completed. As regrettable as such a delay might be from the landowner's perspective, retention of temporary possession would be necessary and appropriate in the circumstances.</p> <p>(iv) The identification of a suitable time limit to cater for unforeseen and unknowable circumstances, as opposed to linking the duration of possession to the purpose for which it is required (Article 37(3)) is fraught with difficulty.</p>
CA.2.4	The Applicant	<p>The scope and purpose of the Compulsory Acquisition Powers sought</p> <p>The Applicant's response to ExQ1 CA.1.7 [REP2-100] provides a table setting out the total number of plots falling within each of the six classes listed in the SoR [APP-062] and the response to CA.1.8 provides further information in relation to amendments to the Order Land since the submission of the application as set out in the SoR Addendum [AS-149]. In the event that the latest changes to the application are accepted, please provide an updated table and a revised response to CA.1.8 to include those additional plots.</p>

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ExQ2	Question to:	Question:						
	SZC Co. Response at Deadline 7	Scheme	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6
		MDS	88	0	20	148	25	15
		SF	0	0	2	2	0	0
		FM (HALESWORTH)	3	0	0	4	1	0
		FM (BENHALL)	3	0	0	5	2	0
		MH	2	0	0	4	2	0
		NPR	4	0	0	14	3	7
		SPR	5	0	0	10	5	0
		2VBP	18	0	28-23	56-51	0	10
		SLR	94 95	2	65	195 200	04	34
		FMF	1	0	0	8	7	0
		YOX	1	0	3	10	6	0
		A12/B1119	0	0	0	2	2	0
		A1094/B1069	0	0	0	7	7	0
		A12/A144	3	0	1	11	7	0
		FM (PAKENHAM)	9	0	0	12	3	0
		TOTAL	231 232	2	119 114	488	70-74	66

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ExQ2	Question to:	Question:
		<p>An updated response to ExQ1 CA.1.8 [REP2-100] is provided below. Where text is marked as strikethrough below, this indicates where the previous response to ExQ1 CA.1.8 [REP2-100] is no longer applicable in respect of the changes to the application (Changes 16-18) submitted by SZC Co to the Planning Inspectorate by letter dated 23 July 2021 [REP5-002]. A revised response is subsequently provided.</p> <p>(i) The extent of the new land to be included within the Order limits in respect of which compulsory acquisition powers are sought is shown in the Land Changes Plans (Revision 1.0) [AS-152]. These plans show all the proposed changes to the Order limits as submitted in January 2021. The land over which compulsory acquisition powers are sought is shown shaded pink. The new land over which compulsory acquisition powers are sought is also listed in the SoR Addendum [AS-149], Table 2.1. Column 3 of this table identifies the land over which compulsory acquisition powers are sought with the 'Yes' entry. The extent of the new land to be included within the Order limits in respect of which compulsory acquisition powers are sought is shown in the Land Plans (Revision 3.0) [REP5-004] on sheet 19 of 28 and identified as plot number SLR/19/11b. These plans show all land in respect of which compulsory acquisition is sought in the existing application and including the changes to the application as submitted in July 2021. The new land over which compulsory acquisition powers is sought is also listed in the Book of Reference Supplement (Revision 1.0) [REP5-037], plot number SLR/19/11b. Consent of all persons with an interest in this plot has been obtained.</p> <p>(ii) The total area of land within the Order limits over which compulsory acquisition powers are sought is 13,238,694.41 13,232,099.36 sqm. This includes both the original existing application land and the additional new land. For the avoidance of doubt, this land is shown shaded pink, blue and orange in the Land Plans (Revision 2.0) [AS-108] Land Plans (Revision 3.0) [REP5-004] and the Land Plans Showing Proposed Land Changes [AS-290] Land Plans Showing Proposed Land Changes [REP5-040].</p> <p>(iii) The extent of the new land included within the Order limits in respect of which temporary possession powers are sought is shown in the Land Changes Plans</p>

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ExQ2	Question to:	Question:
		<p>(Revision 1.0) [AS-152]. These plans show all the proposed changes to the Order limits as submitted in January 2021. The land over which temporary possession powers are sought is shown shaded yellow. The new land over which temporary possession powers are sought is also listed in the SoR Addendum [AS-149], Table 2.1. Column 3 of this table identifies the land over which temporary possession powers are sought with the 'no — temporary possession only' entry.</p> <p>The extent of the new land to be included within the Order limits in respect of which temporary possession powers are sought is shown in the Land Plans (Revision 3.0) [REP5-004] on sheets 20 and 21 of 28 and identified as plot numbers SLR/20/03c, SLR/20/03d, SLR/21/19b and SLR/21/28c. These plans show all land in respect of which temporary possession powers are sought shaded yellow and green in the existing application and including the changes to the application as submitted in July 2021. The new land over which temporary possession powers are sought is also listed in the Book of Reference Supplement (Revision 1.0) [REP5-037], plot numbers SLR/20/03c, SLR/20/03d, SLR/21/19b and SLR/21/28c. These plots are all temporary possession only over highway land.</p> <p>(iv) The total area of land within the Order limits over which temporary possession powers are sought is 599393.58 603,537.35 sqm. This includes both the original application land and the additional new land. For the avoidance of doubt, this land is shown shaded yellow and green in the Land Plans (Revision 2.0) [AS-108] Land Plans (Revision 3.0) [REP5-004] and the Land Plans Showing Proposed Land Changes [AS-290] Land Plans Showing Proposed Land Changes [REP5-040].</p> <p>There has been no additional land included in the changes (Land Plans (Revision 3.0) [REP5-004]) in respect of which compulsory acquisition of rights only is sought. Therefore, the previous response provided for parts v) and vi) remains as submitted in response to CA.1.8 and is provided again below:</p> <p>(v) The extent of the new land to be included within the Order limits in respect of which compulsory acquisition of rights only are sought is shown in the Land Changes Plans (Revision 1.0) [AS-152] on sheet 19 of 28 and identified as plot</p>

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ExQ2	Question to:	Question:
		<p>number SLR/19/08a. The new land over which compulsory acquisition of rights only are sought is also listed in SoR Addendum [AS-149], Table 2.1. Column 3 of this table identifies the land over which temporary possession powers are sought with the 'yes – acquisition of rights' entry and identified as plot number SLR/19/08a.</p> <p>The total area of land within the Order limits over which compulsory acquisition of rights only powers are sought is 5,580.79 sqm. This includes both the original application land and the additional new land. For the avoidance of doubt, this land is shown shaded blue in the Land Plans (Revision 2.0) [AS-108] and the Land Plans showing Proposed Land Changes [AS-290].</p>
CA.2.5	The Applicant	<p>Whether all reasonable alternatives to compulsory acquisition have been explored</p> <p>The Applicant's response to ExQ1 CA.1.23 [REP2-100] refers to the considerations of alternative sites in Volume 2 Main Development Site Chapter 14 Terrestrial Ecology and Ornithology Appendix 14C4 Fen Meadow Compensation Study [APP-258]. The assessment of the potential for fen meadow restoration at Pakenham Fen highlights the need for further detailed studies to determine with certainty the potential afforded by these sites. It explains the conclusion reached at that stage that each of the five sites identified for further investigation would be of sufficient area to provide fen meadow habitat capable of compensating for unavoidable losses at Sizewell. It does not appear to consider the extent of the land now required. Please provide an update summarising and explaining:</p> <p>(i) The need for this land and justifying the extent of the land sought.</p> <p>(ii) The further investigations that have been carried out and how the initially anticipated difficulties in the creation of fen meadow in this location identified in that document would be overcome?</p>
	SZC Co. Response at Deadline 7	<p>(i) <i>'The need for this land and justifying the extent of the land sought.'</i></p> <p>Details of the proposals for compensatory fen meadow habitat and how the extent of the Pakenham site was initially defined are provided in the Fen Meadow Strategy [Section 2.9D of AS-209]). The Written Submissions arising from CAH1 Part 1, Appendix A (Doc Ref. 9.74) explains why, as a result of further studies, SZC Co. has now been able to</p>

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ExQ2	Question to:	Question:
		<p>identify with much greater certainty the extent of the land required at Pakenham and that SZC Co. is therefore proposing to reduce the Order limits at this site.</p> <p>(ii) <i>'The further investigations that have been carried out and how the initially anticipated difficulties in the creation of fen meadow in this location identified in that document would be overcome?'</i></p> <p>The Fen Meadow Baseline report [REP3-051 and REP3-052], and the Fen Meadow Plan Draft [REP6-026], submitted at Deadline 6, have between them detailed:</p> <ul style="list-style-type: none">• The further studies undertaken and summarised the findings;• The suitability of each site for fen meadow creation;• The proposed layout and features;• Proposed conservation management and required habitats creation works• Monitoring; and• The area of potential fen meadow. <p>Based on the results of the studies it has been concluded that it will not be necessary to control ditch water levels and this avoids off-site effects. Water level control is not necessary because recorded water levels to date indicate that, through sculpting of the ground surface, it will be possible to create a matrix of terrestrial, wetland and shallow open water habitat niches to maximise the potential for target fen meadow species to colonise.</p>
CA.2.6	The Applicant	<p>Whether adequate funding is likely to be available</p> <p>The Applicant's response to ExQ1 CA.1.25 [REP2-100], and its response to the comments on those question responses [REP5-129], refers to Government's Ten Point Plan and the Energy White Paper. It also alludes to ongoing discussions with the Government on the development of a RAB funding model and positive engagement with third party investors to secure the financing required for the project. The Applicant's response to CA.1.32 is also noted.</p>

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ExQ2	Question to:	Question:
		<p>(i) Can the Applicant provide any further evidence at this stage to assist in the consideration of whether financial viability has been properly assessed by it?</p> <p>(ii) Can the Applicant provide any updated evidence to support the assertions that, <i>"good progress that has been made in the ongoing discussions with the Government"</i>, and that positive engagement continues to be had with third party investors to secure the financing required for the project. Please confirm that remains the position?</p> <p>(iii) The Applicant relies upon its DL2 submission in relation to the DL3 response by Stop Sizewell C [REP3-133] and does not seek to rebut or clarify the quoted comment made by EDF CEO Simone Rossi to Reuters' Global Energy Transition conference. Does that comment to the effect that there is no Plan B in the event the government did not advance with the legislation for the RAB model represent the Applicant's position?</p>
	SZC Co. Response at Deadline 7	<p>(i) The financial viability of the project is linked to the regulated asset base (RAB) funding model being discussed by SZC Co. and Government, which will provide a recovery of appropriate costs (including a return on investment for investors in the project) through a stable long-term revenue stream which is inflation linked. We also note that the Minister for Energy, Clean Growth and Climate Change stated on 20 July 2021: <i>"as set out in our response to the consultation on the Regulated Asset Base (RAB), RAB is a credible model for financing large-scale nuclear projects"</i>.</p> <p>RAB models inherently benefit financial viability because they provide confidence that all categories of costs (construction, operating and financing) will be funded throughout the lifetime of the project through the revenue stream that the asset base earns – in other words, appropriate costs (as determined under the RAB model) will be recovered.</p> <p>In turn, this confidence in cost recovery underpins the ability of assets under RAB models to attract finance from equity investors and lenders – which is a requirement for financial viability.</p> <p>Although the details of the Sizewell C RAB model are still under development with the Government, the fundamental characteristic that appropriate costs are recovered will apply (it is inherent in RAB models) providing a strong basis for financial viability. As discussed in ExQ1 CA.1.32 [REP2-100], RAB funding models have an extensive track</p>

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ExQ2	Question to:	Question:
		<p>record for attracting finance in large infrastructure projects, providing further confidence in the project's financial viability.</p> <p>(ii) An update on the current status of discussions with Government in relation to funding is included in the Written Summaries of Oral Submissions made at CAH1 Part 1 (Doc Ref. 9.74). The discussions between SZC Co. and Government are continuing and SZC Co. can confirm that such discussions as well as engagement with third party investors continue to be positive in nature. The Examining Authority will understand that SZC Co. is unable to provide further details at this stage due to the confidential nature of those discussions.</p> <p>However, in addition to the Minister's Statement (above) we note the Secretary of State's statement to Parliament² (May 2021) provided a 6 month update following the announcement of the Ten Point Plan: <i>"sensitive discussions are being held all the time.....The third point of the Prime Minister's 10-point plan was all about nuclear power. It said explicitly that we are committed to having a decision on a plant before the end of the Parliament. We are in conversations with operators and developers—very fruitful conversations, I might add—to bring that about, and we have an ongoing commitment to increasing, not decreasing, capacity in nuclear power."</i></p> <p>(iii) In relation to any Plan B for Sizewell C, the Government response to the consultation on the RAB Model for Nuclear (December 2020) notes that: <i>"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>, and the support was reiterated by the Minister (as mentioned above). As SZC Co. has noted, it continues to believe that the RAB model is a tried-and-tested model which will attract investors to the project. The RAB model is the current focus of discussions with Government and SZC Co. is confident that these discussions will successfully enable the project to come forward. As the choice of funding model is a question for Government, SZC Co. considers that the existence of a Plan B funding model is also a question for Government. However, SZC Co notes its</p>

² <https://hansard.parliament.uk/commons/2021-05-18/debates/05FD7786-FAA8-4969-AE55-7769771AEFD3/10-PointPlanSixMonthsOn>

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ExQ2	Question to:	Question:
		confidence that the RAB model discussions will be successful and observes that a number of funding models have historically been applied (internationally and in the UK) to successfully bring forward other new nuclear projects.
CA.2.7	The Applicant	<p>Whether adequate funding is likely to be available</p> <p>The Applicant's response to ExQ1 CA.1.27 [REP2-100], and to the comments on those question responses [REP5-129] draws support from the "<i>proven track record</i>" of EDF Energy and the "<i>existing substantial financial commitment</i>" of EDF Energy Holdings Limited and General Nuclear International Limited, as evidence to support the conclusion that there is a reasonable prospect that the scheme, if granted consent, would actually be taken forward within the anticipated timescales.</p> <p>(i) Given the draft DCO Article 2 interpretation of "<i>undertaker</i>" and the inclusion of Articles 8 and 9, what reliance can be placed upon the track record and participation of EDF Energy Holdings Limited and General Nuclear International Limited in relation to this particular scheme?</p> <p>(ii) The Applicant relies upon its DL2 submission in relation to the DL3 [REP3-133] response by Stop Sizewell C and does not seek to rebut or clarify the quoted comment made by Sizewell C's Safety, Licencing and Assurance Director, Mike Lavelle to a meeting of the Whitehall Group on 27 May that the FID could be made in early 2023. Does that comment in relation to the anticipated timing of the FID represent the current position of the Applicant and, if so, does it have any implications for the Implementation Plan?</p>
	SZC Co. Response at Deadline 7	<p>(i) As noted previously, although EDF Energy will become a minority shareholder in SZC Co. in the future, it will still: (i) remain a key element of the supply chain; (ii) provide access to relevant skills and experience, including responsibilities for the Development Consent Order and Deed of Obligation remaining with the Chief Planning Officer; and (iii) enable key learnings to be passed through from Hinkley Point C. Further, as Sizewell C will be a nuclear licensed site, the ONR will ensure that SZC Co. has the necessary organisational capability in respect of the project, and this responsibility will apply regardless of the shareholding level of EDF Energy or GNI.</p>

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ExQ2	Question to:	Question:
		(ii) The comments by Mike Lavelle have been quoted out of context as they did not imply that FID is anticipated to occur in 2023. The specific quote was ' <i>we're looking to get a financial investment decision sometime in 2022 or early '23</i> '. SZC Co. is targeting FID in 2022 and planning the implementation of the project on that basis, though FID will be the function of different aspects such as the ongoing discussions with Government, legislative timeline and engagement with investors. SZC Co. is confident of achieving FID in 2022 but no one can be definitive at this stage and it is this inevitable uncertainty to which Mike Lavelle was referring.
CA.2.8	The Applicant	<p>Whether adequate funding is likely to be available</p> <p>The Applicant's response to ExQ1 CA.1.28 [REP2-100], and its response to the comments on those question responses [REP5-129], in relation to states that "<i>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.</i>"</p> <p>(i) Does that mean that without the RAB model, and with an alternative means of funding, the changes to the cost estimate between now and FID could impact the ability of the project to secure the required financing to meet the updated cost estimate and enable the project to proceed?</p> <p>(ii) Would the RAB model be expected to include any cap on the level of funding from consumers in relation to updates in the cost estimate as the project proceeds, or would such elements of the risk fall upon them, as opposed to private investors hence increasing the attractiveness of investing in the project to the latter?</p> <p>(iii) What reliance can be placed upon key parts of the supply chain for Hinkley Point C being re-used at Sizewell C and how would that be secured by the draft DCO?</p> <p>(iv) Please respond to the queries raised by the Stop Sizewell C DL3 comments [REP3-133] in relation to whether the predicted cost and/or contingencies include the potential for multiple adaptive approaches to the sea defences and price rises in construction materials?</p> <p>(v) Please indicate whether the assessment of the costs implications of the remaining changes, if accepted, has been concluded?</p>

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>(i) It is difficult to assess a hypothetical counterfactual no-RAB without specifying what the counterfactual funding model would be, which would be a matter for Government. However, and as mentioned above: (a) it is clear that Government's current policy position considers the RAB model as a credible basis for financing large-scale nuclear projects; and (b) SZC Co. continues to believe that the RAB model is a tried-and-tested model which will attract investors to SZC. That belief has been reinforced through SZC Co.'s discussions with Government and potential investors in the project.</p> <p>(ii) Discussions are currently ongoing between SZC Co. and Government regarding the structuring of the RAB model for Sizewell C.</p> <p>(iii) It would not be appropriate for specific levels or locations of spending on contracts to be secured through the DCO - that depends on local businesses wanting and being able to take advantage of the opportunity and businesses involved in Hinkley Point C being minded to re-apply their experience to Sizewell C.</p> <p>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 broadly the same spending profile on supply chain as Hinkley Point C.</p> <p>The Sizewell C Project is learning from Hinkley Point C and the expertise built up there - that does not mean that every opportunity will go to a company or a worker that has previously worked on Hinkley Point C, but some of it will.</p> <p>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."</p> <p>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 non-home based workforce and non-regionally-retained element of the supply chain spend).</p>

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ExQ2	Question to:	Question:
		<p>There will not be a limit on local and regional supply chain retention benefits – some will just be local. 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(F)). They have shorter travel times, smaller carbon footprints, and logistical benefits that translate into economic advantages. It is likely that some Tier 1 contractors will replicate from Hinkley Point C to Sizewell C but given the scale of contracts and requirement for local goods and services, as set out above there is a high likelihood that even where a contract is replicated at Tier 1 level, it will include delivery by local and regional businesses at Tier 2, 3 and lower levels.</p> <p>(iv) SZC Co.'s cost estimates are being regularly updated. (v) Yes, the cost team is aware of the change and have regard to changes as part of their regular updates to the cost estimate.</p>
CA.2.9	The Applicant	<p>Whether adequate funding is likely to be available</p> <p>The Applicant's response to ExQ1 CA.1.30 [REP2-100] and its response to the comments on those question responses [REP5-129], concludes that the combination of anticipated construction cost reductions, and financing cost reductions are expected to result in the Sizewell C Project meeting or exceeding the cost reduction target.</p> <p>(i) Please provide further details of the anticipated construction cost reductions for the Sizewell C Project compared to Hinkley Point C and the anticipated division of costs reduction between that factor and financing cost reductions.</p> <p>(ii) Please provide further details of the range of financing costs for other infrastructure assets financed under the RAB model and why the financing costs for the Proposed Development are reasonably expected to fall within that range?</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. notes that the cost reduction target has been set as an industry wide target for new build plant by the Nuclear Industry Council and agreed by the nuclear industry and the Government – it is not a specific target for Sizewell C. Nor is the industry cost reduction target necessarily the cost that Sizewell C must meet (or come lower than) in order to meet a Government future value for money test for the project (as submitted previously, the details of the Government's value for money test are questions for the Government).</p>

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ExQ2	Question to:	Question:
		<p>SZC Co. is currently in the process of negotiating construction arrangements with the supply chain and the RAB arrangements with Government (which will be integral to the investment case for the project and therefore the financing costs). The financing costs equity investors require for the project may be set through a competitive process between potential equity investors at (or shortly before) Final Investment Decision (FID) (an alternative approach could be for the Government or an Economic Regulator to set the cost of finance administratively). Therefore, the cost of finance for the project: a) is unlikely to be confirmed until close to or at FID; and b) will ultimately be determined by third-parties currently external to the SZC Co.</p> <p>Given that neither construction costs nor financing costs are confirmed today, SZC Co. is unable to provide a precise breakdown of cost reduction and, given the commercial sensitivities concerning both these elements, it is likely to be inappropriate to provide an indicative view. However, as previously submitted in ExQ1 CA.1.30 (and reported as part of the Nuclear Sector Deal³), financing costs were around two-thirds of the Hinkley Point C Strike Price (£92.50/MWh - £2012) which provide an indication of potential for reductions in financing costs to reduce the costs to consumers.</p> <p>(ii) Financing costs for other RAB assets are typically not fully publicly disclosed by the owners of those assets. However, the economic regulator does publish allowed financing costs (typically referred to as 'allowed rate of return' or 'allowed WACC'). In recent Ofgem (RIIO2) and Ofwat (PR19) regulatory decisions for the network companies allowed returns have been just below 3% (real, CPIH linked).</p> <p>SZC Co. does not necessarily expect Sizewell C to achieve the same cost of finance as other RAB assets (but considers that it is a possibility). Ultimately the outturn cost of finance will depend on a number of factors not currently confirmed including the design of the funding model agreed with Government; the level of intrinsic risk at Sizewell C; the credit ratings Sizewell C achieves; and the required investment return of potential investors. As described above, the cost of financing at Sizewell C will not be determined</p>

³ <https://www.niauk.org/media-centre/member-news/blueprint-cheaper-nuclear-power-unveiled/>

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ExQ2	Question to:	Question:
		<p>until later in the process and may be set through a competitive process based on the investment requirements of third-party investors.</p> <p>However, SZC Co. believes that with the combination of the intrinsic risk reductions that Sizewell C benefits from (as a follow on to HPC), combined with the investment profile provided by a RAB model, it will be possible to achieve a reduction in the cost of finance at Sizewell C relative to HPC and therefore a substantial reduction in the £/MWh price.</p>
CA.2.10	The Applicant	<p>Whether the purposes of the proposed Compulsory Acquisition justify interfering with the human rights of those with an interest in the land affected</p> <p>The Applicants response to ExQ1 CA.1.38 [REP2-100] states that where land is required permanently (outside of the main development site) it is intended that there will be permanent legacy benefits where possible. However, the legacy benefit of the Sizewell Link Road (SLR) remains controversial. The DL5 submission of SCC [REP5-173] stating that <i>"the net legacy benefit of the Sizewell Link Road is very low"</i>, and that <i>"that once traffic levels move to that for the operational phase, then the harm clearly outweighs the benefits"</i>. The legacy benefit of the SLR is also raised on behalf of LJ & EL Dowley [REP5-260]. Notwithstanding the information provided in response to CA.1.70:</p> <p>(i) Please provide further and clear justification for the permanent acquisition of this land as opposed to its temporary occupation during the construction period for that purpose.</p> <p>(ii) Detail the frequency and "significance" of the levels of traffic that would be generated during the construction period due to outages.</p> <p>(iii) Please provide further details to support the claim of "significant positive legacy benefits" in relation to the B1122.</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. proposes to retain the Sizewell link road for the reasons set out in SZC Co.'s response to ExQ1 AI.1.32 and ExQ1 AI.1.33 [REP2-100] (electronic pages 196 – 201) and at electronic pages 240 – 243 of the Sizewell link road Response Paper [REP2-108].</p> <p>Retaining the Sizewell link road would result in benefits, including:</p> <ul style="list-style-type: none"> • Permanent reduction in traffic for communities along the B1122. SCC commissioned a report in December 2014 (referred to as the 'Sizewell C, Route D2 and B1122

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ExQ2	Question to:	Question:
		<p>Study⁴) to provide a high level assessment of options for providing relief to communities along the B1122. Page 254 of the study stressed the need for a bypass, both in the construction and in the operational phase by stating "If the bypasses were not constructed, the number of HGVs on the existing B1122 both during and after the Sizewell C construction period would be unacceptable." (paragraph 2.1.20 of Appendix 5D [REP2-108]).</p> <ul style="list-style-type: none">• The B1122 is substandard for the traffic that it currently carries – particularly in relation to forward visibility, carriageway width and its lack of amenity for cyclists and pedestrians. That analysis, together with the amenity effects of its operation on the communities that front the road is set out in Section 2.1 of Appendix 5D, the 'Sizewell Link Road – Principle and Route Selection Response Paper' [REP2-108].• Table 8.9 of the consolidated TA [REP4-005] provides information on the traffic levels during the operational phase of Sizewell C. This shows that there would be a 94% reduction in traffic on the B1122 Theberton during operation should the Sizewell link road be in place (there would be 7,000 daily AAWT traffic flows in 2034 without the Sizewell link road but 400 with the Sizewell link road in place)• Sustained improvements in noise and air quality would be achieved, particularly in Theberton from the permanent reduction in traffic along the B1122 (Table 2.2 of Appendix 5D in REP2-108 confirms the effects on the B1122 and local communities with and without a Sizewell link road. Paragraph 2.1.100 of Appendix 5D in REP2-108 states that "by 2034, when construction traffic is no longer present, there would be either a negligible effect or beneficial [noise] effects as a result of the Sizewell link road for the majority of receptors, with only one receptor recording significant major adverse noise effects on a typical day". Paragraph 2.1.128 of Appendix 5D [REP2-108] states "Retaining the Sizewell link road offers permanent benefits, particularly in relation to the Theberton element of the bypass, including sustained improvements in noise and air quality in the village. The Councils summarised these benefits in their joint response to the Stage 4 consultation. Paragraph 246 of the Councils' response states: "The Councils 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

⁴ <https://www.eastsuffolk.gov.uk/assets/Planning/Sizewell/141211-Sizewell-Study-REXH-final.pdf>

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ExQ2	Question to:	Question:
		<p><i>greater network resilience, and strongly believe it should be retained following construction."</i></p> <ul style="list-style-type: none">• The opening and retention of the Sizewell link road would enable the existing B1122 to be re-purposed in response to dramatically reduced traffic levels. Lower traffic volumes on the B1122 would result in the route becoming more popular among cyclists and would contribute substantially to enhanced cyclist connectivity in the area (para 5.4.42 of Consolidated TA [REP2-045]). This would be directly consistent with the East Suffolk Council Quiet Lanes initiative. This initiative seeks to maintain the existing tranquillity of a suitable rural road and encourage the use of it through active and sustainable means such as walking, cycling, and horse riding. SZC Co. is working with the local authorities to contribute funds to achieve the repurposing of the road and to develop a cycle network that would maximise the use of the quieter roads, creating recreational routes that link up with local destinations.• ESC rightly identify this opportunity as "<i>hugely significant</i>" [REP3-060] at paragraph 2.11 onwards.• The proposed Sizewell link road offers long term benefit to Yoxford. As the design of the Sizewell link road includes a link off the A12 south of Yoxford and the Middleton Moor link, it allows traffic from both the north and south travelling to Sizewell to avoid needing to pass through Yoxford.• The environmental harm that would be caused by removing the road would be avoided (further details about his harm are provided below). <p>SZC Co. consulted on the option of a temporary Sizewell link road at Stage 4 pre-application consultation. 161 responses were received to the question on its removal, of which, 41 responses gave a view on whether the Sizewell link road should be removed and land restored. 68% opposed the removal of the Sizewell link road. This is set out in SZC Co.'s response to ExQ1 Al.1.32 [REP2-100] (electronic pages 197).</p> <p>Middleton- cum-Fordley Parish Council conducted a survey of their own in May 2021 and survey results were obtained from 138 individuals [REP5-242]. The survey found that, should the Sizewell link road be delivered on its proposed route, 61% considered it should be permanent (Question 4, 80% response rate).</p> <p>Removing the Sizewell link road would result in a significant amount of construction work and environmental damage. The impacts of the removal of the Sizewell link road are set</p>

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ExQ2	Question to:	Question:
		<p>out in SZC Co.'s response to ExQ1 AI.1.32 and ExQ1 AI.1.33 [REP2-100] (electronic page 192); at electronic pages 240 – 243 of Appendix 5D of the Sizewell link road Response Paper [REP2-108] (submitted at Deadline 2); and at electronic page 149 of SZC Co.'s Comments on the Councils' LIR [REP3-044].</p> <p>The Sizewell link road would need to be built to a high standard and this was recognised and accepted by SCC at the Issue Specific Hearing. With a 10-12 year overall 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.</p> <p>If the Sizewell link road was made temporary, the removal works would include:</p> <ul style="list-style-type: none">• Removal of the Sizewell link road itself, pavements, road drainage networks, utilities (e.g. cables, overhead lines) and the Pretty Road Overbridge.• Reinstating 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.• Removal of the Sizewell link road tie-in to the B1122 at the eastern end of the Sizewell link road and reinstatement of the existing B1122 alignment. <p>The preliminary environmental information provided as part of the Stage 4 Consultation Document [APP-082] stated that "During the breaking of surfaced areas and removal of the road and associated infrastructure, there is the potential for significant adverse noise and vibration effects on nearby residential properties, as well as on the amenity of users of PRow's and the setting of Theberton Hall".</p> <p>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.</p> <p>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. This would be in addition to other construction traffic movements that would be needed for other works, including drainage and landscaping.</p> <p>At the Stage 4 consultation, ESC raised concerns about the potential environmental impact of the removal of the road. In particular, the removal of the SuDS that serve the</p>

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ExQ2	Question to:	Question:
		<p>Sizewell link road could have a negative impact on the biodiversity that would have established in the SuDS from the time they were constructed.</p> <p>Given the benefits of retaining the Sizewell link road and the drawbacks of removing it following construction of Sizewell C, there are clear and compelling benefits in its retention and justification for the permanent acquisition of this land.</p> <p>(ii) Based on the existing numbers for Sizewell B outage traffic, it is expected that an outage at Sizewell C, would result in approximately 700 vehicles per day (630 cars, 63 LGVs, 3 HGVs). A planned outage occurs approximately every 18 months and lasts approximately 6 weeks. With Sizewell C the number of planned outages would triple.</p> <p>The Sizewell link road would act as a dedicated promoted route from the A12 to the site to facilitate movement of workers (and their cars) to the main development site with less disruption to residents of the B1122 and through Leiston. The road would also serve Sizewell A and B, the Sizewell community (including the beach) and provide convenient access to parts of Leiston. HGVs and AILs would be required to route via the Sizewell link road, even during operation, which would ensure that any HGVs and AILs would not travel through the villages of Yoxford, Theberton and Middleton Moor. SZC Co. would ensure that HGVs and AILs route onto the Sizewell link road in the operation phase through the Operational Travel Plan, which is to be secured via the Deed of Obligation [REP5-082]. This is set out in SZC Co.'s response to ExQ1 AI.1.33 [REP2-100] (electronic page 199) and at electronic pages 240 – 243 of the Sizewell link road Response Paper [REP2-108]. With the benefit of the Sizewell link road, it is anticipated that signage would ensure that all but immediately local traffic would use the link road.</p> <p>(iii) The significant legacy benefits of the Sizewell Link Road are set out within the response to part i of CA.2.10 above.</p>
CA.2.11	The Applicant	<p>Whether the purposes of the proposed Compulsory Acquisition justify interfering with the human rights of those with an interest in the land affected</p> <p>The Applicant's response to ExQ1 CA.1.45 [REP2-100] is noted. Please provide the following additional information:</p> <p>(i) For the Round House, please explain why permanent acquisition as opposed to temporary possession is sought; justify the extent of the land sought in this location to</p>

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ExQ2	Question to:	Question:
		<p>accommodate the construction activities and the alternatives to the acquisition of this property that have been considered. Notwithstanding the details provided in the SoR Appendix B [REP5-036] please provide an update on the discussions between the Applicant and the freeholder.</p> <p>(ii) For 54 and 55 Stockhouse Cottages, please explain the consideration given to the impact upon these dwellings in the selection of the route for the two village bypass; provide details of the existing use of the parcel of land and justification for the extent of the land sought to be acquired. Could lesser powers than outright acquisition be used to secure and maintain the visibility splay?</p> <p>(iii) For Anninson's Cottage, please explain in detail why the land would be required for construction of the SLR and why it would need to be retained thereafter for access? Could an alternative means of access and/or lesser powers not achieve what is required?</p>
	SZC Co. Response at Deadline 7	<p>i) The Round House</p> <p>In 2019, discussions were held with the landowner regarding temporary possession or permanent acquisition of the property by SZC Co. Since then, more detailed discussions have been held, primarily with the agent representing the landowner, and SZC Co. understands that the landowner's preference is for permanent acquisition of the property by SZC Co. The rights sought in the DCO for permanent acquisition reflect the terms being progressed by negotiation with the landowner.</p> <p>The land adjoining all boundaries of The Round House is owned by third parties, including EDF Nuclear Generation Limited who also owns the only means of vehicular and pedestrian access to the property. All of these surrounding land parcels including the access track will form part of the construction site and, for safety and security reasons, will be within the security fence thereby restricting access throughout construction.</p> <p>Figure 2.2.3 in Volume 2 of the Second ES Addendum 'the Construction Masterplan' for the main development site [REP5-065] illustrates that significant construction activity would be carried out in the immediate vicinity of the Round House, including topsoil and sub-soil stripping, grading, excavation and earth moving.</p> <p>The land surrounding the property is proposed to be used for the creation of several borrow pits and a stockpile area for excavated materials (up to 5 metres in height); refer</p>

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ExQ2	Question to:	Question:
		<p>to Volume 2, Chapter 3 Description of Construction of the ES [REP5-047] and Volume 2, Appendix 3D of the ES (Doc Ref. 6.3 3D(B)).</p> <p>The Round House would be surrounded by the construction site for the duration of the construction period. The highest noise levels would be associated with the excavation and backfill of the borrow pits and the removal of the temporary facilities using articulated dump trucks and excavators taking place in the early years and later years of the Project. Currently, the ambient noise levels at the Round House are characterised by typically rural natural noise levels at a low level, but the construction noise which would surround the property would represent a moderate-adverse effect from noise which is considered to be a significant impact on this property.</p> <p>Given the proximity, nature and duration of the proposed works that would surround the Round House, the impacts on access and amenity, the lack of reasonable mitigation measures that could be put in place to permit the dwelling to remain satisfactorily habitable, the uncertainty around the timing for compensation associated with temporary possession and landowner preference, it is considered to be appropriate to provide for the acquisition of the property on a permanent basis. If compulsory acquisition powers were not to be granted over this land, it is likely that this would significantly jeopardise the timely delivery of the Project in particular due to the restrictions around working that would need to be imposed within this area.</p> <p>Adopting a borrow pit approach substantially reduces the need to import aggregate from off-site locations and export excavated material. It is more sustainable and in accordance with the Waste Framework Directive. The location of the borrow pits and subsequent stockpiles has been selected as it contains underlying material which comprises a thin layer of top-soil and sub-soil over Lowestoft Formation sands and gravel, which is suitable as general fill for the Main Construction Area.</p> <p>The borrow pit location is elevated above the surrounding Temporary Construction Area and is not near to surrounding watercourses. This helps to ensure sufficient material can</p>

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ExQ2	Question to:	Question:
		<p>be excavated whilst retaining a minimum 2m of undisturbed ground between the lowest formation level of the borrow pits and the groundwater level.</p> <p>Locating the borrow pits away from the Round House outside of the AONB would have caused greater disruption to other landowners, greater disruption to the local road network and moved the borrow pits closer to where a greater number of people live. An option for a borrow pit west of Eastbridge Road was consulted upon and discounted for the reasons set out in Paragraph 6.6.33 of ES Volume 2, Chapter 6: Alternatives and Design Evolution [APP-190]. Locating the borrow pits elsewhere within the AONB is also not considered suitable as it would either: impact on designated habitats sites; substantially impact the local road network; or require an unfeasibly large footprint due to the reduced depth between the underlying material and the groundwater level. The latter point would also cause a substantial knock-on effect to much of the rest of the Temporary Construction Area by displacing other temporary uses and making less efficient use of the land.</p> <p>A valuation has been conducted on this property and a meeting was held with the agent on 24 March 2021 following which Heads of Terms were issued on 30 March 2021. Since then, SZC Co. has contacted the agent on several occasions requesting feedback and it is not clear whether the agent has discussed the terms in detail or even shared them with his client. Accordingly, SZC Co. has made attempts to engage the landowner directly, however the agent has subsequently confirmed they remain instructed and will revert once the current terms have been fully considered.</p> <p>ii) 54 and 55 Stockhouse Cottages</p> <p>Alternatives to the two-village bypass that were considered are set out in Volume 5 Two Village Bypass Chapter 3 Alternatives and Design Evolution [APP-414]. If the two-village bypass were not progressed, junction alterations would still be required on the A12/A1094 junction as it is an existing road safety concern to Suffolk County Council and therefore the use of this area (plot number 2VBP/18/02) as a tie in and visibility splay would be required in this location in all circumstances. The approach taken in relation to</p>

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		<p>private loss is set out in Appendix B of the Written Submissions arising from the CAH Part 1 (Doc Ref. 9.76).</p> <p>As can be seen in Book 2.8, Two Village Bypass Plans For Approval (dated July 2021) [REP5-020], the proposed two village bypass works would take place approximately 30m to the east of these properties. The ES identified no significant effects on these properties during the construction of two village bypass (refer to Volume 10, Appendix 2B of the ES [AS-016] for a summary of the effects; the receptor was referenced as Benhall Stock Cottages within the ES). During operation, the properties would benefit from a significant beneficial effect due to the reduction of noise on the A12, as traffic is diverted onto the two village bypass, but all other effects were assessed as not significant.</p> <p>The parcel of land that is required for the Project is currently used by 54 and 55 Stockhouse Cottages as part of the visibility splay of the driveway to allow safe access to and from the A12. The proposed works required to be carried out on this land parcel include a temporary working area to create a permanent highway verge and erection of a boundary fence. The final use for this land will be continued use as a visibility splay and it is essential to ensure the continued safe access to and from Stockhouse Cottages from the A12. The access to the properties lies outside the Order limits and would be maintained throughout the works.</p> <p>SZC Co. has explored the possibility of using restrictive covenants, rather than acquisition, to ensure the area remains in use as a visibility splay in perpetuity, however the owner has confirmed that their preference is for SZC Co. to acquire this section of land. Advanced discussions are ongoing and documented in heads of terms to secure the rights required to implement the Two Village Bypass.</p> <p>iii) Annisons Cottage</p> <p>The land at Annisons Cottage is essential for the construction of the Sizewell link road and associated road embankment as shown in Volume 2: Second Environmental Statement Addendum Figures; Chapter 4: Sizewell Link Road [REP5-068](page 9)</p>

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		<p>and the Sizewell Link Road Plans Not For Approval Part 2 of 2 [REP5-023] (page 8). These proposed works provide the PROW diversion and essential drainage outfall pipe from the proposed attenuation basin to the existing watercourse. It also provides a maintenance access route to the attenuation basin</p> <p>SZC Co. has considered alternatives to the Sizewell Link Road route as set out in Volume 6 Sizewell Link Road Chapter 3 Alternatives and Design Evolution: [APP-450]. To avoid Annisons Cottage the alignment of the Sizewell Link Road would need to move approximately 35m south which would result in greater impacts for more properties.</p> <p>The 0.03 acres of the garden of Annisons Cottage included in the Order Limits (plot no. SLR/21/16) proposed to be acquired would be substantially changed by the proposed works. This land would be included in the highway boundary for the Sizewell Link Road in order to ensure ongoing maintenance and management of the highway as set out in the Highway Maintenance Operational Plan [REP1-100], and as such permanent acquisition is the only viable option available to deliver this.</p>
CA.2.12	The Applicant	<p>Whether the purposes of the proposed Compulsory Acquisition justify interfering with the human rights of those with an interest in the land affected</p> <p>The Applicant's response to ExQ1 CA.1.43 [REP2-100] states that in relation to the additional land design alternatives were considered to ensure that a solution which achieved lesser land take was not possible. Please provide further details of the design alternatives considered in relation to the additional land and the reasons for their rejection.</p>
	SZC Co. Response at Deadline 7	<p>As explained in the covering letter that accompanied the change request for Changes 16 to 18 [REP5-002], the only change that fell within the definition of 'additional land' in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 was Change 18(iii) (gravity drainage solution to the west of the East Suffolk line). Changes 18v, vi and vii resulted in an extension to the Order limits over highway land but powers of compulsory acquisition have not been sought over the land and it did not fall within the definition of additional land.</p>

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ExQ2	Question to:	Question:
		<p>With regard to the gravity drainage solution to the west of the East Suffolk line, the alternative design considered and included within the original Application was a pumped drainage solution. However, through further engagement with SCC, which advocates natural gravity drainage solutions, SZC Co. concluded that the preferred option was a gravity drainage solution and this change was therefore proposed and subsequently accepted by the ExA. As confirmed in the covering letter [REP5-002], all persons with an interest in the additional land consented to the inclusion of compulsory acquisition powers over this additional land. Appendix F of REP5-120 (paragraph 7.1.13) explains that the chosen drainage option would have the "minimum impact on land use since it would follow a field boundary and be the shortest distance".</p> <p>With regard to the highway land, as explained in the response to ExQ1 CA.1.43 [REP2-100], when considering amendments to the Order limits to accommodate these highway works, the design team considered whether they could instead make amendments to the existing road design within the limits of deviation or agree a departure from standard with SCC rather than increase the Order limits. Where a departure from SCC highway design standard was not accepted in principle by SCC highways to meet the safety requirements for driver forward visibility distance along the proposed road alignments and at tie-in to existing roads, alternative measures were considered to avoid extending the Order limits that comprised a reduction in speed limit and design speed (following a review of actual speed measurement surveys of the existing roads), and proposed line markings and signage. Only at locations where measures were still insufficient to meet SCC highway visibility requirements were the Order limits extended. The Initial Statement of Common Ground with ESC and SCC [REP2-076] sets out the current position in relation to technical approval.</p>
CA.2.13	The Applicant, NDA, Magnox	<p>Adequacy of the protective provisions set out in the draft DCO and the need for any other protective provisions to protect relevant interests</p> <p>The DL5 updated SoCG between the Applicant and the NDA/Magnox [REP5-100], records that NDA and Magnox still believe that plots MDS/05/06 and MDS/05/07 should be excluded from the Book of Reference (BoR), notwithstanding the draft DCO Article 26(2)(c) which precludes the Applicant from acquiring any rights held by NDA/Magnox in the plots listed and the proposed Protective Provisions.</p>

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ExQ2	Question to:	Question:
		<p>(i) Please provide an update in relation to the finalisation of the agreed wording of the Protective Provisions and the provision of a co-operation agreement.</p> <p>(ii) If agreement has not been reached NDA and Magnox are requested to explain further why the inclusion of these plots would be inconsistent with the regulatory regime established by the Nuclear Site Licence and Nuclear Installation Act 1965 and contrary to section 151(a) PA 2008.</p> <p>(iii) Please provide an update in relation to the additional plots that NDA and Magnox wish to see included within Article 26(2)(a).</p> <p>(iv) The Applicant is requested to provide evidence that it has undertaken diligent enquiry in relation to these plots.</p>
	SZC Co. Response at Deadline 7	<p>(i) The Protective Provisions are in an advanced stage and negotiations have progressed significantly throughout Examination and will be included in the draft DCO at deadline 7 (Doc Ref. 3.1(G)). SZC Co. is acutely aware of the importance of NDA and Magnox's ability to perform their respective statutory functions and regulatory responsibilities alongside the construction of Sizewell C and as such this co-operation agreement has been prioritised. Alongside the discussions on Protective Provisions there is a mature draft of a co-operation agreement in circulation between SZC Co. and Magnox and the NDA.</p> <p>(ii) No response needed by SZC Co.</p> <p>(iii) This is not being progressed as the advanced draft of the Protective Provisions afford the protections which would have been by including additional plots within Article 26(2)(1)</p> <p>(iv) Class 4 powers are required to facilitate the construction of the project, the diligent enquiry undertaken as part of the land referencing process carried out by SZC Co. means the relevant parties including Magnox and the NDA are aware of the powers being sought. The Protective Provisions included in the draft DCO at this deadline (Doc Ref. 3.1(G)) ensure the implications of exercising those powers do not impact on the ability for NDA and Magnox to carry out their respective statutory functions and regulatory responsibilities.</p>
CA.2.14	The Applicant, SCC	Adequacy of the protective provisions set out in the draft DCO and the need for any other protective provisions to protect relevant interests

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ExQ2	Question to:	Question:
		<p>The Applicant's response to ExQ1 CA.1.67 [REP2-100], and its response to the comments on those question responses [REP5-129], records that the parties are working to ensure that the draft DCO provisions as a whole adequately secure the highway works.</p> <p>(i) Please provide an update on progress and indicate whether this will take the form of a set of Protective Provisions to be inserted as a schedule to the DCO.</p> <p>(ii) Please also clarify the position in relation to the Protective Provisions additionally sought by SCC for other topic areas.</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. are not negotiating protective provisions in relation to highways with SCC. Our position, as we have always made clear to SCC, is that protective provisions for highways are unnecessary. Most DCOs (and other 'Works Orders' such as TWA Orders or hybrid Acts) require works to highways, and yet very few have sought to include 'protective provisions' for existing highways. We are not aware that absence of such provisions has caused any difficulties, and certainly has not at Hinkley Point C. The Highway Act 1980 protects existing highways from interference without 'lawful excuse' by persons other than the highway authority. Ordinarily, such interference is therefore authorised by a s278 agreement entered into by a developer wishing to carry out works to an existing highway or to create a new highway which will connect into an existing highway. The dedication of the new highway would ordinarily be dealt with via a s38 agreement, again made under the Highways Act 1980. The position is slightly different with a DCO, in that a DCO provides the undertaker with statutory authority to carry out the authorised works (including works which interfere with an existing highway), and therefore the DCO itself in principle authorises the entry onto the highway without the need for a lawful excuse in the form of a s278 agreement. For this reason, however, DCOs generally provide an express power for the local highway authority and undertaker to enter into an agreement to s278/38 agreements (under art 21 in the case of the SZC dDCO). We have added a new sub-paragraph to article 21 (art 21(3)) which prevents SZC Co from carrying out any highway works without completing such an agreement with SCC. This therefore places SCC in exactly the same position with regard to their ability to control the terms on which a highway may be interfered with as they would have but for the statutory authority</p>

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		<p>afforded by the DCO. SZC Co. consider this to be the simplest and most appropriate means of ensuring SCC has the necessary level of control over works affecting existing highways. For additional clarity, Rev 8 dDCO provides expressly that art 21 agreements may include such matters as might otherwise be included in a s278 or s38 agreement. We have invited SCC to offer further drafting to enhance article 21 should they wish to.</p> <p>(ii) SZC Co. are not currently discussing and are not aware of any Protective Provisions sought by SCC in addition to those referenced above.</p>
CA.2.15	The Applicant	<p>Objections to the grant of powers of compulsory acquisition and temporary possession</p> <p>The DL3 submission on behalf of Ms Dyball, Ms Hall and SR Whitwell & Co [REP3-118], opposes the proposed compulsory acquisition of this land and raises a number of issues. This has been supplemented at DL5 [REP5-246]. The Applicant has provided a responses at various deadlines [REP3-049], [AS-153], [REP5-001], [REP5-112] and [REP5-119]. However, please clarify and provide further details in relation to the following points:</p> <p>(i) Please explain further the exploration of reasonable alternatives to the compulsory acquisition of this land including search data for the Waveney Valley and Suffolk Coastal areas and demonstrate that a diligent search for reasonable alternatives has been undertaken.</p> <p>(ii) Please explain why alternative fen meadow recreation land could not be found nearer to the proposed development, for example, on EDF land in Leiston or elsewhere in Suffolk Coastal.</p> <p>(iii) Please explain in full the need to acquire these particular plots for the proposed development.</p> <p>(iv) The Applicant's DL3 response [REP3-049] in relation to the feasibility of re-creating fen meadow at Pakenham refers to feasibility assessment work that began in March 2021 and requires 12 months of hydrological data collection. Please justify the acquisition of this land for the purpose stated in the absence of that data and the conclusion of the feasibility work.</p> <p>(v) Please confirm the area of fen meadow that would be lost as a result of the proposed development and provide full justification for the extent of the land sought to be acquired.</p> <p>(vii) The Applicant's DL3 response [REP3-049] indicates that it is not expected that all the</p>

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ExQ2	Question to:	Question:
		<p>area within the identified Pakenham site boundary will become meadow. and that the precise area of fen meadow that could be created is uncertain and subject to the outcome of ongoing studies. Please explain further why a reduced area of land would not suffice? Given the acknowledged uncertainty and the absence of relevant data, how can the compulsory acquisition proposals be regarded as necessary and reasonable and how can the extent of the land-take be regarded as proportionate?</p> <p>(viii) The Applicant's DL3 response [REP3-049] indicates that relevant hydrological data collection has not been completed. Please respond to the concerns raised in relation to the prospect of the scheme having an adverse impact upon the use of the surrounding farmland, and the local Watermill. Please explain how Requirement 14A of the draft DCO would ensure that the potential impact upon Pakenham Water Mill and other neighbouring landowners would be satisfactorily controlled or are any additional controls required?</p> <p>(ix) The Applicant's DL3 response [REP3-049] indicates it is seeking to understand the impact of these proposals on landowners and to respond to their queries relating to the continued use of the land following establishment of the proposed fen meadow. Please provide an update in relation to that engagement.</p> <p>(x) What regard has been had to the livelihood and wellbeing of the farmer of the land and the implications for the cattle and arable enterprises and the agricultural operation as a whole when assessing the private loss to those who would be affected by the proposed compulsory acquisition?</p> <p>(xi) Please explain the consideration given to the human rights of these particular landowners and tenant.</p> <p>(xii) Please respond to the concerns raised in relation to the proposed removal and/or disturbance of the peat topsoil as part of the works.</p>
	SZC Co. Response at Deadline 7	<p>Response (i): <i>'Please explain further the exploration of reasonable alternatives to the compulsory acquisition of this land including search data for the Waveney Valley and Suffolk Coastal areas and demonstrate that a diligent search for reasonable alternatives has been undertaken.'</i></p> <p>The key aim of the search for compensatory fen meadow sites was for the sites to be sustainable in the long term. This objective informed the criteria used in the study to</p>

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		<p>identify potential sites. The criteria were detailed in Wood, 2018 [REP4-007] and the key steps followed in identifying potential sites to take forward for further study are summarised below, from REP4-007:</p> <ol style="list-style-type: none">1. GIS-based screening;2. Review of web-based data for land parcels identified by the GIS against non-GIS based criteria;3. Site visits from public rights of way (PRoW); and4. Ranking of land parcels identified using Red/Amber/Green, with any ranked green proposed to be taken forward to project Phase 2. Stakeholder consultation was undertaken on the study approach and results. <p>The study [REP4-007] commenced in 2016 and initially sites within close proximity of Sizewell Marshes were sought, with the study restricted to the Alde, Minsmere and Blyth valleys. All land within the search area was included, including all EDF land. However, this study identified insufficient potential sites to deliver the necessary quantum of fen meadow habitat implied as likely to be necessary by stakeholders in 2016, including by SCC in a meeting on 26 April 2016 where it was stated: 'Clearly we would expect to see considerably more habitat restored, than will be lost..'. As a result the site search was extended to the whole of Suffolk in 2018.</p> <p>The GIS analysis, review of web-based data, site visits from PRoW and consultations with stakeholders in 2016 identified a total of 69 sites that were then visited in 2016, 2017 or 2018, where access was possible from PRoW.</p> <p>Only five sites in the whole of Suffolk were given a green ranking (two identified new in 2018, one re-ranked from 2016, and 2 retained from 2016) and were recommended to be carried forward into the next phase (Wood, 2018 [REP4-007]).</p> <p>The Benhall (sites 10 and 11), Halesworth and Pakenham sites, plus an additional site (33), were the only sites in the whole of Suffolk that met the screening criteria adopted and were therefore proposed to be taken forward for further study (Wood, 2018, [REP4-007]). However, upon further consideration of site specifics, based primarily on an almost</p>

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ExQ2	Question to:	Question:
		<p>complete absence of indicators of groundwater influence in the ditches visible from the PRow and in the sward, it was considered that Site 33 did not have the same level of potential for fen meadow creation as the other four sites listed and was therefore not progressed.</p> <p>In addition to the five green sites, 17 sites remained amber and on hold in Wood, 2018 [REP4-007], subject to further assessment of the green sites. Sites were assigned amber where it was considered that they had potential for creating only very limited areas of fen meadow (much smaller than the sites indicated as green), they would need significant engineering works, and/or were not accessible during the site visit due to no nearby PRow. Wood 2018 [REP4-007] indicated that the majority of the sites assigned an amber ranking were assigned this because they could not be assessed due to lack of nearby PRow but that if it had been possible to assess them, then based on likely similar sites in the vicinity, it is considered that they would probably have been assigned a red ranking.</p> <p>It should be noted that the great majority of surviving fragments of fen meadow vegetation in East Anglia are designated and/or subject to an agri-environment agreement. Other sites have succeeded to alder-dominated woodland, have been abandoned, or remain as faint traces in otherwise productive valley grasslands. These factors would either result in sites being screened out, or the sites would not be detectable via the desk study, although it would be expected that the consultation with stakeholders with local knowledge, undertaken in 2016 and 2019, would have identified further sites with potential had they been known. This however was not the case.</p> <p>Therefore it is considered that, as the study has encompassed all land within Suffolk and included consultation with stakeholders with local knowledge on identifying sites with potential, a diligent search for reasonable alternatives has been undertaken.</p>

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ExQ2	Question to:	Question:
		<p>Response (ii): <i>'Please explain why alternative fen meadow recreation land could not be found nearer to the proposed development, for example, on EDF land in Leiston or elsewhere in Suffolk Coastal.'</i></p> <p>The answer to this is covered in the response to part (i) above. However, additionally, the search would not have been extended to the whole of Suffolk had sufficient sites been identified in the initial 2016 site search.</p> <p>Response (iii): <i>'Please explain in full the need to acquire these particular plots for the proposed development.'</i></p> <p>The Benhall (sites 10 and 11), Halesworth and Pakenham sites, plus an additional Site 33, were the only sites in the whole of Suffolk that met the screening criteria adopted and were therefore proposed to be taken forward for further study (Wood, 2018, [REP4-007]).</p> <p>However, upon further consideration of site specifics, based primarily on an almost complete absence of indicators of groundwater influence in the ditches visible from the PRoW and in the sward, it was considered that Site 33 did not have the same level of potential for fen meadow creation as the other four sites listed and was therefore not progressed.</p> <p>The Benhall, Halesworth and Pakenham sites were therefore considered the only sites that merited detailed evaluation. Following the further investigation undertaken in 2019 (reported in Wood, 2019 [APP-258]) it was concluded that the Benhall, Halesworth and Pakenham sites all had potential for the development of fen meadow. Although Site 11 has relatively limited potential, it was adjacent to Site 10 and so warranted further consideration in that context.</p>

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ExQ2	Question to:	Question:
		<p>Based on the extensive search and subsequent site based studies these were the only sites that SZC Co. could locate that had the potential for fen meadow creation. Therefore, to deliver the appropriate quantum of fen meadow compensatory habitat, SZC Co. has no other reasonable alternative to the acquisition of these sites. The Fen Meadow Plan Draft [REP6-026], submitted at Deadline 6, confirms that the creation of fen meadow habitats is viable at each of the three sites, to the extent defined in the plan. Appendix A of the Written Submissions arising from the CAH Part 1 (Doc Ref. 9.76) explains that the results of further studies have allowed SZC Co. to identify with greater certainty what land within these sites is needed for the fen meadow habitat and SZC Co. is therefore proposing to reduce the Order limits to remove the land that is no longer required.</p> <p>Response (iv): <i>The Applicant's DL3 response [REP3-049] in relation to the feasibility of re-creating fen meadow at Pakenham refers to feasibility assessment work that began in March 2021 and requires 12 months of hydrological data collection. Please justify the acquisition of this land for the purpose stated in the absence of that data and the conclusion of the feasibility work.</i></p> <p>The Fen Meadow Baseline report [REP3-051 and 3-052], and the Fen Meadow Plan Draft [REP6-026], detail the results of the on-going studies at the site. Although a full 12 months' data are not yet available, the hydrological monitoring data available do encompass the spring and early summer period (early July). The Fen Meadow Plan Draft [REP6-026] has therefore been informed by hydrological monitoring over the period in which groundwater levels would typically be expected to recede and thus provide a good indication of likely summer groundwater level behaviour, and what influences this. Based on the data available, the substrate type in the areas targeted in the Fen Meadow Plan Draft is appropriate and, with implementation of the measures detailed, it is considered that it will be possible to deliver groundwater influenced surface conditions that will be suitable to support fen meadow habitat. The Fen Meadow Plan Draft [REP6-026] establishes a good level of confidence in this respect but does however recognise the on-going nature of the data collection process indicating:</p>

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		<p><i>The proposals have been prepared with reference to the data available to the beginning of July 2021 and data collection is on-going at each site. It remains possible therefore that future data may indicate the necessity to make minor adjustments to the proposals. However, the most likely changes that may be necessary will be to depths of sculpting indicated.</i></p> <p>This would not fundamentally change the proposals at Pakenham and it is on this basis the acquisition of land at Pakenham is being pursued.</p> <p>Response (v): <i>Please confirm the area of fen meadow that would be lost as a result of the proposed development and provide full justification for the extent of the land sought to be acquired.</i></p> <p>The extent of fen meadow to be lost at Sizewell Marshes SSSI is 0.46ha.</p> <p>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 would require between 4.14 to 4.5 hectares of replacement habitat. Note that the upper limit of 4.5 hectares is based on a previous calculation of 0.5ha of fen meadow lost, which has since been corrected to 0.46ha.</p> <p>However, it is necessary to account for uncertainty in the habitat creation process, particularly in respect of fen meadow which has been recognised as difficult to recreate, with relatively few documented successful examples. Appendix E of the Written Submissions arising from the CAH Part 1 (Doc Ref. 9.76) provides an explanation on the extent of land being sought. The Fen Meadow Plan Draft [REP6-026] recognises this situation and explains the rationale for inclusion of greater than 4.5ha in the plan. Specifically, section 5 of the Plan states:</p> <p><i>'The proposals are therefore anticipated to deliver conditions suitable to support fen meadow habitat across the site areas summarised below:</i></p> <ul style="list-style-type: none">• <i>Benhall – 2.4 ha of fen meadow, 0.6 ha of wet woodland;</i>• <i>Halesworth – 1.0 ha of fen meadow; and</i>

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ExQ2	Question to:	Question:
		<ul style="list-style-type: none">• <i>Pakenham: 4.73 ha of fen meadow, 1.76 ha of wet woodland.</i> <p><i>In total therefore the plan could deliver up to 8.13 ha of fen meadow and 2.36 ha of wet woodland.</i></p> <p><i>The 8.13 ha area, across which conditions suitable to support fen meadow habitat are anticipated, exceeds the 4.14 to 4.5 ha stated in the Fen Meadow Strategy [Section 2.9D of AS-209] as revised by paragraph 1.1.4 [of the Fen Meadow Plan].</i></p> <p><i>Within any of the sites, it is not considered possible to set a single ground level that will deliver appropriate conditions for fen meadow year round allowing for a smaller area to be identified for fen meadow delivery, because of the uncertainties in groundwater level fluctuation with a limited ability to control these on these sites, and uncertainties in the precise development of the habitat in any one particular location within the site. Instead, the sculpting approach proposed, results in a variable micro-topography that will support a range of hydrological conditions, varying from shallow open water through to more terrestrial habitat. This maximises the provision of areas with appropriate hydrology, and hence potentially suitable area for fen meadow, whilst allowing for the uncertainties in groundwater level fluctuation and limited ability to control these.'</i></p> <p>Response (vi): No question apparent, assumed to be a mislabelling.</p> <p>Response (vii): <i>The Applicant's DL3 response [REP3-049] indicates that it is not expected that all the area within the identified Pakenham site boundary will become meadow. and that the precise area of fen meadow that could be created is uncertain and subject to the outcome of ongoing studies. Please explain further why a reduced area of land would not suffice? Given the acknowledged uncertainty and the absence of relevant data, how can the compulsory acquisition proposals be regarded as necessary and reasonable and how can the extent of the land-take be regarded as proportionate?</i></p> <p>The Fen Meadow Baseline Report [REP3-051 and 3-052], and the Fen Meadow Plan Draft [REP6-026], detail the results of the on-going studies at the Pakenham site. The</p>

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ExQ2	Question to:	Question:
		<p>Fen Meadow Plan Draft [REP6-026] also indicates that the area of the site that will be subject to fen meadow creation activities is limited to three fields, as indicated in Figure 4.1 of the Fen Meadow Plan Draft [REP6-026]. It is therefore concluded that a reduced area of land is required at Pakenham and the proposed Order limits can be re-drawn to reflect the reduced requirement. A reduced area of land will therefore suffice. See Appendix A of the Written Submissions arising from the CAH Part 1 (Doc Ref. 9.76) for further information.</p> <p>In the response to Bio 2.17, further details are provided in relation to the need for land at Pakenham. The Pakenham site is considered to be viable for the creation of both wet woodland and fen meadow as defined in the Fen Meadow Plan Draft 1 submitted at Deadline 6 [REP6-026]. Having reviewed the baseline documents, Natural England stated at REP6-042, that '<i>Natural England advise that in principle the creation of Fen Meadow M22 within the sites investigated appears feasible</i>'. Given this and that the Pakenham site is needed to achieve the 4.14ha habitat quantum expected by Natural England, the compulsory acquisition proposals is regarded as necessary and reasonable and the extent of the reduced land-take to deliver that quantum is regarded as proportionate .</p> <p>Response (viii): <i>The Applicant's DL3 response [REP3-049] indicates that relevant hydrological data collection has not been completed. Please respond to the concerns raised in relation to the prospect of the scheme having and adverse impact upon the use of the surrounding farmland, and the local Watermill. Please explain how Requirement 14A of the draft DCO would ensure that the potential impact upon Pakenham Water Mill and other neighbouring landowners would be satisfactorily controlled or are any additional controls required?</i></p> <p>The proposals for the creation of fen meadow at Pakenham are detailed in the Fen Meadow Plan Draft [REP6-026]. There would be no direct off take of water from the Pakenham Stream and no water control structures would be placed in the Stream. The supply of water to Pakenham Mill would not be affected.</p>

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ExQ2	Question to:	Question:
		<p>No activities would be undertaken during creation, and subsequent management, of the fen meadow habitat that would affect the surrounding farmland. Habitat creation and management works will be restricted land within the proposed Order limits, as indicated in Figure 4.1 of the Fen Meadow Plan Draft [REP6-026].</p> <p>As detailed immediately above, proposals in the Fen Meadow Plan Draft [REP6-026] avoid effects on Pakenham Water Mill and the surrounding farmland.</p> <p>Requirement 14A of the draft DCO (Doc Ref. 3.1(G)) requires that fen meadow plans must be prepared and approved by the relevant council in consultation with the relevant statutory nature conservation body. These fen meadow plans must be in general accordance with the Fen Meadow Strategy. No additional controls are required.</p> <p>Response (ix): <i>The Applicant's DL3 response [REP3-049] indicates it is seeking to understand the impact of these proposals on landowners and to respond to their queries relating to the continued use of the land following establishment of the proposed fen meadow. Please provide an update in relation to that engagement.</i></p> <p>SZC Co. provided an update to Appendix B of the Statement of Reasons at Deadline 2 – 'Status of negotiations with Owners of the Order Land' [REP2-021], which has been updated for Deadline 3 [REP3-005], Deadline 6 [REP6-011] and Deadline 7 (Doc Ref 4.1B (F)). There has been extensive engagement and SZC Co. and its agents have continued to engage with the landowners (tenants and agents) to confirm the project requirements and the anticipated impacts on the existing use of the land and to provide responses to the queries raised. The latest onsite meeting was held on 11 August 2021 with the relevant discipline lead from SZC Co. and the respective agents for the parties.</p> <p>The grazing methodology of the farm and locations of the pasture land was discussed at the meeting on 11 August with the tenant (and owner of the cattle). The tenant and SZC Co. are working together to allow the proposed use of this land as Fen Meadow to work within the existing grazing system where possible.</p>

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ExQ2	Question to:	Question:
		<p>Response (x): <i>What regard has been had to the livelihood and wellbeing of the farmer of the land and the implications for the cattle and arable enterprises and the agricultural operation as a whole when assessing the private loss to those who would be affected by the proposed compulsory acquisition?</i></p> <p>The impact on the farming operations of the site at Pakenham was considered in the ES Addendum First ES Addendum Volume 1, Chapter 2 [AS-181]. The document confirms (paragraph 2.12.17) that 'Following completion of works, it is anticipated that grazing of the land would continue, albeit with a possible reduction in intensity. This is not considered likely to result in a significant effect on existing farming operations.'</p> <p>,Any anticipated private loss would be compensatable (in financial terms) by application of the compensation code. However, SZC Co. and its agents are pursuing a private treaty agreement that would ensure that a reduced land area (to reflect the revised areas discussed in response to <i>vii</i> above) and land rights are secured, reducing further any private loss – this will shift the balance further as the financial terms that would be provided by way of any private treaty agreement would go beyond financial 'equivalence' provided by the compensation code.</p> <p>Response (xi): <i>Please explain the consideration given to the human rights of these particular landowners and tenant.</i></p> <p>SZC Co. has considered the relevant articles of the European Convention on Human Rights (ECHR) as follows:</p> <p>Article 1 of the First Protocol – a right to protection of property - SZC Co. recognises that the Article 1 rights of the landowners and tenants, as persons who have an interest in the Order Land which is to be compulsorily acquired or temporarily possessed, would be affected and their peaceful enjoyment of their property would be interfered with. However, this proposed interference would be in the public interest and lawful, as set out 's response to</p>

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ExQ2	Question to:	Question:
		<p>Question CA.1.40 in SZC Co.'s Responses to the Examining Authority's First Written Question [REP2-100].</p> <p>Article 6 – a right to a fair trial, which includes determination of the issues within a reasonable time - As Affected Persons with an interest in the Order Land, the landowners and tenants have been entitled to a fair and public hearing of any objection they have to the granting of the compulsory acquisition or temporary possession of the Order Land in accordance with their Article 6 rights. This includes the opportunity to submit Relevant and Written Representations and to make subsequent written and oral submissions into the examination in respect of matters related to the compulsory acquisition powers being applied for, in addition to any other project related concerns.</p> <p>Further, Section 118 of the Planning Act 2008 creates a legal mechanism whereby the grant of a development consent order may be challenged through judicial review.</p> <p>In respect of the determination of matters relating to compensation, any claimants disputing compensation that may be payable (pursuant to a claim under the Compensation Code) can make a reference to the Upper Tribunal (Lands Chamber) for determination, providing the claimant with a fair trial in a timely manner.</p> <p>Article 8(1) – a right to respect for private and family life including respect for a person's home - No dwellings are proposed to be acquired in respect of the Fen Meadow proposals, and as such Article 8(1) is not engaged.</p> <p>Response (xii): <i>Please respond to the concerns raised in relation to the proposed removal and/or disturbance of the peat topsoil as part of the works.</i></p> <p>The Representation on behalf Ms Dyball, Ms Hall and SR Whitwell & Co [REP5-246] indicates that the top layer of soil in these meadows is rich in peat. Soil cores reported in Wood, 2019 [APP-258] do not universally support this, with layers of sand present in some locations also. Nonetheless, proposals for fen meadow creation works set out in the</p>

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ExQ2	Question to:	Question:
		<p>Fen Meadow Plan Draft [REP6-026] have targeted areas with a combination of the most appropriate soil types (earthy peat, peat, marl) and water tables that, based on available data, are close enough to the surface such that the measures available could create groundwater influenced conditions at the ground surface.</p> <p>Peat forms in the presence of continuously waterlogged conditions and it is considered likely that the majority of the site was very wet, supported by groundwater, until the 1960s at which point both Clarke and Simpson on behalf of Ms Dyball, Ms Hall and SR Whitwell & Co [REP3-118] and the Representation on behalf Ms Dyball, Ms Hall and SR Whitwell & Co [REP5-246] indicate that the owner drained the land through installation of a network of land drains, funded by the then Ministry of Agriculture, Fisheries and Food, now the Department for Environment, Food and Rural Affairs. In addition to significantly reducing the water table such that the land became manageable for grazing, this process could have had a number of effects including subsidence of the peat, increased mineralisation (i.e. drying out and mineralisation of the surface layers), eutrophication of surface waters and replacement of calcareous groundwater by rainwater, all of which are negative factors in respect of establishment and maintenance of fen meadow.</p> <p>To establish fen meadow habitat it is necessary to restore the appropriate abiotic and biotic conditions, as detailed in Appendix 7H of REP2-110. Development of the abiotic and biotic conditions for fen meadow referable to the M22 <i>Juncus subnodulosus</i> – <i>Cirsium palustre</i> fen meadow community will have the highest chances of success if the following techniques are employed [REP2-110], all of which are included in the Fen Meadow Plan Draft [REP6-026]:</p> <ul style="list-style-type: none">• Topsoil removal. Complete or partial topsoil removal should be undertaken within the context of sediment disposition, surface topography and valley flooding regimes, in order to reduce nutrient levels and increase the influence of groundwater on target species.• Creation of microtopography. The ground surface should be sculpted within hydrologically significant tolerances to assist in the successful colonisation and

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		<p>regeneration of target groundwater-dependent species, particularly those with high light requirements, low competitive abilities and low tolerance of drought or flooding.</p> <ul style="list-style-type: none">• Rewetting from appropriate water sources. Rewetting should be undertaken using groundwater-dominated sources to facilitate an appropriate hydrological regime for the target vegetation. Sufficient control is likely to be required to minimise the impact of extreme events leading to flooding by nutrient-rich waters and/or periods of drought, within acceptable limits.• Use of hay transfers. The transfer of hay from suitable sites – or of turves from the Fen Meadow donor site – should be undertaken following established best practices. The conditions and timing of collection, transfer and introduction of plant propagules – and their initial establishment – should be carefully monitored to meet restoration requirements.• Habitat management. An agreed annual programme of water and vegetation management should be established and undertaken at appropriate times. These operations – and their impact on the developing fen meadows – should be set with a framework of acceptable limits. Appropriate monitoring should be maintained to enable effective and timely management of the habitat management programme to meet target conditions for the restored fen meadow vegetation. <p>Whilst it is accepted that removal of peat in good condition, or peat still actively forming, would typically be contrary to conservation objectives, removal of peat that has been drained, to reveal fresh peat that would be kept wet by elevated groundwater levels, would not. Removal of degraded surface peat has been undertaken at a number of sites nationally as part of restoration works, including at Parker's Piece, as reported in Appendix 7H of REP2-110.</p>
CA.2.16	The Applicant	<p>Objections to the grant of powers of compulsory acquisition and temporary possession</p> <p>The DL2 technical note [REP2-252], including the Fordley Road options, and DL5 submissions made Create Consulting Engineers [REP5-259] raise a number of issues on</p>

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ExQ2	Question to:	Question:
		<p>behalf of the Grant family. The Applicant's DL5 response to their earlier submissions [REP5-119], and in the written submissions arising from ISH3 in relation to Fordley Road [REP5-115] are noted. Please explain further and provide a summary response in relation to:</p> <p>(i) The regard which has been had to severance and the impact upon the existing farming operations when assessing private loss and whether the impact or the powers sought upon this landowner would be proportionate.</p> <p>(ii) Please provide an update upon the assessment of the feasibility of incorporating an underpass beneath the SLR to give access for vehicles to land that would lie to the north of the proposed road.</p> <p>(iii) Notwithstanding the comments made in relation to the Fordley Road options at DL5, please provide a detailed explanation as to why Options A and B as proposed by Create Consulting Engineers has been rejected. For Option B, what would be the extent of the additional land-take required for the embankments and why is this option not regarded as proportionate? For Option A, what would be the extent of the additional land-take required for the embankments, what is the likelihood of further land being required and why is this scheme not regarded as a proportionate option? For both options, what regard has been had to be benefits of including the works such as the proposed new slip road or turning head that would no longer be required.</p>
	SZC Co. Response at Deadline 7	<p>(i) The impacts of the severance were assessed in the Volume 6 Sizewell Link Road Chapter 10 of the Environmental Statement [APP-470]. The assessment identified that some additional use of public highway would be required and confirmed the impact to be Minor Adverse (not significant). From discussions with the Affected Persons SZC Co. understands that the farm contractor accesses the land from the north. The severed parcels will be able to be accessed from public roads utilising the Sizewell link road together with the existing road network.</p> <p>SZC Co. agreed terms for the acquisition of the land required to construct and operate the Sizewell link road on 30 April 2021. SZC Co. continues to explore any accommodation works which would further reduce the impacts on the holding to be included within the private treaty agreement. Where these works cannot be provided, or do not completely alleviate impact, the agreed terms allow the Affected Persons to make a further claim for</p>

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		<p>compensation for the effect on the retained land, such as injurious affection and/or severance, under the Compensation Code.</p> <p>The amount of permanent land take from the holding was identified as being 10% once the Sizewell link road is operational – the characterisation of the impact on the holding as Minor Adverse (not significant), the continued ability to access land from the public highway, the continued engagement to identify further measures to reduce impacts on the holding further, and the payment of compensation (both under the terms of the private treaty agreement and the Compensation Code) mean that private loss has been considered and mitigated, and the powers sought are proportionate and necessary to deliver the public benefits of the Project.</p> <p>Details of the engagement are provided in an update to Appendix B to the SoR (Doc ref.4.1 B (F)) '<i>Status of Negotiations with Owners of the Order Land</i>', submitted at Deadline 7, and in the detailed schedule of engagement with the Grants provided in the Appendix D Written Submissions Responding to Actions Arising from CAH1 Part 1 (Doc. Ref. 9.76) also provided at Deadline 7.</p> <p>SZC Co. has also engaged a drainage expert who has been in correspondence with the affected party to understand and mitigate the interference with drainage and water supplies as a result of the construction of the Sizewell link road.</p> <p>(ii) See the SZC Co.'s response to Question Ag.2.5 and 1.3.28 of the SZC Co.'s Written Summaries of Oral Submissions made at CAH1 Part 2 (Doc Ref. 9.75).</p> <p>(iii) The question of the right solution for the SLR at Fordley Road was discussed at the Traffic and Transport ISH Part 2. Mr Humphrey (ExA) requested a response to this point in writing, which was provided along with the written summary of oral responses [REP5-108].</p>

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ExQ2	Question to:	Question:
		<p>The proposed highway arrangements at Fordley Road are shown in Drawing 100137 in the SLR drawings set [REP5-025], that shows the northern arm of Fordley Road stopped up, and Fordley Road connected to SLR with a t-junction.</p> <p>The recorded existing two-way traffic flow on Fordley Road is 80 vehicles per day. Fordley Road is not a route promoted for use by any Sizewell C traffic and directional signage will be in place during the construction phase of the Project to guide Sizewell C drivers to use appropriate routes, principally the A12 and the SLR. HGVs will be tracked and monitored along prescribed routes as set out in the Construction Traffic Management Plan [REP2-054]. Therefore the proposed design for Fordley Road is to cater for the existing traffic flows on the road (i.e. circa 80 two-way vehicles per day).</p> <p>In order to retain an appropriate provision of connectivity between Middleton Moor and Kelsale, the Project proposals create a connection between Fordley Road south and the SLR via the provision of a priority junction, which would require diversion onto the SLR but retain connectivity between the communities.</p> <p>The three options that were explored to retain Fordley Road as a continuous through route as explained in the written summary are similar to the two options suggested by Create Consulting Engineers:</p> <ul style="list-style-type: none">• raise the level of the SLR to cross over Fordley Road on a bridge, and maintain the existing Fordley Road level (similar to Create Consulting Engineers' Option A);• lower the level of Fordley Road beneath the SLR (similar to Create Consulting Engineers' Option B); and• continue Fordley Road on a bridge structure over the SLR (this third option is not suggested by Create Consulting Engineers). <p>Option A</p> <p>Create Consulting Engineers' Option A suggestion to provide the SLR crossing over Fordley Road (retained at its current level) with a minimum clearance of 5.3m to the underside of the SLR shows the Project longsection alignment lifted some 3.5m. The SLR is already on</p>

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		<p>a 3.5m high embankment thereby the alignment suggested is over 7m in height at Fordley Road. An increase in embankment height of this magnitude at this location is considered a severe impact on the landscape and an unacceptable detrimental impact on the adjacent Vale Cottage properties.</p> <p>The Create Consulting Engineers' Option A plan layout shows an underpass at SLR chainage 2900 and the longsection shows it at chainage 2850. This is assumed to be an error and the underpass on the longsection should also be at chainage 2900 which would change the vertical alignment suggested as a result. The longsection underpass position would therefore need to move eastwards to match the plan position.</p> <p>The Create Consulting Engineers' suggested vertical road profile is shown to dip either side of the underpass location which would reduce driver visibility and introduce a safety concern with vehicles being partly hidden in the dip. The Suffolk County Council highway design standards vertical curvature and site stopping distances for the dipped sections is below the requirements of a 60 mph speed limit and would therefore not likely be an acceptable safe design to the highway authority. The Create Consulting Engineers' Option A is therefore also rejected on highway design safety considerations.</p> <p>It is expected that the Environment Agency would want to understand the implications for the culverted section of the Middleton Drain watercourse, including ensuring the underpass has sufficient width to enable a mammal passage on one or both banks and whether this needs to be formally provided in a space between the channel and Fordley Road. The underpass structure would need to retain the watercourse in place adjacent to Fordley Road and therefore the width of the underpass would need to increase. As the watercourse is shown as retained in place there is likely to be less of an impact from a flood risk perspective. However, there is a flood risk in the floodplain in this area and there is a chance that the road embankment would act as a barrier across the floodplain. Whilst this is not likely to result in significant flooding it is the responsibility of the Environment Agency who would require modelling to confirm there would be no detrimental impact of retaining the existing watercourse. Therefore the out of bank flooding that was addressed by the diverted channel in the Project might still be required as a flood relief culvert as a precaution. The culvert would be some 8m longer due to the increased height of the road profile and wider embankments. It is expected that Suffolk County Council might request that the road and channel in the underpass be slightly reconfigured so that it would not flood out of bank underneath the SLR, in which case</p>

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ExQ2	Question to:	Question:
		<p>works would then be required to the watercourse in this Option A. A resulting shorter effective length of watercourse would remove the loss of watercourse offset mitigation length elsewhere provided by the Project design and therefore would not provide a benefit when compared to the Project design. The extent of underpass, embankment and culvert would not reduce the land area required compared to the provision of a t-junction and turning head in the Project submission and thereby would provide no benefit to reduce land area.</p> <p>For Option A, a wider underpass to span the watercourse and Fordley Road would therefore be required and as a result increase the size and thickness of structure thereby requiring the road alignment to be raised further and increase the embankment widths.</p> <p>A profile to eliminate the dipped sections, alter the underpass position and level, and provide sufficient longitudinal gradient for surface drainage would require the alignment to be lifted for a longer length to that suggested by the Create Consulting Engineers' Option A. This revised option would increase the Project's SLR alignment levels by approximately 4m to create an over-bridge with sufficient clearance to Fordley Road (5.3m). The SLR would already be on an embankment of up to 3.5m, so this arrangement would require a substantial increase in land area required for embankments at Fordley Road. The engineering required to achieve this would result in a 480m long higher embankment to the east of Fordley Road up to 10m wider to the north and 6m wider to the south. To the west, the embankment would be higher for a length of 400m up to 10m wider to the north and 7m wider to the south before the vertical alignment could tie in to the current design height. The resulting structure and required embankments would be substantial and not in-keeping with the landscape. Although this revised Option A may be deliverable within the Order limits, there would be an increased risk of a further minimal amount of agricultural land being required at the pinch points to the west to provide the access maintenance tracks to the attenuation basins. An increase in embankment height of this magnitude at this location is considered a severe impact on the landscape and an unacceptable detrimental impact on the adjacent Vale Cottage properties.</p> <p>The increased size of structure and extent of embankment heights leading to the severity of the visual landscape impact on adjacent properties is therefore not considered an appropriate or suitable proportionate solution to cater for the 80 vehicles per day compared to the Project solution.</p>

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ExQ2	Question to:	Question:
		<p>Option B</p> <p>The Create Consulting Engineers' Option B suggestion of lowering Fordley Road beneath the SLR with a proposed pumping station was considered but would create a significant localised depression in the landscape which would result in an increased risk of flooding of the road, noting that the Middleton Drain watercourse running alongside Fordley Road is the responsibility of the Environment Agency.</p> <p>The clearance from Fordley Road to the underside of the SLR bridge is shown at Option B at a minimum of 5.3m which would cause a significant depression. Fordley Road would also need to be lowered some 3m over a reasonable distance to meet road design standards. To create the required depression for Option B, the lowered Fordley Road would require a cutting embankment in excess of 200m in length and some 7.5m high to the east at a width of up to 22m, and a cutting embankment 3.5m deep to the west at a width of up to 11m. The watercourse would require diverting. The extent of embankment cutting to lower Fordley Road and divert the watercourse would not reduce the land area required compared to the provision of a t-junction and turning head in the Project submission and thereby provides no benefit to reduce land area. The impact of lowering Fordley Road and the surrounding landscape to this extent would increase the required agricultural land area to the north of the SLR Crossing for the reprofiling of Fordley Road and to provide a sufficient grade for the PROW diversion and maintenance access to the attenuation basins to the east. To the south of the Project boundary, the additional land, although minimal to reprofile Fordley Road and create the associated cutting embankments, would severely impact the Vale Cottage residential properties. The extent of embankment cutting, road lowering, and to the severity of the impact on adjacent properties is therefore not considered an appropriate or suitable proportionate solution compared to the Project solution.</p> <p>The surface water mapping, as reported in the FRA [REP2-027] and [REP5-045], shows there is clearly a surface water flood risk / flow route along Fordley Road. Within the FRA it is noted that Fordley Road itself appears to act at least partially as the fluvial flow route in the existing baseline scenario.</p> <p>Fordley Road partially acts as a flow route during extreme storm events – it is hard to apportion the difference between surface water and fluvial flows. However, regardless of this, modifications would be needed to ensure water predominantly flows along the diverted channel and would not follow the path of least resistance under the underpass</p>

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ExQ2	Question to:	Question:
		<p>where it would pond. Even if fluvial flows remain in bank there would still be rainfall / surface water that would flow into this location and become trapped. It is expected that the Environment Agency is unlikely to support the diversion of the watercourse suggested in Option B.</p> <p>Option B indicates flood water would need to be pumped back out of the underpass. However, the sketch shows this being taken to the upstream side of the SLR and discharges upstream to flow through the culverted section of the diverted channel downstream. In addition, it is expected that Suffolk County Council Lead Local Flood Authority may ask that this is restricted and discharged at a greenfield rate, leading to the need to attenuate and store the water temporarily.</p> <p>Therefore, to create a depression and pump the fluvial flows suggested by the Create Consulting Engineers in Option B is considered to be unacceptable and would likely be strongly opposed by the Environment Agency. In addition, as the pumping drainage approach is less sustainable it would be unlikely to receive support from Suffolk County Council as Lead Local Flood Authority.</p> <p>In consideration of the impact to the adjacent properties, risk of flooding, sustainability considerations, extent of embankment cuttings, and unlikely support from the authorities it is therefore not considered an appropriate solution or suitable proportionate solution to cater for the 80 vehicles per day.</p>
CA.2.17	The Applicant	<p>Objections to the grant of powers of compulsory acquisition and temporary possession</p> <p>The DL5 submission of FERN [REP5-197,198], refers to additional land which has been offered to be used to provide mitigation measures, but which does not appear to be included within the land proposed to be compulsorily acquired. Please provide an update in relation to the provision of mitigation at this location and whether there are any associated implications for land acquisition?</p>
	SZC Co. Response at Deadline 7	<p>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. The assessment of road traffic noise, which was updated in the Third ES Addendum [REP6-017], has identified the SOAEL is only exceeded at the receptor Pond Barn Cottages. For this receptor, mitigation is proposed in the form of insulation and/or ventilation under the</p>

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		<p>Noise Mitigation Scheme [REP6-015], which would avoid the SOAEL being exceeded. The bypass of course brings lasting noise and other benefits to Farnham and Stratford St Andrew.</p> <p>However, SZC Co. is also aware that NPS EN-1 at paragraph 5.11.9 requires noise effects on health and quality of life to be mitigated and minimised and SZC Co. has been investigating the ability to provide additional screening.</p> <p>SZC Co. met with FERN on 21 July 2021 and SZC Co. presented potential options to provide further screening from the southern boundaries of properties at Farnham Hall. This meeting was a broad discussion of potential additional options, one of which involved land outside of the order limits.</p> <p>Following the meeting, SZC Co. circulated a letter on 20th August showing additional landscape mitigation achievable within the order limits as well as responding to a number of concerns raised during the previous meeting. Details of this letter can be found in Appendix J of the SZC Co. responses to earlier submissions document (Doc Ref. 9.73) The additional landscaping demonstrates what is achievable at the detailed design stage when final plans will be determined by the authorities under Requirement 22. Maximising screening within the order limits will ensure that SZC Co. can secure and deliver the additional landscaping screening as part of Requirement 22A of the DCO [REP6-006]. Following circulation of the plan and associated letter, SZC Co. is planning to meet with FERN in early September to discuss the plan and information presented.</p>
CA.2.18	The Applicant	<p>Objections to the grant of powers of compulsory acquisition and temporary possession</p> <p>The DL5 submission of FERN [REP5-197,198], refers to the only access route for Farnham Manor (to its Walled Garden) and Farnham Hall residents (to their gardens and the back of their properties) being from the lane from Farnham Hall to the end of the Walled Garden. It points out that these access rights are within the Applicants site boundary. Please clarify the position with regard to these rights of access and confirm that they would be maintained throughout the construction and operation of the scheme?</p>

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	Drawing SZC-SZ0204-XX-000-DRW-100337 within the Access and Rights of Way Plans, Revision 6, [REP5-008] shows that this private means of access from the lane from Farnham Hall passing south to the end of the Walled Garden will be maintained throughout the construction and operation of the scheme.
CA.2.19	The Applicant	<p>Objections to the grant of powers of compulsory acquisition and temporary possession</p> <p>The DL5 submissions made by Michael Horton of Savills (UK) Ltd on behalf of Mr and Mrs J & E Dowley [REP5-265], and by Create Consulting Engineers [REP5-260] raise a number of issues on behalf of their clients. The Dowleys have also made a DL5 submission on their own behalf [REP5-227]. The Applicant's DL5 response [REP5-119] and response to ExQ1 CA.1.76 are noted. Nevertheless, please explain further and provide a response in relation to:</p> <p>(i) Please justify the extent of the land sought to be acquired in relation to the provision of the site entrance roundabout and for the temporary construction area including a borrow pit.</p> <p>(ii) The consideration given to the existing use of the land and the impact on the existing farming system.</p> <p>(iii) The landowner's criticism of the lack of engagement on the part of the Applicant.</p> <p>(iv) The response to CA.1.76 refers to the scope provided by the draft DCO to reduce the area of outright acquisition and rely on the creation and acquisition of new rights instead and also to flexibility to occupy land temporarily. Is that a general response to the scheme as a whole or is there a likelihood that lesser powers could be utilised in relation to the plots in question?</p> <p>(v) The response to CA.1.76 states that the Applicant does not consider that the project would make the arable business unviable, but it is working to further understand the concerns raised by the LJ and EL Dowley Farming Partnership. What further understanding has been reached as regards the impact upon the business?</p>

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>(i)</p> <p><u>Main Development Site Roundabout</u></p> <p><i>Extent</i></p> <p>The extent of the roundabout in this location reflects the design requirements of a five-arm roundabout and has been the subject of extensive discussions with SCC. Further detail on the requirement and land take implication associated with the 5th arm can be seen in SZC Co.'s Written Submissions Responding to Actions Arising from CAH1 Part 2 (Doc Ref. 9.77). This includes two arms into the main development site during construction for resilience.</p> <p>If a collision, breakdown or maintenance work blocks one arm, worker movements (buses and car parking) and freight movements could continue to use the other arm to protect the public highway. The first arm would go to the temporary car parking area and Accommodation Campus. The second arm would go to the HGV security check-in and HGV parking area. Both arms would link up further into the site and therefore could be used interchangeably in the event of an emergency/blockage. The application assumes up to 350 incoming HGV movements per day plus temporary parking for 2,600 cars and vans, and 120 motorbikes. Resilience is therefore very important. A single arm into the site would not provide sufficient resilience.</p> <p><i>Siting</i></p> <p>The siting of the roundabout is north of the B1122/Eastbridge Road junction and east of B1122. It would be built largely offline from the B1122 to minimise impacts on that part of the highway network.</p> <p>Avoiding/reducing the required land in question by constructing the roundabout further east would require either developing on the site of the Accommodation Campus or on the Site Entrance Hub.</p>

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ExQ2	Question to:	Question:
		<p>The rationale for locating the Accommodation Campus in this location was explained at Issue Specific Hearing 5 [REP5-110]. The Campus location was selected in response to consultation feedback and due to the relative benefits it would bring to the Project and wider community. Locating the roundabout on the Campus site would require a sub-optimal location for the Campus in the AONB and would permanently bring the roundabout closer to Upper Abbey Farm (Grade II Listed).</p> <p>The Site Entrance Hub would be an essential arrival, security and parking area for the construction site and moving it would have a knock-on effect to the rest of the Temporary Construction Area. It would also move the Site Entrance Hub into the AONB. Putting the roundabout on the current site of the Site Entrance Hub would result in significant tree loss south of Abbey Farm Cottage to facilitate site access and require a new dedicated access for that property.</p> <p>Avoiding the land in question by locating the roundabout west of B1122 would not provide the gentle curve into the site that is necessary for Abnormal Indivisible Loads (AILs) and would place the roundabout closer to Leiston Abbey (Grade I Listed). Locating the access north of Lover's Lane would conflict with the Green Rail Route, which passes through that field.</p> <p><u>Borrow Pits</u></p> <p><i>Extent</i></p> <p>The extent of the borrow pits has been optimised to help balance the earthworks. They have been sized to source construction materials for beneficial use within the development whilst also creating a void of equivalent volume, above the water table, to be backfilled with the approximately 1.1 million m³ of peat and alluvium that would be excavated.</p> <p>The three borrow pit fields would comprise an area of approximately 165,00m², of which approximately 140,000m² is anticipated to become borrow pit. The remainder would comprise retained vegetated boundaries, bunds, fencing and working corridors (including</p>

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ExQ2	Question to:	Question:
		<p>the haul road). At an average depth of approximately 7.5m, this creates the required volume (approximately 1.1M m³).</p> <p>The proposed use of borrow pits would reduce the need both to import construction materials from off-site locations and export excavated material for re-use or disposal off-site. It would therefore avoid environmental effects that would otherwise arise from transport. It is sustainable and in accordance with the Waste Framework Directive.</p> <p><u>Siting</u></p> <p>The location of the borrow pits has been selected as it contains sufficient quantity and quality of sands and gravel for use and general fill within the development.</p> <p>The location is elevated above the surrounding Temporary Construction Area and is not near to surrounding watercourses. This helps to ensure sufficient material can be excavated whilst retaining a minimum 2m of undisturbed ground between the lowest formation level of the borrow pits and the groundwater level.</p> <p>Locating the borrow pits outside of the AONB would have caused greater disruption to other landowners, greater disruption to the local road network and moved the borrow pits closer to where people live. An option for a borrow pit west of Eastbridge Road was consulted upon and discounted for the reasons set out in paragraph 6.6.33 of ES Volume 2, Chapter 6: Alternatives and Design Evolution [APP-190]. Locating the borrow pits elsewhere within the AONB is also not considered suitable as it would either: impact on designated habitats sites; substantially impact the local road network; or require an unfeasibly large footprint due to the reduced headroom between the underlying material and the groundwater level. The latter point would also cause a major knock-on effect to much of the rest of the Temporary Construction Area as this is the area where the larger footprint borrow pit would have had to be placed in that scenario.</p> <p>(ii) SZC Co. has been engaging with the landowners since 2009. The SZC project proposals have evolved through consultation, including consideration of feedback from potentially Affected Persons. SZC Co. has an understanding of the impacts on the landholding and is working with the landowners to further mitigate the impacts of the</p>

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ExQ2	Question to:	Question:
		<p>project. In respect of the anticipated land take from the Theberton Estate, this accounts for approximately 6% of the holding; the proposed land take at earlier stages of the project proposals would have resulted in approximately 20% of the Estate's land being required. The land required is agricultural (primarily arable). The impacts on the holding were assessed in Volume 2 of the Environmental Statement Main Development Site Chapter 17 Soils and Agriculture [APP-277] and Volume 6 of the Environmental Statement Sizewell Link Road Chapter 10 Soils and Agriculture [APP-470]. The land take for the Sizewell link road was confirmed as being 0.44% of the estate during construction (reducing to 0.4% permanently), resulting in an impact characterised as Negligible (not significant). The land take required here has been reviewed and it is proposed to be reduced further. The impacts on the holding in respect of the Main Site Development identified land take during construction equating to 5.35%, reducing to 1.83% once temporary land is reinstated. The assessment identified the impacts as Minor Adverse during construction reducing to Negligible during operation. SZC Co. is working with the landowner to agree the return more land (including the land required for the borrow pits) to further mitigate the impacts on the Estate. Financial compensation will be payable, under the 'compensation code', in the absence of a negotiated agreement (which SZC Co. is still pursuing), which will ensure that the landowner is left in an equivalent position in financial terms, as a result of the acquisition of land. SZC Co. recognises that the impacts on private loss are not purely financial, and has proposed a Farm (or Estate) Impact Assessment to provide a further detailed understanding of the Estate businesses and to consider how any impacts arising from the SZC Co. project can be further mitigated, in respect of the particular operations of the Estate.</p> <p>(iii) SZC Co. provided an update to Appendix B of the Statement of Reasons at Deadline 2 – 'Status of negotiations with Owners of the Order Land' [REP2-021], which has been updated for Deadline 3 [REP3-005], Deadline 6 [REP6-011] and Deadline 7 (Doc Ref 4.1B (F)). There has been extensive engagement with the Interested Party over a number of years, which is on-going. SZC Co. also provided detail of its approach to engagement at the Deadline 2 submission: 'Written Submissions in Response to Oral Summaries following Open Floor Hearings 18-21 May 2021' [REP2-130] (Chapter 3 – 'Approach to engagement, including negotiations related to compulsory purchase acquisition and temporary possession'). SZC Co. is currently in discussions with the Interested Party looking at</p>

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ExQ2	Question to:	Question:
		<p>different options in relation to reaching agreement for the land required for the scheme. Appendix C of SZC Co.'s Written Submissions Responding to Actions Arising from CAH1 Part 2 (Doc Ref. 9.77) provides a detailed chronology of engagement with the Dowley family.</p> <p>(iv) The comments contained within CA.1.76 represent SZC Co.'s scheme-wide approach to reduce the area of outright acquisition and rely on the creation and acquisition of new rights instead, and also the flexibility to occupy land temporarily, wherever possible. In relation to plots within which Mr and Mrs J & E Dowley have an interest SZC Co. has sought to lessen the rights required where possible. SZC Co.'s Written Submissions arising from CAH1 Part 1, Appendix A (Doc Ref. 9.74) sets out a proposed reduction to the Order Limits adjacent to the existing B1122 which will reduce the impact on the belt of trees forming a boundary between the highway and the Theberton House. Despite the significant excavation and reinstatement works required on the land identified for use as a borrow pit, SZC Co. is exploring mechanisms to hand the land back to the Affect Persons on completion of the works.</p> <p>(v) SZC Co. is continuing to work with the Interested Party to secure a detailed understanding of the operation of the estate. On 23 July 2021 SZC Co. offered to procure of an independent Farm (or Estate) Impact Assessment to be completed by an appropriately qualified agricultural consultant and would detail the structure of the estate businesses (including the agricultural and recreational elements) to inform further potential mitigation proposals. SZC Co. is awaiting a response from the landowners' agent to the proposed scope of the Impact Assessment and suggestions on the involvement of any other specialists that may be required to complete the assessment.</p>
CA.2.20	The Applicant	<p>Crown Land</p> <p>The Applicant's response to ExQ1 CA.1.69 [REP2-100] is noted. Please provide an update in relation to any necessary consents and agreements in respect of Crown land.</p>
	SZC Co. Response at Deadline 7	<p>With regards to the acquisition of the required offshore interests (plots MDS/06/01 and MDS/06/02), the Crown Estate and SZC Co.'s lawyers continue to work towards completing the relevant agreements. SZC Co. expects to complete the agreements before the end of Examination.</p>

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ExQ2	Question to:	Question:
		<p>With regards to the consent required under section 135(2) of the Planning Act 2008 (PA08) (consent to include in a DCO a provision applying in relation to Crown land, or rights benefitting the Crown) SZC Co. continues to engage with the Crown Estate and relevant Crown Authorities. SZC Co. will provide updates to the ExA as progress is made. SZC Co. expects consent to be granted imminently and before the end of Examination.</p> <p>With regards to the Department for Transport, as per the response to CA.1.69, SZC Co. received confirmation from the Department of Transport that the plots that previously mentioned the Department of Transport now vest in the Local Highways Authority (SCC) due to the road being de-trunked. Therefore section 135 consent is no longer required from the Department of Transport and the Book of Reference (REP2-023) and Crown Land Plans (REP2-003) were updated at Deadline 2 to reflect this.</p> <p>In relation to the Department for Education land (SF/11/01) the Department for Education confirmed that due to the nature of their interest in land, a restriction on disposal, this does not count as a Crown interest for the purposes of section 227 PA 2008 and section 135 PA 2008 and therefore that consent is not required. SZC Co. agrees with this position and the Crown Land Plans will be updated at Deadline 8.</p> <p>In relation to the Department for Business, Energy and Industrial Strategy section 135 consent has not yet been obtained, however SZC Co. is liaising with BEIS with regards to the outstanding consent and further updates will be provided to the ExA as progress is made. SZC Co. expects this to be granted prior to the end of Examination.</p>
CA.2.21	The Applicant	<p>Statutory Undertakers</p> <p>The Applicant's response to Ex1Q CA.1.59 is noted [REP2-100]. Please provide the relevant plot numbers for the land identified within the table submitted in response.</p>

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ExQ2	Question to:	Question:				
	SZC Co. Response at Deadline 7	Project Area	Statutory Undertaker	Apparatus to be Diverted (subject to detailed design this apparatus may remain in situ and be protected)	Plot No(s)	
		Main Development Site	UK Power Networks	1 x overhead line and 3 x underground cable	MDS/01/01, MDS/01/02, MDS/01/06, MDS/01/07, MDS/02/01, MDS/02/02, MDS/02/03, MDS/02/04, MDS/02/07, MDS/02/08, MDS/03/08, MDS/03/10	
		Main Development Site	BT Openreach	1 x underground cable	MDS/02/07, MDS/02/23, MDS/02/25, MDS/02/28, MDS/02/29, MDS/02/31, MDS/02/33, MDS/02/34, MDS/10/06, MDS/10/08	
		Main Development Site	Anglian Water	1 x water pipe (this pipe is abandoned)	MDS/03/08, MDS/03/10, MDS/03/11, MDS/03/13, MDS/03/14, MDS/03/15	
		Main Development Site	National Grid Electricity Transmission	Reconfiguration and extension of existing substation and overhead lines.	MDS/01/01, MDS/01/06, MDS/01/07, MDS/02/03, MDS/02/04, MDS/02/05, MDS/02/10, MDS/02/16, MDS/02/26, MDS/02/28, MDS/02/30, MDS/02/39, MDS/02/40, MDS/02/40a, MDS/02/41, MDS/03/03, MDS/03/03a, MDS/03/07, MDS/04/01, MDS/04/02, MDS/04/03, MDS/04/04, MDS/04/05, MDS/04/06, MDS/04/07, MDS/04/09,	

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ExQ2	Question to:	Question:				
					MDS/04/10, MDS/05/01, MDS/05/02, MDS/05/03, MDS/05/04, MDS/05/05, MDS/05/06, MDS/05/07, MDS/05/08, MDS/05/09, MDS/05/10, MDS/05/11, MDS/05/12, MDS/05/13, MDS/05/14, MDS/05/15, MDS/05/16, MDS/05/17, MDS/05/18, MDS/05/19	
		Main Development Site	Cadent Gas Ltd	1 x medium pressure gas pipe	MDS/03/08, MDS/03/10, MDS/03/16, MDS/03/17	
		Main Development Site – Ancillary Construction Area / Lovers Lane	Essex and Suffolk Water	1 x 6" water pipe	MDS/03/02, MDS/03/06, MDS/03/07, MDS/03/08, MDS/03/10, MDS/03/15, MDS/03/16, MDS/03/17, MDS/03/19	
		Freight Management Facility	BT Openreach	1 x underground cables	FMF/23/01, FMF/23/02, FMF/23/05, FMF/23/08	
		Freight Management Facility	Virgin Media	1 x underground cable	FMF/23/01, FMF/23/02, FMF/23/08	
		Green Rail Route	Cadent Gas Ltd	1 x medium pressure gas pipe	MDS/10/13, MDS/10/15	
		Green Rail Route	UK Power Networks	1 x overhead line	MDS/10/13, MDS/10/15	
		Green Rail Route	Virgin Media	1 x underground cable	MDS/02/07, MDS/02/22, MDS/10/04, MDS/10/05, MDS/10/09	

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ExQ2	Question to:	Question:				
		Green Rail Route/Lovers Lane	Essex and Suffolk Water	1 x 8" water pipe	MDS/02/07, MDS/02/20, MDS/02/21, MDS/02/22, MDS/02/23, MDS/02/24, MDS/02/25, MDS/02/31, MDS/02/33, MDS/10/01, MDS/10/02	
		A1094/B1069 South of Knodishall	UK Power Networks	1 x overhead line	OHI/26/01	
		A12/A144 Junction	BT Openreach	1 x overhead line	OHI/27/08, OHI/27/09	
		A12/A144 Junction	UK Power Networks	1 x underground cable	OHI/27/04, OHI/27/05, OHI/27/09, OHI/27/11	
		Northern Park and Ride	BT Openreach	1 x overhead line	NPR/15/02, NPR/15/05, NPR/15/09	
		Northern Park and Ride	UK Power Networks	3 x overhead lines	NPR/15/02, NPR/15/05, NPR/15/07, NPR/15/11, NPR/15/14, NPR/15/15, NPR/15/16	
		Southern Park and Ride	BT Openreach	1 x underground cable	SPR/16/01, SPR/16/08, SPR/16/10,	
		Southern Park and Ride	UK Power Networks	1 x overhead line	SPR/16/01, SPR/16/08, SPR/16/10	
		Sizewell Link Road	Cadent Gas Ltd	1 x low pressure gas pipe	SLR/19/03, SLR/19/03a, SLR/19/04	
		Sizewell Link Road	Essex and Suffolk Water	1 x 3" water pipe 1 x 4" water pipe 1 x water main	SLR/19/03, SLR/19/04, SLR/19/04a, SLR/19/22, SLR/20/03, SLR/20/03a, SLR/20/03b, SLR/20/04, SLR/21/07, SLR/21/07a, SLR/21/08c, SLR/21/18, SLR/21/19, SLR/21/22,	

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ExQ2	Question to:	Question:				
					SLR/21/22a, SLR/21/28, SLR/21/29a, SLR/21/30, SLR/21/31, SLR/21/32,	
		Sizewell Link Road	BT Openreach	5 x overhead line 2 x underground cable	SLR/19/01, SLR/19/02, SLR/19/03a, SLR/19/04, SLR/19/04a, SLR/19/16, SLR/19/17, SLR/19/18, SLR/19/22, SLR/19/24, SLR/20/01, SLR/20/01b, SLR/20/01c, SLR/20/02, SLR/20/03, SLR/20/16, SLR/20/18, SLR/20/19, SLR/21/07, SLR/ 21/07a, SLR/21/08, SLR/21/14, SLR/21/15, SLR/21/16, SLR/21/19, SLR/21/28, SLR/21/29a, SLR/21/30, SLR/21/31, SLR/21/32, SLR/22/07, SLR/22/09, SLR/22/10, SLR/22/11, SLR/22/15, SLR/22/16, SLR/22/16a, SLR/22/17, SLR/22/17a, SLR/22/18, SLR/22/20, SLR/22/22	
		Sizewell Link Road	UK Power Networks	6 x overhead line 1 x underground cable	SLR/19/01, SLR/19/04, SLR/19/19, SLR/19/22, SLR/19/23, SLR/19/24, SLR/20/03, SLR/20/03a, SLR/20/03b, SLR/20/04, SLR/20/04b, SLR/20/21, SLR/20/22, SLR/21/01, SLR/21/02, SLR/21/03a,	

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ExQ2	Question to:	Question:			
					SLR/21/08, SLR/21/08a, SLR/21/11, SLR/21/17, SLR/21/18, SLR/21/19, SLR/21/20, SLR/21/21, SLR/21/26, SLR/22/09, SLR/22/10, SLR/22/11, SLR/22/12, SLR/22/13, SLR/22/17
		Sizewell Link Road	Virgin Media	2 x underground cable	SLR/21/28, SLR/21/31, SLR/22/17, SLR/22/20, SLR/22/22
		Two Village Bypass	Essex and Suffolk Water	1 x 8" pipe	2VBP17/05, 2VBP17/08, 2VBP17/09
		Two Village Bypass	BT Openreach	3 x overhead line 3 underground cable	2VBP/17/02, 2VBP/17/03, 2VBP/17/04, 2VBP/17/05, 2VBP/17/06, 2VBP/17/07, 2VBP/17/08, 2VBP/17/14, 2VBP/17/15, 2VBP/17/20, 2VBP/17/21, 2VBP/17/24, 2VBP/17/25, 2VBP/18/01, 2VBP/18/05, 2VBP/18/06, 2VBP/18/10, 2VBP/18/12, 2VBP/18/15, 2VBP/18/16b
		Two Village Bypass	UK Power Networks	3 x overhead line	2VBP/17/01, 2VBP/17/02, 2VBP/17/05, 2VBP/17/06, 2VBP/17/07, 2VBP/17/08, 2VBP/17/14, 2VBP/17/15, 2VBP/18/10, 2VBP/18/13, 2VBP/18/15
		Yoxford Roundabout	Essex and Suffolk Water	1 x 4" pipe	OHI/24/03, OHI/24/05, OHI/24/09

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ExQ2	Question to:	Question:			
		Yoxford Roundabout	BT Openreach	1 x overhead line 1 x underground cable	OHI/24/08
CA.2.22	The Applicant	Statutory Undertakers If agreement with any Statutory Undertakers has not yet been reached, please provide further details specific to each undertaker and plot to show that compliance with section 127 PA 2008 and/ or section 138 PA 2008 could nevertheless be achieved?			
	SZC Co. Response at Deadline 7	Statutory Undertaker	Plot No(s)	Compliance with section 127 and/or section 138 PA 2008	
		UK Power Networks	MDS/01/01, MDS/01/02, MDS/01/06, MDS/01/07, MDS/02/01, MDS/02/02, MDS/02/03, MDS/02/04, MDS/02/07, MDS/02/08, MDS/03/08, MDS/03/10, MDS/10/13, MDS/10/15, NPR/15/02, NPR/15/05, NPR/15/07, NPR/15/11, NPR/15/14, NPR/15/15, NPR/15/16, SPR/16/01, SPR/16/08, SPR/16/10, 2VBP/17/01, 2VBP/17/02, 2VBP/17/05, 2VBP/17/06, 2VBP/17/07, 2VBP/17/08, 2VBP/17/14, 2VBP/17/15, 2VBP/18/10, 2VBP/18/13, 2VBP/18/15, SLR/19/01, SLR/19/04, SLR/19/19, SLR/19/22, SLR/19/23, SLR/19/24, SLR/20/03, SLR/20/03a, SLR/20/03b, SLR/20/04, SLR/20/04b, SLR/20/21, SLR/20/22,	UK Power Networks have indicated to SZC Co. that they are content with the protective provisions as they appear in parts 1 and 2 of Schedule 18 although we await confirmation in writing. We assume that UK Power Network have no objection as no relevant or written representations have been made. SZC Co. is of the opinion that the protective provisions as set out in parts 1 and 2 of Schedule 18 ensure that no serious detriment can be caused to the carrying on of the undertaking as a consequence of the acquisition of any right over land which they own or have an interest in. SZC Co. is seeking to apply s127 and s138 to extinguish rights or remove apparatus only where it is deemed absolutely	

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ExQ2	Question to:	Question:	
		SLR/21/01, SLR/21/02, SLR/21/03a, SLR/21/08, SLR/21/08a, SLR/21/11, SLR/21/17, SLR/21/18, SLR/21/19, SLR/21/20, SLR/21/21, SLR/21/26, SLR/22/09, SLR/22/10, SLR/22/11, SLR/22/12, SLR/22/13, SLR/22/17, OHI/26/01, OHI/27/04, OHI/27/05, OHI/27/09, OHI/27/11	necessary. SZC Co. therefore considers that that compliance with section 127 PA 2008 and section 138 PA 2008 is achieved.
		National Grid Electricity Transmission	Protective provisions have been agreed with NGET in principle, subject to agreeing the terms of a side agreement. SZC Co. considers that the protective provisions currently included in Schedule 18 of the draft DCO for the benefit of NGET ensure that no serious detriment can be caused to the carrying on of the undertaking as a consequence of the acquisition of any right over land which they own or have an interest in. SZC Co. is seeking to apply s127 and s138 to extinguish rights or remove apparatus only where it is deemed absolutely necessary. SZC Co. therefore considers that that compliance with section 127 PA 2008 and

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ExQ2	Question to:	Question:	
			MDS/05/16, MDS/05/17, MDS/05/18, MDS/05/19
			section 138 PA 2008 is achieved. SZC Co. will update the protective provisions in the dDCO at Deadline 8 to reflect any further agreement reached with NGET and provide further written submissions addressing the areas where agreement has not yet been reached.
		Cadent Gas Ltd	MDS/03/08, MDS/03/10, MDS/03/16, MDS/03/17, MDS/10/13, MDS/10/15, SLR/19/03, SLR/19/03a, SLR/19/04
			SZC Co is in negotiations with Cadent to agree appropriate protective provisions and a side agreement. SZC Co. considers that the protective provisions currently included in Schedule 18 of the draft DCO for the benefit of Cadent ensure that no serious detriment can be caused to the carrying on of the undertaking as a consequence of the acquisition of any right over land which they own or have an interest in. SZC Co. is seeking to apply s127 and s138 to extinguish rights or remove apparatus

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ExQ2	Question to:	Question:	
			<p>only where it is deemed absolutely necessary. SZC Co. therefore considers that that compliance with section 127 PA 2008 and section 138 PA 2008 is achieved. SZC Co. will update the protective provisions in the dDCO at Deadline 8 to reflect any further agreement reached with Cadent and provide further written submissions addressing the areas where agreement has not yet been reached.</p>
		<p>As stated in the Written Summaries of Oral Submissions made at CAH1 Part 1 (Doc Ref. 9.74) paragraphs 1.6.5 and 1.6.6 those statutory undertakers where bespoke protective provisions are yet to be agreed, SZC Co.'s position is that the Secretary of State will still be able to conclude that the section 127 and 138 PA2008 tests are met, in particular in relation to serious detriment because no Statutory Undertaker is submitting that protective provisions are in principle incapable of adequately protecting its interest.</p> <p>Agreement has been reached with Anglian Water Services Ltd, BT Group (including Openreach), Northumbrian Water Limited (trading as Essex and Suffolk Water), Network Rail and Virgin Media. Galloper Offshore Windfarm Limited, Greater Gabbard, UKPN and Vodafone have indicated that they are content with the protective provisions as they appear in parts 1 and 2 of Schedule 18 of the draft DCO although we await confirmation in writing. We assume that these parties have no objection as no relevant or written representations have been made. In any case SZC Co. is of the opinion that the protective provisions as set out in parts 1 and 2 of Schedule 18 ensure that the no serious detriment can be caused to the carrying on of the undertaking as a consequence of the acquisition of any right over land which they own or have an interest in SZC Co. is seeking</p>	

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ExQ2	Question to:	Question:
		to apply s127 and s138 to extinguish rights or remove apparatus only where it is deemed absolutely necessary. SZC Co. therefore considers that that compliance with section 127 PA 2008 and section 138 PA 2008 is achieved.
CA.2.23	The Applicant	Other Consents, Licenses and Agreements The Applicants response ExQ1 CA.1.70 [REP2-100] refers to the provision of an updated version of the Schedule of Other Consents, Licenses and Agreements to be provided at DL3 [REP3-011]. Please provide a further update and identify the progress made by the Applicant in its discussions with the relevant bodies. Please also indicate whether the latest requested changes, if accepted, would result in any additions to the list?
	SZC Co. Response at Deadline 7	An updated Schedule of Other Consents, Licenses and Agreements will be submitted at Deadline 10 to reflect progress on consents, permits and licenses for the Sizewell C Project since the Deadline 3 submission. At present, the following updates can be provided since Deadline 3:

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ExQ2	Question to:	Question:
		<ul style="list-style-type: none"> • "Ghost" licences have been provided to Natural England during the course of the Examination and with corresponding copies submitted to the Examination, including submissions at Deadline 5 [REP5-049 to REP5-055] and Deadline 7 (Doc Refs. 6.4 7A.5(A), 6.7 7A.5(A), 9.92 and 9.93). • A positive outcome has been received in relation to the Article 37 submission (RSR Permit). <p>To confirm, no changes were required to the Schedule as a result of the Accepted Changes (August 2021).</p> <p>An amended Schedule of Other Consents, Licenses and Agreements (Doc Ref. 5.11(C)Ch) is submitted as part of the Change Request (September 2021). This reflects additional consents, permits and licenses required in respect of the proposed temporary desalination plant.</p>
CA.2.24	The Applicant	<p>The accuracy of the Book of Reference (BoR)</p> <p>Please provide details of any ongoing data monitoring and updating process for the BoR to maintain the land interest information across the scheme.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. refers to the response provided at deadline 2 in the Responses to the Examining Authority's First Written Questions (ExQ1) - Volume 1 - SZC Co. Responses [REP2-100], question CA.1.50 where it is stated that: <i>SZC Co. is continuing to engage with affected parties through its land agents in an attempt to acquire the required land and rights by private agreement. Any changes in ownership or occupancy that are identified will be passed through to the land referencing team to update the Book of Reference (Doc Ref. 4.3(A)) accordingly. A number of parties did not return completed Request For Information forms or refused to provide additional information. These extra parties may come to light in the future through ongoing discussions and will be included in the Book of Reference at that time.</i></p> <p>This remains to be the case and any new ownership information which is brought to light through ongoing discussions between SZC Co.'s Land Agents and affected parties is passed to the land referencing team to update the BoR.</p> <p>Further to this, checks are being undertaken on a monthly basis of the land registry system to identify any new title registrations. Also changes to registered ownership information or ownership contact addresses are undertaken periodically through the land registry Edition Date check service (the latest checks were undertaken on the 05 August</p>

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ExQ2	Question to:	Question:
		<p>2021). Where SZC Co. receives any return to sender post, further detailed checks are undertaken through the online facility of TraceIQ to determine any new address details.</p> <p>Throughout the statutory site notice process informing parties of the hearings and change consultations, site notices have been erected on or as close as possible to any plots which contain unregistered or unknown interests, this maximises the possibility that an interested party who is not aware of the project will have sight of the information and have an opportunity to make contact with SZC Co. and engage in the process.</p>
CA.2.25	The Applicant	<p>The accuracy of the Book of Reference (BoR)</p> <p>Please confirm that the updated BoR, as submitted for DL5 [REP5-038], is now complete and accurately sets out the various plots and interests. If not, please identify any inaccuracies that have since come to light and provide any updates that need to be made.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. has submitted a revised BoR for DL6 [REP6-013], this version picks up further information that has been shared with SZC Co. and updated ownership details. As explained above in the response to Question CA.2.24, there is an ongoing information sharing exercise between the land agents and the land referencing team. This process has brought to light changes in ownership as shown in the BoR for DL6.</p> <p>A further updated version of the BoR has been submitted at Deadline 7 (Doc Ref. 4.3(E)), containing new information brought to light through Land Registry updates and ongoing diligent inquiry. This version also includes the accepted changes to the application (Changes 16-18) in respect of additional land submitted by SZC Co to the Planning Inspectorate by letter dated 23 July 2021 [REP5-002].</p>
CA.2.26	The Applicant	<p>The accuracy of the Book of Reference (BoR)</p> <p>The Applicant's response to Ex1Q CA.1.55 is noted [REP2-100]. Please provide a further update in relation to those plots where ownership remains unknown including details of the continued inquiries and discussions that have taken place since that response was provided.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. has explained above in the response to Question CA.2.24 that periodic checks are being undertaken on a monthly basis of the land registry system to identify any new title registrations, in particular the areas of unregistered land are scrutinised regularly.</p> <p>Further and as detailed above, ongoing discussions and negotiations between SZC Co.'s land agents and affected parties ensure that areas of unregistered land are not owned by</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>interested parties with whom we are in contact and that they do not know the ownership details. To date these discussions have not produced any claims for ownership over the unregistered plots.</p> <p>All site notices that are erected for the purposes of hearings and change consultations, are erected on or as close as practicable to the plots of land which either contain an Unknown reference or are unregistered. This includes the 4 plots of land as detailed in CA.1.55 within the Responses to the Examining Authority's First Written Questions (ExQ1) - Volume 1 - SZC Co. Responses [REP2-100], being MDS/01/04, MDS/02/17, MDS/04/08 and SPR/16/04. The site notices contain multiple contact details to allow any party who does have an interest in the land to make themselves known to SZC Co. Further to this, the land referencing team who put up the notices on site speak with any parties they encounter in the vicinity of these plots to attempt to determine ownership.</p> <p>Any parties who SZC Co. feels may potentially have an interest in these plots are included in the BoR. SZC Co. will continue these efforts to try and identify unknown ownership where at all possible.</p>
CA.2.27	The Applicant	<p>The Equalities Act</p> <p>The Applicant's response to Ex1Q CA.1.42 is noted [REP2-100]. Please provide an update in relation to compliance with any duties under section 149 of the Equalities Act 2010 and in particular:</p> <p>(i) Please provide further details in relation to the response to CA.1.42 (ii) explaining the type of reasonable adjustments to processes that have been made.</p> <p>(ii) Please indicate whether any Affected Person or additional Affected Person been identified as having protected characteristics since that response was provided?</p> <p>(ii) Please explain further how during engagement with Affected Persons and/or additional Affected Person there has been consideration of and offers to meet any needs or requirements of individuals or groups?</p>
	SZC Co. Response at Deadline 7	<p>(i) Within SZC Co.'s Written Summaries of Oral Submissions made at CAH1 Part 1 (Doc Ref. 9.74) it was confirmed that an updated Equality Statement [APP-158] would be provided for Deadline 9 which would address this question where appropriate to do so based on the personal nature of individual cases.</p> <p>(ii) No additional Affected Persons have been identified as requiring adjustments to processes since the response to ExQ1 CA.1.42 [REP2-100].</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>(iii) SZC Co.'s approach to consultation (generally) is set out in the Consultation Report [APP-068], with Affected Persons being statutory consultees.</p> <p>SZC Co.'s approach to consultation has been structured to accord with the legal framework and to provide a high quality and meaningful process of consultation with the local community, statutory consultees and the general public.</p> <p>SZC Co. engaged with representative organisations of hard-to-reach groups prior to the commencement of the Stage 1 consultation. The purpose of meeting with these organisations was to understand the actions that SZC Co. should take to make formal public consultation as accessible as possible. Details of the dates and content of these meetings prior to Stage 1 are provided in Appendix A.13 of the Consultation Report [APP-069].</p> <p>These representative organisations of groups with protected characteristics were continually engaged with throughout all formal stages of public consultation. Advertising to members of these groups and specific materials and activities were put in place during public consultation to make the proposals as accessible as possible and provide everyone with the opportunity to respond. An example would be screen reader friendly, audio-recordings and large print versions of documents, and Easy Read versions of the Stage 3 and Stage 4 information for people with learning difficulties.</p> <p>All of this activity is recorded and documented in the Consultation Report [APP-069]. In addition, SZC Co. has also ensured that all Affected Persons have had the opportunity to be professionally represented in respect of their engagement with SZC Co., with the reasonable cost of the professional advice underwritten by SZC Co. Further, SZC Co. has engaged with the NFU who has represented all its representatives in the engagement with SZC Co. SZC Co. will continue to ensure that it remains flexible in its approach and will continue to apply reasonable adjustments to its schemes or processes to avoid disproportionately disadvantaging those with protected characteristics.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
Cu.3	Cumulative impact	
Cu.2.0	The Applicant, SCC	<p>Cumulative effects with other plans, projects and programmes</p> <p>The DL5 response by SCC to additional submissions from the Applicant comments on the response provided to ExQ1 TT.1.133 [REP5-172] states, in relation to the assessment of cumulative transport impacts, that the Applicant has been working with SCC to address its concerns on the environmental assessment of road traffic. Please indicate whether this work has been completed and whether the position in relation to cumulative traffic impact and any additional mitigation that would be required is now agreed?</p>
	SZC Co. Response at Deadline 7	<p>The updated cumulative transport environmental assessment has been provided within the Fourth ES Addendum (Doc Ref. 6.18) submitted at Deadline 7. The revised assessment addresses all of SCC's comments. The updated transport effects tables have been shared with SCC prior to Deadline 7 to inform the discussions on transport mitigation, which has now been agreed with SCC and is set out in the draft Deed of Obligation (Doc Ref. 8.17(F)).</p>
Cu.2.1	The Applicant, ESC	<p>Cumulative effects with other plans, projects and programmes</p> <p>The Applicant's comments on response to EXQ1 Cu.1.3 [REP3-046], indicates that discussions are ongoing with SCC, ESC and parish councils with a view to agreeing the proposed scheme of local improvements. Please indicate whether any agreement has been reached and set out the consideration given to the timeline of any works to avoid disruption on a haul route for both the Sizewell C Project and the EA1N and EA2 projects.</p>
	SZC Co. Response at Deadline 7	<p>The package of proposed transport improvements to be delivered by SZC Co. in addition to the works included in the DCO has now been agreed with ESC and SCC and is set out in the draft Deed of Obligation (Doc Ref. 8.17(F)). It has been agreed that the following schemes are to be delivered by SZC Co.:</p> <ol style="list-style-type: none"> 1. Marlesford and Little Glemham – Pedestrian enhancements, formal pedestrian crossings, village gateways and speed limits 2. Yoxford – pedestrian crossing 3. B1125 Westleton and Walberswick – village gateways and pedestrian enhancements. 4. B1078 corridor – road safety improvements

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>5. B1122 early years - Village gateways at Theberton and Middleton Moor, pedestrian enhancements and formal pedestrian crossing in Theberton, road safety improvements.</p> <p>6. B1122 corridor repurposing – Change in use of B1122 to local access road and cycle / pedestrian route as well as integration and promotion of Quiet Lane scheme.</p> <p>7. Leiston town centre improvement scheme – environmental and safety mitigation</p> <p>8. Wickham Market improvement scheme – environmental and safety mitigation</p> <p>The delivery and timing of these schemes has been agreed with SCC and are proposed to be phased to minimise disruption to the highway network and local communities (refer to the draft Deed of Obligation (Doc Ref. 8.17(F) for details of phasing).</p> <p>In addition, a series of transport related contributions have been agreed with SCC and ESC and are set out in the draft Deed of Obligation (Doc Ref. 8.17(F)</p> <p>SZC Co. will continue the close engagement with both the EA1N and EA2 projects to ensure that there is close coordination for the delivery of works in particular where there are proposals for all projects in the same locations, such as at Theberton.</p>
Cu.2.2	The Applicant, EA1N and EA2	<p>Cumulative effects with other plans, projects and programmes</p> <p>The initial SoCG between the Applicant and EA1N and EA2 [REP2-092] records that: “<i>..all projects involve works at Friday Street, Sizwell 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 be coordinated as far as reasonably practicable</i>”. The Applicant’s DL5 response to responses on Ex1 Cu.1.8 [REP5-129] provides further details. Please provide clarification on the following matters:</p> <p>(i) The Applicant’s DL2 response to Cu.1.8 [REP2-100] states that it proposes to “<i>establish clear communications protocols between all three parties, which will be defined by terms of reference of the Transport Review Group (TRG)</i>”. The response by Scottish Power Renewables at DL3 explains that EA1N and EA2 are not members of the TRG. Please explain the role of the TRG in establishing the communications protocols without the involvement of EA1N and EA2?</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>(ii) The responses by EA1N and 2 at DL2 [REP2-260,261] and DL3 [REP3-058,59], indicate that reciprocal Protective Provisions will be sought within the SZC draft DCO and a separate side agreement may be required. Please provide an update in relation to the agreement of Protective Provisions and explain how these would ensure early engagement between the parties to prevent conflict in relation to the works at Sizewell Gap and the junction of A1094/A1069 (Snape Road).</p> <p>(iii) Please indicate whether any practical steps have been agreed at this stage in relation to the co-ordination of those works?</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. will agree communication protocols direct with EA1N/EA2 that will sit outside of the TRG. SZC Co. is having regular and constructive meetings with EA1N/EA2 and will continue to do so during the lead up to construction and during the phase of the construction periods that overlap. The TRG is able to invite other parties to meetings to discuss agenda items and if considered necessary, EA1N/EA2 can be invited to attend the TRG meetings where required.</p> <p>(ii) Protective Provisions are still under discussion however there are not thought to be any significant issues and agreement with EA1N/EA2 is anticipated to be straightforward.</p> <p>(iii) Both SZC Co. and EA1N and EA2 will continue close engagement and commence discussions in relation to the co-ordination of these works in due course. These commitments are reflected in the protective provisions and side agreement currently being negotiated.</p>
Cu.2.3	The Applicant	<p>Cumulative effects with other plans, projects and programmes</p> <p>The Applicant has provided its DL5 response to responses on Ex1 Cu.1.9 [REP5-129]. The responses by EA1N and 2 at DL2 [REP2-260,261] and DL3 [REP3-058,59] indicate that the temporal overlap of traffic demand between EA1N, EA2 and Sizewell C is clarified in the Sizewell C Cumulative Impact Assessment Note (Traffic and Transport) Version 2 which has been submitted to that Examination. This clarification note concludes that: <i>"Due to the nature of constructing a nuclear power station, the traffic flows for the Sizewell Projects are considerably higher than those of the Projects. Utilising the Applications' assessment framework, this large difference in traffic flows results in potentially significant cumulative impacts which are without exception triggered by the traffic demand from the Sizewell Projects"</i>. It also records in relation to cumulative noise impacts, that <i>"a high level quantitative assessment indicates that both CIA Scenario A and CIA Scenario B are</i></p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<i>likely to result in significant impacts at a small number of links. These impacts would predominantly result from increased traffic flows generated by construction of the Sizewell Projects".</i> The Applicant is requested to respond to the conclusions of this clarification note and indicate how the identified significant impacts could be avoided and/or mitigated. Please also comment on the pedestrian amenity findings of the note and the scope for the provision of additional mitigation in that respect.
	SZC Co. Response at Deadline 7	<p>As stated in SZC Co.'s response to ExQ1 Cu.1.9, the assessment of cumulative impacts is based on a worst case assumption that the SPR 'concurrent build' traffic flows occur at the same time as SZC 2028 peak construction in the 'cumulative' scenario. The impacts identified in the 'cumulative' assessment could be avoided or mitigated through coordinated programming of works between the two projects. As stated in SZC Co.'s response to Cu.1.7 the Statement of Common Ground (SoCG) between SZC Co. and SPR [REP2-092], sets out a commitment to engage in relation to coordination of highway mitigation proposals and programmes (see also SZC Co.'s response to TT.1.63 in Part 6 in relation to coordination of mitigation works). Notwithstanding this, such co-ordination is not relied upon in terms of the assessment and in order to make the effects acceptable. The SPR note identifies potential residual pedestrian amenity impacts on Link 2 (A12, Yoxford) and Link 3 (A12, Marlesford and Little Glemham). As stated in SZC Co. response to ExQ2 Cu.2.1 mitigation is already proposed at both locations, to be secured via the Deed of Obligation. SZC Co. have developed concept level options for a pedestrian crossing of the A12 in Yoxford (Link 2), and are discussing those with SCC and ESC and has met with the parish council on site. Proposals in Marlesford and Little Glemham (Link 3) include new footway, pedestrian crossings, reduced speed limits, gateway features and junction improvements.</p> <p>The SPR note identifies 'additional mitigation' at the junction of A1094/B1069 Snape Road. Mitigation is already proposed by SZC Co. at this junction, as well as SPR, though the respective improvements proposed by both parties are compatible as discussed in SZC Co.'s response to question TT.1.63(i)(c).</p>
Cu.2.4	The Applicant	<p>Cumulative effects with other plans, projects and programmes</p> <p>The Applicant has provided its DL5 response to responses on Ex1 Cu.1.11 [REP5-129]. The response by SCC to that Ex1 at DL2 [REP2-192] points out that the assessment referred to in the responses relates to the cumulative impact for the implementation of</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		EA1N, EA2 and SZC. It does not take into account the possible construction of other energy projects in the vicinity. Please indicate whether there are any other energy projects which should be now be taken into account.
	SZC Co. Response at Deadline 7	<p>As stated in paragraph 4.4.3 of Volume 10, Chapter 4 of the ES [APP-587], the traffic modelling that supports the Transport Assessment and assessment of cumulative effects includes committed development and committed highway works, as agreed with Suffolk County Council, as well as background traffic growth. Paragraph 4.4.4 then states the assessment of the cumulative transport effects only assesses non-committed developments to determine the potential cumulative transport effects should such non-committed developments get consent and be implemented.</p> <p>Table 4.5 of Volume 10, Chapter 4 of the ES [APP-587] provides a summary of the Sizewell C and non-Sizewell C developments that have the potential to result in cumulative effects for transport (i.e. those not in the model and those that have not been scoped out), therefore not assessed in the context of Sizewell C. The likely effects are then summarised in paragraphs 4.4.20 to 4.4.51. The list does not include other energy projects in the vicinity of the Sizewell C Project as there is not sufficient information available for a cumulative transport assessment to be undertaken.</p> <p>In relation to other energy projects in the vicinity of the Sizewell C Project, SZC Co. prepared Table 1.1 of Appendix 13A [REP2-110] to provide an update on the status of NSIPs in close proximity to the Sizewell C Project and an updated assessment based on any new information was presented in Section 1.5. The only new information at that stage was the updated construction programme for EA1N and EA2. SZC Co. has prepared an update to this table in response to Question Cu.2.6 below which identifies that all other energy project remain at the pre-application stage and therefore there is still not sufficient information available for a cumulative transport assessment to be undertaken.</p>
Cu.2.5	The Applicant, ESC	<p>Cumulative effects with other plans, projects and programmes</p> <p>The Applicant has provided its DL5 response to responses on Ex1 Cu.1.18 [REP5-129]. The Applicant's DL3 response states that the proposed Friday Street roundabout element of the two village bypass has been prioritised as set out in the Implementation Plan [REP2-044].</p> <p>(i) The measures set out in the Implementation Plan will be secured by a Draft Deed of Obligation which will confirm that SZC Co. shall use reasonable endeavours to carry out</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>and complete the mitigation measures in accordance with the Implementation Plan, unless otherwise agreed with the local authority. Is the ESC content that that will provide satisfactory safeguards in relation to the potential for cumulative impacts? If not, what revisions to the wording of the Deed of Obligation and/or other means of securing the early delivery of the Friday Street roundabout are sought?</p> <p>(ii) The DL3 response by FERN draws attention to the potential for cumulative impacts upon homes and businesses along the two village bypass route including during construction and seeks more mitigation such as noise attenuation fencing at the start of construction and beyond, bunds and considerate working hours. In response the Applicant states that there will be opportunity for further noise control measures to be incorporated into the detailed road design [REP3-042]. However, that does not appear to address the specific concerns raised by FERN in this respect. The Applicant is requested to provide a further explanation as to how those potential cumulative impacts upon these residents could be satisfactorily mitigated and how any such mitigation measures and their timing would be secured by the draft DCO.</p>
	SZC Co. Response at Deadline 7	<p>(i) No response from SZC Co. required.</p> <p>(ii) In their Deadline 3 submission [REP3-102] FERN identify the need for '<i>noise attenuation fencing at the start of construction and beyond, bunds, considerate working hours</i>'.</p> <p>The Code of Construction Practice (Doc Ref. 8.11(D)), which is secured by Requirement 2 in the draft DCO (Doc Ref. 3.1(G)), provides for the flexible implementation of mitigation, as envisaged by FERN. For example, the facility to implement acoustic screens as part of the construction works, which may take the form of temporary bunds or acoustic fencings/hoarding, is identified in paragraph 3.3.1 in Part C of the CoCP (Doc Ref. 8.11(D)). Similarly, the ability to alter working hours in certain circumstances in response to the needs of specific receptors, is recognised in Table 3.1 in Part C of the CoCP (Doc Ref. 8.11(D)).</p> <p>As noted in SZC Co.'s response to Question CA.2.17, a meeting with FERN was held on 21st July 2021, and SZC Co. committed to review opportunities for additional landscaped</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>bunding on the western side of the two village bypass. As part of that work, SZC Co. agreed to explore the potential for additional attenuation of road traffic noise.</p> <p>As was discussed at ISH8, the findings were reported to FERN on 20th August 2021, and can be found in an appendix to SZC Co.'s Comments at Deadline 7 on Submissions from Earlier Deadlines submission (Doc Ref 9.73).</p> <p>In broad terms, it was found that the 2m high bund along the western side of the two village bypass would reduce traffic noise levels by up to 1.5dB, while a quiet road surface was found to be reasonably effective, with the calculations suggesting that the majority of its 2.5 to 3dB reduction (relative to a standard hot rolled asphalt road surface) was likely to be realised at the receptors.</p> <p>Combining the bund and quiet road surface would provide a greater benefit, broadly equal to the cumulative total of each measure in isolation.</p> <p>SZC Co. will continue to seek to maximise screening within the order limits to ensure that any additional landscaping mitigation can be secured and delivered as part of the DCO through Requirement 22A of the DCO. The latest draft DCO is submitted at this Deadline (Doc Ref. 3.1(G)).</p> <p>SZC Co. notes that in their Deadline 3 [REP3-102] submission FERN has cited the 360 tracked excavators, and 180 loaders that they state are to be used in the construction of the two village bypass (listed in Table 1.1 in Volume 5, Appendix 4B of the ES [APP-416]), comparing them with the three diggers that excavated a reservoir 500m from Farnham Hall, which they state were disturbing to the local population.</p> <p>To be clear, these are 360° tracked excavators, and 180° loaders, i.e. they rotate in a circle or semi-circle respectively; there are not proposed to be 360 or 180 of them.</p>
Cu.2.6	The Applicant, SCC	Cumulative effects with other plans, projects and programmes

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>The Applicant has provided its DL5 response to responses on Ex1 Cu.1.18 [REP5-129]. The Applicant's DL2 response includes Appendix 13A – update to cumulative effects assessment [REP2-110].</p> <p>(i) Since the preparation of Appendix 13A has any further information come to light in relation to the Nautilus Interconnector, the Eurolink Interconnector or other projects that would require the assessment to be updated?</p> <p>(ii) Has any further progress been made in relation to the traffic management necessary to deliver the associated development and how that would be secured?</p> <p>(iii) Please provide an update in relation to the timing of the delivery of the proposed Yoxford roundabout and whether that is agreed?</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. has prepared an updated Table 1.1 of Appendix 13A [REP2-110] to provide an update on the status of NSIPs in close proximity to the Sizewell C Project as of August 2021. This is included in Appendix 3A to these ExQ2 responses. In summary there is no new information and all other energy projects remain in the pre-application stage. SZC Co. has reviewed applications made to East Suffolk Council, Suffolk County Council and to Ipswich Borough Council and Babergh and Mid Suffolk Councils, where parishes are located within the zone of influence, between January 2020 and June 2021. This exercise has been undertaken to provide an update to the long list and short list of non-Sizewell C plans, projects and programmes relevant to the cumulative effects assessment. The updated shortlist is presented in Appendix 3A to these ExQ2 responses. An updated cumulative impact assessment is presented within Volume 1, Chapter 2 of the Fourth ES Addendum (Doc Ref. 6.18).</p> <p>(ii) Necessary traffic management measures will be put in place through the delivery of the associated development sites. Article 22 of the dDCO sets out the process by which the undertaker can implement traffic management measures. This includes advertising the measures and giving notice to the chief officer of the police and the traffic authority.</p> <p>(iii) The current position on the delivery programme for the Yoxford roundabout is stated in SZC Co.'s Deadline 5 response to Cu.1.22.</p>
Cu.2.7	The Applicant, ESC	Cumulative effects with other plans, projects and programmes

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		The Applicant has provided its DL3 response to responses to Ex1 Cu.1.19 [REP3-046]. Please provide an update as regards progress in securing additional mitigation for recreational receptors within Receptor Group 19 including securing a PRow Fund of an appropriate size and flexibility.
	SZC Co. Response at Deadline 7	The scope and scale of the PRow Fund have been agreed, including the commitment to allow some flexibility within the fund to mitigate for any future impacts that have not been predicted. Please refer to Schedule 16 of the draft Deed of Obligation (Doc Ref. 8.17(F)).
Cu.2.8	The Applicant, Pro Corda, EHT	Project wide effects The Applicant has provided its DL3 response to responses to Ex1 Cu.1.19 [REP3-046]. The responses of Pro Corda and EHT are noted. Please provide an update to those responses and indicate whether the detailed scope and quantum of mitigation with EHT and Pro Corda has now been agreed?
	SZC Co. Response at Deadline 7	SZC Co. assumes that this question refers to Ex1 Cu.1.37 [REP3-046]. The detailed scope and quantum of mitigation has been agreed with Pro Corda. This includes a contribution for indoor and outdoor sensory spaces to help address the effect of noise on pupils with autism. These will be secured by the Pro Corda Resilience Fund (Schedule 13, Draft Deed of Obligation (Doc Ref. 8.17(F))). In addition, the Noise Mitigation Fund will provide noise insulation measures for Pro Corda's residential accommodation which is located in the Guesten Lodge and the Retreat House, due the presence of pupils with a disability need involving a particular sensitivity to noise (Schedule 12, Draft Deed of Obligation (Doc Ref. 8.17(F))). Good progress is also being made on Deed of Obligation discussions with EHT, noting that change to setting considers all perceptual change and that mitigation will be designed to address that change as a whole. Funding will focus predominantly on repair and consolidation of the monument, as well as improved interpretation. SZC Co. and EHT are in agreement that enjoyment of the monument ruins is enhanced by them being well presented and in good repair, with good on site interpretation. This will be secured in Schedule 8 of the Draft Deed of Obligation (Doc Ref. 8.17(F)).

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
CG.2	Coastal Geomorphology	
CG.2.0	The Applicant	<p>Impacts on coastal processes</p> <p>The submission of Bill Parker 'Tsunami geohazard – Lack of transparency on the precautions and mitigating actions for the proposed Sizewell C development' [REP2-228] submits that there is a quantifiable risk of a tsunami that the Applicant has not taken into account in the DCO application, and the level of risk is such that it makes the Sizewell C site too vulnerable to be built. The Applicant's response to ExQ1 Al.1.4 [REP2-100] indicates that it has considered Tsunami risk to help inform the design of the Sizewell C sea defences.</p> <p>(i) Please provide further details and explanation as to how the design of the sea defences would provide adequate safeguard against this risk?</p> <p>(ii) In relation to "Storrega-type" Tsunami events, the Applicant indicates that they have an estimated return period of 1 in 10,000 years. Please explain how the design of the sea defences would respond to this risk or has provision been omitted due to the anticipated infrequent occurrence?</p> <p>(iii) Has the potential for climate change to impact upon the frequency and severity of tsunamis been taken into account in the sea defence design?</p>
	SZC Co. Response at Deadline 7	<p>i) All external hazards, including those associated with coastal flooding (e.g. tsunami), are being treated as part of the Nuclear Safety Case (required under UK law) in line with the appropriate regulation, standards and relevant good practice including the Nuclear Site Licence Conditions (notably Licence Condition 14). The sea defences form part of the protection against coastal flooding. Their design includes consideration of the associated hazards such that they can be demonstrated as being able to provide the required level of protection in line with the ALARP (as low as reasonably practicable) principle.</p> <p>ii) In regard to the risk of tsunamis, a bespoke analysis carried out for the Sizewell site in order to characterise the hazard based using reports issued by DEFRA. A "Storegga⁵-type" event has been considered within this assessment. As per the response to i), the design of</p>

⁵ Storegga is located at the edge of Norway's continental shelf in the Norwegian Sea. In around 6200 BCE, structural failures of the shelf caused three underwater landslides, which triggered very large tsunamis in the North Atlantic Ocean.

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ExQ2	Question to:	Question:
		<p>the sea defences includes consideration of all the appropriate hazards such that their design can be demonstrated to provide the required protection in line with the ALARP principle. As with all hazards, tsunami is considered within the safety demonstration and Nuclear Site Licence application.</p> <p>iii) The implications of the latest climate change science and understanding (UKCP18) is being considered on all hazards in line with regulator expectations (see ONR UKCP Position Statement).</p>
CG.2.1	MMO	Impacts on coastal processes For the permanent BLF, during the construction phase, the Applicant has provided responses to EXQ1 raised in relation to the dredge berth area including ExQ1 CG.1.9 and CG.1.13 [REP2-100]. There are conditions relating to dredging in the DML. Please indicate whether there are any outstanding concerns, or any additional controls required in relation to the impacts of any dredging and use of the barge berthing platform.
	SZC Co. Response at Deadline 7	No comment from SZC Co. is required.
CG.2.2	MMO	Impacts on coastal processes The DL3 submission of the MMO [REP3-070] indicates that it has not been able to review some areas in the time available. Please provide an update on your position in relation to the information submitted to date by the Applicant in relation to the coastal defences features and the BLFs and indicate what, if any, additional information is needed to complete your assessment of potential coastal impacts?
	SZC Co. Response at Deadline 7	No comment from SZC Co. is required.
CG.2.3	East Suffolk IDB	Impacts on coastal processes In the SoCG [REP2-067] with the Applicant, East Suffolk IDB highlights the importance of the Minsmere Sluice in relation to surface water drainage from the catchment and therefore from the proposed development area. The Applicant has provided further details on this topic in response to ExQ1 CG.1.18 [REP2-100]. Please indicate whether the IDB

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		has any outstanding concerns in relation to the potential for the proposed development to cause or affect the discharge from Minsmere Sluice?
	SZC Co. Response at Deadline 7	No comment from SZC Co. is required.
CG.2.4	ESC	<p>Impacts on coastal processes</p> <p>The ESC's DL5 written summary of oral submissions at ISH6 [REP5-144], in relation to Item 3b states that in the light of SMP Policy 13.1, the Applicant should minimise the seaward extent of the coastal defence features as far as possible. The Applicant's DL5 submissions include further details of the reduced seaward extent of the coastal defences at Appendix A to the Applicant's written submissions responding to actions arising from ISH6 and Revision 2 of the Coastal Defence Features Plans [REP5-118].</p> <p>(i) In the light of the additional information and plans provided by the Applicant at DL5, are you satisfied that the HCDF is located as landward as possible?</p> <p>(ii) If not, please explain whether and, if so, why any further changes to the seaward extent of the coastal defences are sought?</p>
	SZC Co. Response at Deadline 7	For information: at Deadline 5, SZC Co. provided revised design drawings [REP5-015] that showed the eastern extent of sea defences had been reduced. The eastern extent main (straight) length of the HCDF has been moved 5m landward, and the abutment at the permanent BLF has been removed so that the HCDF in this area aligns with the main length. The sea defence design report [REP2-116] will be updated to reflect and explain this and will be submitted at Deadline 8
CG.2.5	MMO, ESC, EA, MMO	<p>Impacts on coastal processes</p> <p>The Applicant's DL5 written submissions responding to actions arising from ISH6 Appendix A para 1.2.4 [REP5-118] refers to four additional terrestrial piles (above Mean High Water Spring) are required to support the two additional removable deck spans for the permanent BLF that are required now that the HCDF does not extend as far seaward as it did previously. Are there any concerns relating to the provision of these additional piles?</p>
	SZC Co. Response at Deadline 7	For information: as shown in Volume 22, Appendix 20A of the ES [APP-312] and BEEMS Technical Report TR543 [PDB-010], the BLF piles are transmissive to sediment transport and only have localised effects to the sea bed corresponding to the extents

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		identified by scour (less than 10 m). The additional piles identified will initially be buried in the beach / SCDF sediment beyond reach of the tide. If they are exposed during storms the impacts will be the same as those already assessed for piles in the beach at its current position. That is, the changing position of the beach does not alter the assessments already made. Furthermore, as the SCDF would be maintained, any of the additional piles that do become exposed would be buried again when the SCDF is recharged.
CG.2.6	ESC, MMO, EA, NE, RSPB, National Trust, Alde and Ore Association, Mr Bill Parker	<p>Impacts on coastal processes</p> <p>At DL5 the Applicant submitted a revised version of the CPMMP [REP5-059]. Please indicate whether there are any further concerns:</p> <p>(i) as regards the wording of that draft plan including in relation to the geographical extent of the proposed monitoring, the means of monitoring and future mitigation to maintain the shingle transport corridor and mitigation triggers? (ii) in relation to the funding of the monitoring and mitigation process by the Applicant and the duration for that to process and funding to be in place?</p> <p>(iii) the means of securing and enforcing the CPMMP provisions?</p> <p>(iv) whether this now satisfactorily addresses the details sought of the proposed secondary mitigation in the event that the SCDF-supported sediment pathway across the site frontage is interrupted?</p> <p>(vi) whether any further changes/provisions are required to safeguard the Coralline Crag from avoidable unnatural deterioration?</p>
	SZC Co. Response at Deadline 7	<p>(i) – (iv) for named IPs SZC Co. has no comment.</p> <p>(vi) As shown in the assessments detailed in Volume 2, Appendix 20A of the ES [APP-312] and Section 2.15 of the ES Addendum [AS-181], the impacts on coastal geomorphology are localised and do not reach the Coralline Crag ridges at Thorpeness – that is, there is no pathway to impact. Section 1.3 of the Written Submissions Responding to Actions Arising from ISH6 [REP5-118] highlights that anthropogenic ocean acidification would not affect the integrity of the Coralline Crag across the life of the station.</p>
CG.2.7	The Applicant, ESC	<p>Impacts on coastal processes</p> <p>ESC's DL5 written summary of oral submissions at ISH6 [REP5-144], reasserts that the HCDF should be removed when no longer required to protect nuclear site infrastructure,</p>

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ExQ2	Question to:	Question:
		<p>and that the default position should be for the HCDF to be removed subject to assessment at the time of decommissioning. The EA's DL5 submission [REP5-148] also says they would welcome a provision made for removal of the HCDF.</p> <p>(i) Please provide an update in relation to the ongoing discussions on this topic and indicate how this would be secured by the draft DCO.</p> <p>(ii) Is the wording of the new requirement proposed by ESC agreed?</p> <p>(iii) In relation to that wording, is the last sentence relating to 'a proposal to be submitted to ESC for approval' sufficiently precise and enforceable?</p>
	SZC Co. Response at Deadline 7	<p>(i) As set out in the written summary of SZC Co.'s submissions at ISH6 [REP5-111 and REP5-118], whilst the desire to establish a default position requiring removal is understood, SZC Co. is of the view that it would be premature and inappropriate to make provision at this point mandating any particular course of action in the DCO (particularly in circumstances where SZC Co. is not seeking develop consent for such operation under the DCO Application). Instead, it was submitted that any decision as to whether to remove it or not is one for the decommissioning process which will be informed by the specific EIA process for decommissioning undertaken in the future, which will assess the likely significant effects at the time. In view of this, SZC Co. has proposed to record the default position within the Coastal Processes Monitoring and Mitigation Plan (CPMMP)[REP5-059]. Section 10 of the CPMMP details that default position, but observes that this will be subject to assessment at the relevant time and set out in the Monitoring and Mitigation Cessation Report to be submitted to the MMO and ESC for approval prior to the end of decommissioning. The requirement for the CPMMP to include details of this cessation report is recorded in Requirement 7A(i)(vi) of the DCO and Condition 17(1)(g) of the DML.</p> <p>(ii) As above, SZC Co. does not agree that a Requirement is appropriate and considers the default position is more appropriately recorded under the terms of the CPMMP. Revision 2 of the CPMMP was provided at Deadline 5 [REP5-059] and an updated version (Revision 3), addressing this will be provided at Deadline 10.</p> <p>(iii) It is understood this question refers to the wording proposed by ESC, which for the reasons above is not agreed by SZC Co.</p>
CG.2.8	The Applicant, ESC	Impacts on coastal processes

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ExQ2	Question to:	Question:
		ESC's DL5 written summary of oral submissions at ISH6 [REP5-144], proposes that either Thorpeness village frontage should be included in the area of assessment, or alternatively, the Applicant could provide funding to enable ESC to monitor the Thorpeness frontage. Please provide an update in relation to the ongoing discussion on this topic and, if agreed, indicate how this would be secured by the DCO?
	SZC Co. Response at Deadline 7	<p>This matter is addressed in the Written Summaries of Oral Submissions made at ISH6: Coastal Geomorphology (14 July 2021) [REP5-111], SZC Co.'s responses to the National Trust [REP6-024, Appendix G] and Local Impact Report LIR Ref. 11.48 (iv) [REP3-044]. In summary, the key points are:</p> <ul style="list-style-type: none">• the predicted impacts of Sizewell C fall well within the Greater Sizewell Bay and do not extend to, or near, Thorpeness. Therefore, there is no evidence supporting a requirement for Sizewell C to monitor there. The extents set out in the CPMMP [REP5-059] are deliberately larger than the predicted impacts, which allows for a further level of precaution;• however, to the extent that the predicted impacts were identified beyond their anticipated extent, the monitoring proposed in the CPMMP [REP5-059] is adaptive and the monitoring extents would then be extended;• impacts would start to develop at Sizewell C and radiate outwards so that impacts closer to the site would effectively provide an "early warning" of impacts further afield (for example, before impacting on Thorpeness).
CG.2.9	The Applicant, NE	<p>Impacts on coastal processes</p> <p>NE's DL5 comments on the Preliminary Design and Maintenance Requirements for the Sizewell C Coastal Defence Feature [REP5-158], raises a number of issues:</p> <p>(i) In relation to the effect on Minsmere, what level of certainty can the Applicant provide that HCDF exposure would not occur and should the HCDF become exposed, are any further assessments in response to the NE concerns proposed to be carried out and, if so, what is the anticipated timetable for those assessments?</p> <p>(ii) In addition, NE seeks some of the work investigating triggers to deal with the uncertainty in the SCDF to be undertaken up front for the HRA to ascertain no LSE. Please can NE clarify the exact nature of the work that is required to be carried out up front?</p>

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ExQ2	Question to:	Question:
		<p>(iii) Please can the Applicant clarify whether it agrees with NE on this point and at what stage it proposed to undertake the work investigating triggers to deal with the uncertainty in the SCDF?</p> <p>(iv) Does the revised CPMMP [REP5-059] incorporate the clear and precautionary triggers sought for the whole frontage and particularly the area to the north?</p> <p>(v) Does it make satisfactory provision for monitoring and undertaking beach recharge, if required? If not what further amendment would be necessary to deal with this?</p>
	SZC Co. Response at Deadline 7	<p>(i) Potential for exposure of the HCDF including its toe is mitigated by the presence of the SCDF which will be "recharged" when required to ensure it is always present. BEEMS Technical Reports TR544 and TR545 [REP3-032 and REP3-048] show that the SCDF is viable across the operational and early decommissioning phases of Sizewell C (the reports will be updated – see Deadline 7 submissions Doc Ref. 9.12(B) and Doc Ref. 9.31(A) for the full decommissioning phase). The modelling results demonstrate the viability of the SCDF and recharge trigger levels would be set (within the CPMMP; current version 2 [REP5-059] with a large safety buffer volume sufficient to withstand severe storms and sea level rise. However, even allowing for a conservative SCDF buffer volume, a very small risk will remain that a small part of the HCDF could be temporarily exposed for a short period (for example, if an extreme storm or storm sequence occurs in the interval between the trigger being activated and conduction of mitigation being possible). Under that circumstance structural integrity of the HCDF would be unaffected by a temporary exposure along a shorts section of its length like this.</p> <p>(ii) Question for NE; no response required by SZC</p> <p>(iii) The Responses to the Examining Authority's First Written Questions (ExQ1) - Volume 3, Appendix 7G, paragraphs 1.2.13 – 1.2.15 [REP2-110] detail the nature of the Minsmere frontage during the extreme waves and water levels that would be required to expose the HCDF. Such conditions would cause widespread, natural, geomorphic regime change on the Minsmere frontage and would not support the habitats and conservation designations of the outer Minsmere Levels as they are today due to erosion, breaching of the shingle ridge and saline intrusion. SZC Co looks forward to receiving NE's response at (ii) but no further modelling work is planned.</p>

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ExQ2	Question to:	Question:
		<p>(iv) Trigger levels are not yet defined in the CPMMP (current version 2 [REP5-059]) while discussions are ongoing with stakeholders on the modelling report outputs:</p> <ul style="list-style-type: none">• Preliminary design and maintenance requirements for the Sizewell C Coastal Defence Feature (Rev 2) [REP3-032]; and• Storm Erosion Modelling of the Sizewell C Coastal Defence Feature (Rev 1) [REP3-048]) <p>Updates to both reports, to detail recharge intervals during the decommissioning period, are submitted at Deadline 7 (see Doc Ref. 9.12(B) and Doc Ref. 9.31(A)). The CPMMP will be updated at Deadline 10 taking consideration of stakeholder comments.</p> <p>(v) SZC Co presumes this question is specifically aimed at NE, but for context the CPMMP current version 2 [REP5-059]) includes monitoring of the SCDF along the whole frontage and recharge wherever necessary.</p>
CG.2.10	The Applicant, EA	<p>Impacts on coastal processes</p> <p>The DL5 comments of Nick Scarr on the oral submissions made at ISH6 [REP5-253,254], refers to the suggestion by the Applicant and the EA that they have modelling with 'offshore wave patterns propagated inshore'.</p> <p>(i) Please provide clarification as to whether additional modelling with the Sizewell-Dunwich banks removed for all Flood Risk Assessment epochs and shoreline change modelling is available and/or whether that reference was in fact to the latest beach erosion assessment work in TR545 which uses wave data from a buoy offshore of the SD banks?</p> <p>(ii) If that is the case, please explain why that makes TR545 suitably precautionary including in relation to fluctuations in bank crest elevation for the duration of project?</p> <p>(iii) Please also explain how the CPMMP would, in any case, provide the mechanism to pick up fluctuations in bank topography and the consequential impacts of such a change?</p>
	SZC Co. Response at Deadline 7	<p>(i) For clarification, no additional modelling has been undertaken for the Flood Risk Assessment. As discussed in Section 5.3 of Appendix A of the Coastal Modelling Report (Appendix 1 of the MDS FRA [APP-094]), the assessment concluded that the Baseline scenario, i.e. with the Sizewell - Dunwich bank in situ, resulted in more conservative (i.e.</p>

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ExQ2	Question to:	Question:
		<p>worst case) nearshore wave conditions than with their removal. As such, the scenario with the bank in place was adopted in the MDS FRA for all scenarios and epochs as a conservative approach. The latest assessment, summarised in BEEMS Technical Report TR545 [REP3-048], was undertaken to consider beach erosion and viability of the soft coastal defence feature in relation to a specific event, i.e. the Beast from the East storm, and therefore has separate objectives from the MDS FRA.</p> <p>(ii) There is no evidence or mechanism to suggest that the bank would be lost over the life of the station (or indeed over much longer time scales). The assessment of beach erosion and viability of the soft coastal defence feature is summarised in the BEEMS Technical Report TR545 [REP3-048], which focuses on the Beast from the East storm and does not account for the presence of the Sizewell – Dunwich Bank. The offshore model boundary is inshore of the Sizewell-Dunwich bank meaning any variation in bank morphology does not influence the model results, however, wave conditions recorded by the Sizewell Waverider offshore of the bank are still applied to the model boundary. As such this is considered to be a conservative approach in relation to the feasibility of the soft coastal defence feature.</p> <p>(iii) The CPMMP [REP5-059] includes proposed bathymetric surveys of the Sizewell – Dunwich Bank every 5 years. As the bank is very large and changes slowly, this interval is considered sufficient to track the long-term change of the bank. The Virtual Inshore Wave Buoy (X-band radar) and regular topographic beach surveys will also register changes to inshore storm wave climatology and beach topography/volumes.</p>
CG.2.11	The Applicant	<p>Impacts on coastal processes</p> <p>The DL5 comments of Nick Scarr on the oral submissions made at ISH6 [REP5-253,254], raises a number of issues including in relation to the Expert Geomorphological Assessment (EGA).</p> <p>(i) Please indicate whether a new EGA should be conducted in respect of the latest data and modelling and, if not, why not?</p> <p>(ii) Please indicate how (giving paragraph references) the submitted FRA and EGA have considered any change or degradation of the Sizewell-Dunwich banks over the lifetime of the Sizewell C project?</p>

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ExQ2	Question to:	Question:
		<p>(iii) Please explain the variation in the assessment of the importance of the Sizewell-Dunwich banks to Sizewell shoreline stability pre DCO, in the DCO application and post DCO?</p> <p>(iv) Please respond to the criticism that changes or degradation of the Sizewell-Dunwich banks would have the consequence of placing the exposed landward side of the main nuclear platform at increase flood risk and the northern defences could be vulnerable.</p>
	SZC Co. Response at Deadline 7	<p>(i) The remit of the EGA was to review the potential for future shoreline change that would lead to exposure of the HCDF without secondary mitigation (beach maintenance). BEEMS Technical Report TR403 (summarised in Volume 2 Appendix 20A of the ES [APP-312]) reports the EGA exercise and identified a window (2053-2087) when it was most likely that the initially terrestrial HCDF would be exposed to marine conditions <u>without mitigation</u> (to prevent such an outcome). The EGA identified that HCDF exposure without mitigation was likely to occur under conditions similar to those currently experienced at the site. BEEMS Technical Report TR403 also identified that uncertainty in the projection of future environmental parameters affecting geomorphic change becomes too great at around this same time for any attempt to project shoreline change any further into the future to be plausible i.e., present conditions are unlikely to hold beyond this window. Having determined that mitigation was required, this work was completed and does not need to be repeated, as the latest modelling and data (BEEMS Technical Reports TR544 and TR545 [REP3-032 and REP3-048]) addresses the performance of the mitigation measures.</p> <p>(ii) FRA: As noted in the response to CG.2.10, SZC Co. has undertaken an assessment of the impact of the removal of the Sizewell-Dunwich banks on nearshore wave conditions and subsequently the risk of overtopping of the coastal defences. This is discussed in Section 5.3 of Appendix A of the Coastal Modelling Report (Appendix 1 of the MDS FRA [APP-094]). This assessment concluded that the Baseline scenario with the Sizewell – Dunwich bank in place resulted in more conservative (worst case) nearshore wave conditions than with its removal. As such, the scenario with the bank in place was adopted in the MDS FRA for the assessment of overtopping risk to the coastal defences throughout the development lifetime.</p> <p>EGA: The potential nearshore effects of bank change was considered by the EGA and in BEEMS Technical Report TR403 (and synthesized into Volume 2, Appendix 20A of the</p>

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		<p>ES [APP-312]. The EGA did not consider the degradation of the banks over the project lifetime because the scope of the work was limited to defining only the period prior to mitigation being required (and degradation of the banks could not occur within that timeframe).</p> <p>(iii) SZC Co. has always considered that the Sizewell – Dunwich Bank plays a role in reducing the inshore wave energy. This was demonstrated in various BEEMS reports (also synthesized in Volume 2, Appendix 20A of the ES [APP-312]) on the historical bank variability and in wave modelling. They show that wave energy dissipation is important for larger storms. However, SZC Co.'s view of the linkage between the bank and shoreline response has become more nuanced as data collection and modelling has increased for several reasons:</p> <ul style="list-style-type: none">• The banks crest varies in elevation by over 4 m, which means that some sections will have little effect on waves, even during severe storms.• As the bank is far from shore (around one kilometre) wave refraction and diffraction processes even-out the wave energy, spreading it more evening along the shore• Closer to the DCO application, and in particular during the EGA, it became clear that the shoreline behaviour is incoherent and shows no clear linkage to the form of the bank. <p>Despite these complexities, the uncertainty around the bank and its role in shoreline change is accounted for by excluding it from the BEEMS Technical Report TR545 'Beast from the East' storm modelling [REP3-048] (by virtue of the model boundary being inshore of the bank but with wave conditions offshore of the bank applied to the boundary), to obtain worst-case storm erosion rates.</p> <p>(iv) Degradation of the Sizewell-Dunwich banks would not have an impact on extreme still water levels and therefore would not increase the risk of inundation to the landward side of the main development platform. Wave overtopping of the existing coastal defences and further wave propagation behind the existing Sizewell A and Sizewell B stations would result in wave energy dissipation, and the wave action at the landward side of the main development platform would therefore not be significant. As discussed in point (ii), the impact of the degradation of the offshore sand banks on the nearshore wave conditions and overtopping of coastal defences has been considered as part of the Coastal Modelling</p>

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ExQ2	Question to:	Question:
		Report (Appendix 1 of the MDS FRA [APP-094]) showing that degradation of the banks would not increase the wave height nearshore, south of the Sizewell C frontage. On that basis, SZC Co. concludes that degradation of the Sizewell-Dunwich banks would not increase flood risk to the proposed development.
CG.2.12	TASC, Nick Scarr, Bill Parker	Impacts on coastal processes The EA DL5 comments on TR544 and TR545 [REP5-149] makes reference was to the latest beach erosion assessment work in TR545 which uses wave data from a buoy offshore of the Sizewell-Dunwich banks. (i) Do you agree that this effectively discounts the influence of the banks on wave height? (ii) Does that make it suitably precautionary, and the outputs can therefore accommodate natural dynamics including fluctuations in bank crest elevation for the duration of project? (iii) In any event, would the monitoring and mitigation proposed by the CPMMP provide a suitable mechanism to pick up any other fluctuations in bank topography?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
CG.2.13	Applicant, EA	Impacts on coastal processes In relation to the EA DL5 comments on TR544 and TR545 [REP5-149]: (i) The EA questions whether the SCDF erosion assessment adequately considers the 'worst case predicted SCDF erosion' scenario and encourages the addition of more severe scenarios in the next stage of modelling. Is it agreed that this modelling should be undertaken and, if so when will it be carried out and be available? (ii) The EA indicates that it welcomes the chance to discuss further the SCDF geometry, in particular crest height, with the Applicant. Is this is a matter for detailed design stage that would be satisfactorily secured by the draft DCO? (iii) The EA recommends modelling more severe scenarios beyond 2099 for the SCDF and that further work is needed to explore the potential for more extreme events to occur more frequently in the future. ESC's DL5 written summary of oral submissions at ISH6 also points out that the assessment currently covers only part of the Project's lifetime. The Applicant's DL5 written summary of oral submissions made at ISH6 [REP5-111], confirms that work is underway for the modelling of the SCDF through the decommissioning phase to 2140 and is due for submission at Deadline 7. However, please clarify the position in

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		<p>relation to the timing and submission of the assessment to 2099, and whether it will include the more severe scenarios and exploration of extreme events mentioned by the EA. In addition, please provide a timeline for the carrying out and submission of this work.</p> <p>(iv) In relation to TR545, the EA comments on the reliance placed upon the currently bimodal wave climate. Please can the Applicant respond as regards the potential for changes to wave bimodality due to the impacts of climate change and whether this will be assessed?</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. considers that the storm scenarios used are appropriate for Coastal Geomorphology and SCDF viability assessment (as explained below), however it is agreed that modelling of higher sea levels to the end of the decommissioning phase (2140) is needed, and this will be submitted as updates to BEEMS Technical Reports TR544 and TR545 at Deadline 7 (Doc Ref. 9.12(B) and Doc Ref. 9.31(A)). The UKCP18 climate change for waves approaching the Sizewell coast shows that maximum annual wave heights are set to <u>decrease</u> (by up to 12% subject to the RCP climate change scenario used; Volume 2 Appendix 20A of the ES [APP-312]. SZC Co. considers that the use of the 107-year return-interval Beast from the East storm is appropriate for assessing viability of the SCDF across the station life, especially when considered alongside the several layers of conservatism used to account for uncertainty set out in BEEMS Technical Report TR544 [REP3-032]. SZC Co. has committed to maintaining the SCDF as part of the CPMMP [REP5-059] and this would be via the proposed mitigation methods (bypassing, recycling, further recharge). However, modelling is being undertaken for future timelines [i.e. beyond 2099; see response at (iii)] and for engineering purposes more extreme events are also being modelled [see response at (iii)].</p> <p>(ii) This is a matter for the detailed design stage. The detailed design is secured by Requirement 12B and the EA will be consulted on the report in advance of submission.</p> <p>(iii) Please refer to SZC Co.'s response above to CG.2.13 (i) – regarding climate change evidence and the suitability of the 107 year return interval Beast from the East storm with the sand bank removed for SCDF viability assessment.</p> <p>Note however that SCDF modelling for the Reasonably Foreseeable Design Basis as set out in the Coastal Defences Design Report [REP2-116] (1:10,000 joint probability return interval event with 20 m of shoreline retreat and extreme sea level rise (RCP8.5, 95th percentile at 2140) will be modelled for engineering purposes in BEEMS Technical</p>

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ExQ2	Question to:	Question:
		<p>Report TR553 “Modelling of the SCDF under the Reasonable Foreseeable Design Basis” and submitted at Deadline 8.</p> <p>(iv) The Environment Agency’s comments on bi-modality relate to the direction that SCDF sediments would travel once they have been eroded and transported away from Sizewell C. SZC Co is not aware of any climate change evidence that indicates a change in bi-modality or net direction of longshore shingle transport. SZC Co does not expect a change in the net direction of transport; however, the balance is not constant and phases in which one or other direction dominates are expected. No specific assessment is required for bi-modality because the supply of additional sediment is beneficial and SZC Co. has identified no adverse effects of SCDF sediment supply (Volume 1, Chapter 2, Section 2.15 of the ES Addendum [AS-181]). Nonetheless, as noted in CG.2.7(i), the monitoring proposed in the CPMMP [REP5-059] would detect and mitigate any impacts (using beach recharge, recycling or bypassing; Volume 2, Appendix 20A of the ES [APP-312]) including any persistent deficit in sediment supply across the Sizewell C frontage caused by the development.</p>
CG.2.14	The Applicant	<p>Impacts on coastal processes</p> <p>The Alde and Ore Association Written Submission for DL5 providing commentary on ISH 6 [REP5-187], submits that the CPMMP should have a wide geographical coverage going at least as far south as Shingle Street with appropriate time intervals for monitoring. That proposition is supported by other IPs including Mr Bill Parker.</p> <p>(i) If an extension to the monitoring area is not agreed, please explain further why the monitoring is only considered to be necessary within the area proposed;</p> <p>(ii) Without baseline monitoring for the wider neighbouring coastline how would any unusual changes and/or adverse effects resulting from the proposed development in such wider locations be recognised and mitigated?</p> <p>(iii) In any event, should funding be provided and secured in order to mitigate against such an eventuality?</p>
	SZC Co. Response at Deadline 7	<p>(i) The rationale for the monitoring extent is covered in CG.2.8 above as well as in the Written Summaries of Oral Submissions made at ISH6: Coastal Geomorphology (14 July 2021) [REP5-111], SZC Co’s responses to the National Trust [REP6-024, Appendix G] and Local Impact Report LIR Ref. 11.48 (iv) [REP3-044]. The key points</p>

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ExQ2	Question to:	Question:
		<p>behind this rationale and why it should not be extended to Shingle Street (or indeed Thorpeness, as discussed in CG.2.8) are:</p> <ul style="list-style-type: none">• the predicted impacts of Sizewell C fall well within the Greater Sizewell Bay and do not extend to, or near, Thorpeness. Therefore, there is no rationale for Sizewell C to monitor there. The extents set out in the CPMMP [REP5-059] are always larger than the predicted impacts, to allow for any uncertainty;• the Coastal Processes Monitoring Plan (CPMMP; [REP5-059]) is adaptive and monitoring extents would be extended were impacts demonstrated to move beyond their anticipated extents;• impacts would start to develop at Sizewell C and radiate outwards so that impacts closer to the site would effectively provide an “early warning” of impacts further afield (no wider regional or systemic impacts could develop without significant local scale impacts being detected first);• the Sizewell C development does not remove sediment from the coastal system; on the contrary, it adds sediment (via episodic erosion of the maintained SCDF over the life of the station). <p>(ii) As impacts radiate outward from Sizewell C, the adaptive monitoring proposed in the CPMMP [REP5-059] would extend the monitoring extents if impacts moved beyond their predicted envelope. The baseline East Anglian Monitoring Programme provides a long (30 years), high-quality record that could be drawn upon were this to occur i.e., if the impacts and monitoring extents were exceeded. Further commentary on this matter can be found in the paragraphs 1.4.24 and 1.6.9 of the Written Summaries of Oral Submissions made at ISH6: Coastal Geomorphology (14 July 2021) [REP5-111].</p> <p>(iii) As there is no evidence to support the widening of the monitoring area, it is not considered appropriate or necessary to provide and secure funding for this eventuality. As the CPMMP is adaptive, to the extent that its area does require to be extended in the future, this will be agreed pursuant to Requirement 7A of the DCO/Condition 17 of the DML and SZC Co. are then obliged to implement the CPMMP in accordance with its approved details (Requirement 7A(2) and Condition 17(2)). This is an absolute obligation on SZC Co. to carry out the actions required by the CPMMP and in order to discharge that obligation, it would need to ensure that it has sufficient funds to do so. This would be necessary to ensure compliance with the DCO and so avoid the criminal sanction that would exist were it unable to meet its obligations.</p>

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ExQ2	Question to:	Question:
CG.2.15	The Applicant	<p>Impacts on coastal processes</p> <p>The DL5 submission of Mr Bill Parker in relation to ISH6 [REP5-191], highlights some areas which he submits have been overlooked in the modelling provided to date and is critical of the assumptions underlying the EGA including the use of 'reasonably foreseeable' conditions.</p> <p>(i) Please respond to those criticisms and summarise why the approach to monitoring utilised by Cefas can be regarded as robust.</p> <p>(ii) Please provide clarification on the methodology on ground strengthening and the foundations for the HCDF as highlighted by Cllr Robin Sanders at ISH6 [REP5-180].</p>
	SZC Co. Response at Deadline 7	<p>(i) The following response is provided as two sections to match the question – (a) Mr Parker's concerns that some areas have been overlooked in the modelling and (b) assumptions regarding the EGA for determining whether SCDF mitigation is needed to avoid disruption to longshore transport by an exposed HCDF.</p> <p>(a) Modelling (as outlined in Mr Parker's point 2 (a) d)</p> <p>All of Mr Parker's concerns are addressed in SZC Co.'s DL7 topic-based response (Doc. Ref. 9.73) to DL2 Written Representations on Coastal Geomorphology (specifically Nick Scarr [REP2-393], Bill Parker [REP2-230], Natural England [REP2-152], SCAR [REP2-509], Stop Sizewell C [REP2-449r], Minsmere Levels Stakeholders Group [REP2-377], The National Trust [REP2-150] and The Alde and Ore Association [REP2-204]) and SZC Co.'s separate DL7 response (Doc. Ref. 9.73) to the unaffiliated review of BEEMS Technical Report TR311, written by Derek Jackson and Andrew Cooper and submitted by Stop Sizewell C [REP2-449]. Key responses to Mr Parker's points are summarised here using his numbering.</p> <p>i. Multiple storm scenarios. The modelling conducted is primarily for predicting impacts, and therefore follows the standard EIA worst-case approach. This approach, including model types and conditions, were developed in consultation with the Marine Technical Forum since 2015. BEEMS Technical Report TR545 [REP3-048] also includes multiple design storm scenarios and an extreme storm sequence.</p>

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ExQ2	Question to:	Question:
		<ul style="list-style-type: none">ii. UKCP18 sea level rise and the lifetime of the station. SZC Co.'s assessment has considered the station lifetime scale (to 2140) – see for example the modelling in the DL5 version of BEEMS Technical Report TR545.iii. Shore-face connected ridges. These morphologies have been identified on eastern North Sea Dutch and German shorelines but are not present at Sizewell.iv. Sea level rise assumption for EGA. The EGA observed that sea level has been rising throughout the period for which shoreline change data at Sizewell has been collected. The fact that shoreline change in response has not been regionally coherent highlights that the response to SLR is not a linear, predictable outcome and that the system has absorbed this rate of rise. SZC Co. therefore does not consider it unreasonable to project that this manner of response would continue. The EGA nevertheless projected an additional, linear estimate of change (as a worst case, despite there being no evidence that this is how the system will respond) alongside the assumption of an ongoing, non-linear system response. The EGA noted that rates of SLR are projected to increase more quickly beyond 2070 and did not attempt to apply this method to periods for which more rapid rise is expected. Using this method, the EGA determined that unmitigated shoreline change would expose the HCDF between 2053 and 2087 – the earlier dates in the range represent the possibility of faster rates of sea level rise (amongst other factors) contributing to faster shoreline retreat.v. Wave climate and sand banks. The UKCP18 climate change predictions for the Sizewell coast shows a decreasing wave climatology (in terms of mean annual and maximum wave height (up to 12% subject to which RCP climate change scenario is considered). Please refer to our response to CG.2.11 regarding the Sizewell – Dunwich Bank and its role for inshore waves. Mr Parker's comparison with adjacent sandbanks neglects the fact that the two do not share similar behavioural properties – there is no evidence of cyclic behaviour in Sizewell – Dunwich Bank, whereas there is evidence of cycles in the Great Yarmouth Banks (a sequence of several interconnected banks extending north from Kessingland).vi. Mr Parker (and Derek Jackson and Andrew Cooper in their review submitted as the Written Representation of Stop Sizewell C [REP2-449r]) has incorrectly interpreted the cited papers (Bonaduce et al., 2019 and Grabemann and Weisse, 2018). SZC Co. considers that both submissions refer to Grabemann and Weisse (2008) and that 2018 is an error. This means that the Grabemann and Weisse paper was produced 13 years ago and not with the latest UKCP18 predictions, which SZC

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ExQ2	Question to:	Question:
		<p>Co. is required to use and has used. Nevertheless, these papers are, in fact, in agreement with the UKCP18 assessment for the Sizewell area that climate change will lead to a reduction, not an increase, in mean annual and maximum wave height. SZC Co. accepts that historically a hypothesized increase in the dominance of NE waves, importantly combined with virtually no Dunwich Bank, could have driven the observed severe erosion at Dunwich (and accretion in the southern half of the GSB including Sizewell). This case is accepted but was not considered in detail with respect to coastal geomorphology as it does not present a worst case for impacts of Sizewell C nor hazards to the station.</p> <p>vii. Longshore transport. The assumptions to which Mr Parker refers are unclear to the Applicant. The development of the evidence base presented in Volume 2, Appendix 20A of the ES [APP-312] included examining the scientific literature on longshore transport in the area and the use of longshore transport models to quantify rates of movement and how they vary under changing conditions. The likely increase in transport rates with SLR is recognised. However, whether this leads to erosion or accretion at specific locations is dependent on multiple other factors, including sediment supply. The worst-case assumption that net erosion on, and adjacent to, the development site (at greater or lesser rates) remains valid in any case.</p> <p>(b) EGA: The EGA was an exercise in determining what was reasonably foreseeable with respect to whether (and when) the HCDF without mitigation would be exposed, and at what point change becomes too uncertain to project. The EGA projected change only as far as this 'upper limit to reasonable projection of change' and determined that the HCDF was likely to be exposed within this timeframe. There was no suggestion that change was 'reasonably foreseeable' for the project lifetime and no such assumption has been applied.</p> <p>(ii) In the written summaries of Oral Submissions at ISH6 9.46 [REP5-111], it is stated that the ground treatment would most likely comprise rigid inclusions. We note that the purpose of the ground treatment would be to transfer the load from the sea defence into competent strata below the soft material. In civil engineering these techniques are used widely and have established design codes and guidelines that are applied. The sea defence design report [REP2-116] will be updated to expand on the ground treatment proposals.</p>

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ExQ2	Question to:	Question:
CG.2.16	The Applicant, ESC	Impacts on coastal processes The DL5 submission of Mr Bill Parker in relation to ISH6 [REP5-191], suggests that certain aspects should be built into the structure of the Marine Technical Forum including having meaningful local community membership and being open to public scrutiny. Please indicate whether it is agreed that such inclusion and external scrutiny would be beneficial and should be accommodated?
	SZC Co. Response at Deadline 7	Local community membership of the Marine Technical Forum would be inappropriate. The MTF is a regulatory forum for regulators and their technical experts only. The MTF's Terms of Reference make it clear that its purpose is to facilitate dialogue between SZC Co. and the regulators to ensure that all monitoring obligations are properly satisfied, stating ' <i>The MTF is primarily focussed on... the successful specification, planning, implementation and reporting of all forms of marine and coastal monitoring associated with SZC that are needed for the proper protection of the environment and compliance with UK law</i> '. External scrutiny is already provided by the four regulatory stakeholders and their expert advisors. Once approved, the Annual and Substantive (ten-year review) reports of the CPMMP will be made publicly available. As such, expanding the membership as suggested would not be beneficial, is not necessary and would disrupt important regulatory processes.
CI.2 Community Issues		
CI.2.0	ESC, SCC	Clarification Within the LIR [REP1-045] on page 399 para 28.26 you refer to CYDS. What is this, it does not appear in the Glossary of Terms?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
CI.2.1	ESC, SCC	Accommodation Strategy The Applicant in response to the LIR and the concerns raised at ISH4 in respect of the delivery of the accommodation campus and the caravan site at the LEEIE consider that it would not be appropriate to limit worker numbers as a mechanism to ensure timely

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ExQ2	Question to:	Question:
		<p>delivery of the accommodation campus. In [REP3-044] the Applicant sets out their detailed arguments as to why this is considered inappropriate (paras 31.2.5 onwards).</p> <p>(i) Do you agree that the assessment of the gap between the availability of project accommodation and the total amount of accommodation required would not exceed the amount of spare capacity available in the 60-minute area?</p> <p>(ii) Are there particular concerns for a smaller geographical area, reflective of the likely greater pressure on accommodation the nearer to the site you are?</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. notes that this question is addressed to ESC and SCC but would like to clarify that:</p> <p>(i) The demand for accommodation in the period before the LEEIE caravan site is on-line is less than a normal Sizewell B outage, which is accommodated by the existing area. The main source of accommodation in this period would be in the tourist sector (primarily caravans) – the Housing Fund’s Tourist Accommodation Market Supply element would be in place to mitigate the effects of e.g. unlicensed sites and support new and re-configured stock. The market will also respond with flexibility to meet demand, and for much of the time there would be substantially more available accommodation than assessed (outside the peak tourist season). The demand for accommodation in the period before the campus is on-line is less than the peak and never exceeds that level. The build-up will be phased, and there will be substantial capacity provided by the Housing Fund in the interim period.</p> <p>(ii) Demand will be for local accommodation both in the early years and at the peak – as above, demand in the early years will not exceed demand at the peak. In any case, a responsive and flexible Housing Fund will be in place to mitigate for effects and target activities locally.</p> <p>Furthermore, as set out in Appendix 3B to these ExQ2 responses, ESC and SZC Co have agreed a programme for the release of Housing Fund contingency payments in the event that phased delivery of the Project Accommodation is not opened relative to the monitored number of NHB workers during the Construction Period, in order to be used for additional Private Housing Market Supply and Tourist Accommodation Market Supply measures deemed appropriate by the Accommodation Working Group and the measures would be set out in Private Housing Supply Plan and Tourist Accommodation Plans in place at that time.</p>

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ExQ2	Question to:	Question:
		<p>Given the need to provide bedspaces rapidly with this part of the contingent fund, the Private Housing Market Supply measures most likely to be effective are <i>Support rent / deposit guarantee</i> and <i>Loans / Grants / Guaranteed lets</i> – these can be deployed quickly and effectively to increase capacity in the market.</p> <p>For Tourist Accommodation Market Supply Measures, it will be at the discretion of the Accommodation Working Group to determine the most effective use of funds – this may include support for individual providers to amend licenses, reconfigure sites, or develop infrastructure, or for enforcement action for illegal sites, for example.</p> <p>SZC Co's response to CI.2.3 sets out in detail how the Housing Fund will be both pro-active and reactive.</p>
CI.2.2	Applicant	<p>Accommodation Strategy</p> <p>In [REP3-044] you state at the first bullet point under 31.2.19 <i>"The LEEIE caravan site is delivered when the NHB workforce is around 800"</i> and at the subsequent bullet point <i>"The campus is delivered when the NHB workforce is around 2,500 (of which around 600 would be in the LEEIE caravan site, so translates to 1,900 NHB workers in the private market)"</i></p> <p>(i) In light of the strong arguments made in the preceding paragraphs that there should not be a cap on worker numbers as you do not consider this to be justified, these statements are not ones which the ExA can rely upon as there is nothing which secures the provision at these numbers is there?</p> <p>(ii) In the ES the accommodation provision at the caravan site and accommodation campus is said to be primary mitigation. To be such a thing it needs to be secured and delivered so that it can function as primary mitigation?</p> <p>The ExA notes the response arising from Written Submissions to ISH1 set out in Appendix B, if a full response to the concerns above is better addressed through the intended Deadline 6 submission that would be welcomed.</p>
	SZC Co. Response at Deadline 7	<p>The reference made to the number of workers predicted at the point of delivery of the project accommodation in [REP3-044] is not a target or a trigger for delivery, it simply contextualises that at the points in time that the Implementation Plan [REP2-044]</p>

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ExQ2	Question to:	Question:
		<p>requires delivery of the accommodation, this is the estimated demand for non-home based (NHB) workers on the Project. An updated position on this is set out in Schedule 9 of the Draft Deed of Obligation (Doc Ref. 8.17(F)).</p> <p>As explained in response to Question CI.2.1, those measures now include a contingent fund to ensure timely provision of the worker accommodation or to put in place measures that would replicate its effect.</p> <p>At the Issue Specific Hearings (ISH) on the 6th and 9th July (ISH1 and ISH4) the Panel asked a series of questions about how and when the project-provided accommodation (the Land to the East of Eastlands Industrial Estate (LEEIE) Caravan Park and the 2,400 bed Accommodation Campus) would be provided and secured. Following the hearings, details of the approach to phasing, delivery and securing of the Project Accommodation were set out – as specified by the Written Submissions to ISH1 [REP5-113] and ISH4 [REP5-116].</p> <p>Both the Caravan Park and the Accommodation Campus are an important part of SZC Co.'s workforce management and support the efficient and productive delivery of the Sizewell C Project, as well as being primary mitigation, so it is strongly in the project's interest to deliver them when they are needed early in the construction phase.</p> <p>However, there are limits on how quickly they can be built and the updated Implementation Plan submitted at Deadline 2 [REP2-044] sets out the earliest realistic delivery dates.</p> <p>The Implementation Plan [REP2-044] shows (at Plate 1) the LEEIE Caravan Park being constructed between Q4 2022 and Q4 2023 (Year 1) and the Accommodation Campus between Q3 2023 and Q3 2025 (Year 3).</p> <p>It should also be noted that, as explained in Chapter 31 of SZC Co's Response to the Councils' Local Impact Report [REP3-044], the assessment of accommodation impacts is conservative.</p> <p>It is for these reasons that SZC Co. believes that there is no need to provide the accommodation more quickly than has been proposed (even if that was possible) and that a cap on workers pending delivery of the caravan park and accommodation campus would not be appropriate or desirable. However, SZC Co. recognises the concerns raised by the ExA and is therefore proposing a mechanism by which the delivery of the Caravan Park and Accommodation Campus can be given greater certainty and tied to additional</p>

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ExQ2	Question to:	Question:
		<p>mitigation if the delivery is delayed. This is set out in Appendix 3B to these ExQ2 responses.</p> <p>The project accommodation is secured through the Draft Deed of Obligation, Schedule 3 and Schedule 9 (Doc Ref. 8.17(F)), which refer to the Implementation Plan.</p>
CI.2.3	Applicant, ESC, SCC	<p>Accommodation Strategy</p> <p>(i) The Housing Fund it is understood is intended to support the housing market, adding a degree of resilience and support the provision of additional capacity. Please explain how this is intended to work from the monitoring of the local housing market through to ensuring that capacity is maintained and the most vulnerable are safeguarded.</p> <p>The ExA have read what has been set out in para 31.2.49 onwards of [REP3-044], but it remains unclear how this would be proactive rather than reactive.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co notes that paragraph 31.2.49 onwards (to 31.2.51) of [REP3-044] refers only to one element of the Housing Fund – the <i>Private Housing Market Supply</i> element as described at Schedule 3 of the Draft Deed of Obligation (Doc Ref. 8.7(F)).</p> <p>The Housing Fund would be split into three broad elements which together provide the mix of measures and governance to ensure that the right level of funding would be in place at the outset, and then that monitoring can contribute to re-direction and release of contingent funding in a responsive way.</p> <p>The three elements are:</p> <ol style="list-style-type: none">1) Private Housing Market Supply – to boost capacity and quality of private market accommodation in the build up to peak NHB workforce;2) Tourist Accommodation Market Supply – to boost capacity and support resilience, support re-configuration and enforce licence control measures related to use of tourist accommodation by an element of the NHB workforce; and3) Housing and Homelessness Services Resilience Measures – to provide both pro-active, precautionary support for potential demand on housing services (by reducing the risk of homelessness proactively in the community, for example) and responding reactively to indicators of housing market stress. This also includes an element that could be used to re-provide support for residential care accommodation should a SCC-supported care home closure be directly linked to the effects of the Sizewell C Project.

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ExQ2	Question to:	Question:
		<p>SZC Co. and ESC have agreed the approach towards contingent and non-contingent payments from the Housing Fund to ensure that there is a proportionate level of resource to proactively (and with assurance):</p> <ul style="list-style-type: none">a) deliver measures related to the identified significant effects;b) provide a mechanism for re-directing this mitigation towards different measures in different location depending on observed effects and effectiveness of measures; andc) react to any observed, residual housing market stress. <p>If agreed by the Accommodation Working Group – funds may be moved between different elements and measures of the Housing Fund based on monitoring of the effectiveness of measures.</p> <p><u>Private Housing Market Supply element</u></p> <p>SZC Co. and ESC are broadly aligned on the types of measure and appropriate indicative scale of funding for each measure that would be effective in mitigating against adverse effects on the housing market. The parties have worked together to identify - within the non-contingent contribution that SZC Co. will pay annually to ESC – the number of bedspaces and cost per bedspace that could practically be delivered by this part of the Fund (for example c. 280 rooms in empty homes, 336 rooms from grant and loan funding). Together these measures are agreed to provide at least 1,200 bedspaces in the first seven years of the construction phase. This fund would be released to ensure delivery of these bedspaces commences early in the construction phase to ensure they are made available pro-actively, rather than waiting for an impact to arise.</p> <p>The Private Housing Market Supply element would be subject to regular monitoring and review to ensure that the fund is spent effectively over the first seven years of the construction phase. If agreed by the Accommodation Working Group, and based on the monitoring of effectiveness of spending on different measures year-by-year, the mix of measures can be changed.</p> <p>As set out in the Draft Deed of Obligation (Doc Ref. 8.17(F)), Schedule 3, the Private Housing Supply Plan will be updated every 12 months setting out previous expenditure and bedspaces delivered by category of initiative and location, and plans for the provision of bedspaces for the following 12 months. SZC Co. will provide the Accommodation Working Group with the location and number of NHB workers by accommodation type.</p>

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ExQ2	Question to:	Question:
		<p>Using this information, the Fund can be re-distributed spatially and by type of measure each year.</p> <p>In this way, it can be assured that the Housing Fund will respond to any variations from the effectiveness of predicted measures or changes in the distribution of NHB workers and identified housing market stress effects. It is therefore considered to be both pro-active and reactive.</p> <p><u>Tourism Accommodation Market Supply element</u></p> <p>SZC Co. will provide ESC with non-contingent funding from Commencement during the Construction Phase. Part of this element of the Fund would be released no later than 1 month following the approval of the first <i>Tourist Accommodation Plan</i>.</p> <p>The rest of this funding will be released annually and will be directed towards measures that will be determined by subsequent annual Tourist Accommodation Plans (which will be agreed by the Accommodation Working Group each year).</p> <p>As set out in the Draft Deed of Obligation (Doc Ref. 8.17(F)), Schedule 3, the Tourist Accommodation Plan will be updated every 12 months setting out previous expenditure and (if applicable) bedspaces delivered by category of initiative and location. Using this information, the Fund can be re-distributed spatially and by type of measure upon review of data and feedback – Schedule 3 (Doc Ref. 8.17(F)), sets out that the Accommodation Working Group may decide to review the Tourist Accommodation Plan on an on-going basis.</p> <p>In this way, the Accommodation Working Group will be able to monitor the effectiveness of this element of the Fund and re-direct it where appropriate to respond to any variations from the effectiveness of predicted measures or changes in the distribution of NHB workers and identified housing market stress effects. It is considered to be both pro-active and reactive.</p> <p><u>Housing and Homelessness Services Resilience element</u></p> <p>A non-contingent component of this element of the Housing Fund be provided to ESC on or before the first anniversary of the Commencement Date to support the precautionary and proactive delivery of measures to support the East Suffolk Council's statutory housing advice and homelessness prevention service including staff resourcing, training and</p>

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ExQ2	Question to:	Question:
		<p>projects, landlord engagement and support, management of HMOs and temporary/emergency accommodation.</p> <p>SZC Co. will also make available part of this element of the Housing Fund to be considered for release on an annual basis on receipt of evidence of information provided by East Suffolk Council that the Accommodation Working Group agrees (acting reasonably) shows housing market stress relative to pre-commencement levels which may reasonably be related to the effects of the NHB workforce (and any HB Workers moving their single address explicitly to work on the Project) as set out in the Draft Deed of Obligation, Schedule 3 (Doc Ref. 8.17(F)).</p> <p>In this way, it can be assured that this element of the Housing Fund will proactively help to avoid - and also be able to respond to - any unexpected or observed housing market stress. It is therefore considered to be both pro-active and reactive.</p> <p><u>Contingency Payments linked to Project Accommodation</u></p> <p>As set out in Appendix 3B to these EXQ2 responses, ESC and SZC Co have agreed a programme for the release of Housing Fund contingency payments in the event that phased delivery of the Project Accommodation is not opened when required relative to the monitored number of NHB workers during the Construction Period, in order to be used for additional Private Housing Market Supply and Tourist Accommodation Market Supply measures deemed appropriate by the Accommodation Working Group and the measures would be set out in Private Housing Supply Plan and Tourist Accommodation Plans in place at that time.</p> <p>Given the need to provide bedspaces rapidly with this part of the contingent fund, the Private Housing Market Supply measures most likely to be effective are <i>Support rent / deposit guarantee</i> and <i>Loans / Grants / Guaranteed lets</i> – these can be deployed quickly and effectively to increase capacity in the market.</p> <p>For Tourist Accommodation Market Supply Measures, it will be at the discretion of the Accommodation Working Group to determine the most effective use of funds – this may include support for individual providers to amend licenses, reconfigure sites, or develop infrastructure, or for enforcement action for illegal sites, for example.</p>

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		<p><u>Safeguarding Vulnerable People</u></p> <p>Localised effects on the accommodation market will be managed by the Housing Fund which as set out above, 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 Private Housing Market Supply element of the Housing Fund will aim to provide bedspace capacity in the market through a range of measures that would be targeted at the area of the market that: a) workers are most likely to seek accommodation in; and b) where people are most at risk of homelessness – this is primarily the lower 30th percentile of the rental market where existing residents are in receipt of Local Housing Allowance or other support, or have a housing duty discharged to the private rented sector by the Council.</p> <p>The measures in this part of the Housing Fund will include (for example):</p> <ul style="list-style-type: none">- Grants and loans to home-owners to develop habitable spaces in their existing accommodation (for example by funding minor improvements, upgrades and re-configurations) – this will enable people to safely improve the quality of their home and generate an income stream, securing their ownership while reducing the number of workers that would need to seek accommodation elsewhere in the market, reducing competition for those 1-2 bed properties that are important to securing the housing status of vulnerable people.- Funding for rent/deposit guarantee schemes for existing residents and equity loans to move from social rented or private rented homes to owner occupation – thereby freeing up capacity in sought after rental and social rent properties and reducing risks of homelessness. <p>The Housing and Homelessness Service Resilience element of the Housing Fund is particularly important to support vulnerable people by helping the resilience of ESC's Housing Advice/Homelessness Prevention service.</p> <p>While this part of the Housing Fund would not generate 'new' bedspaces, it may reduce levels of churn, and reduce the likelihood for people at risk of homelessness/housing need requiring support from ESC (so in effect, reducing pressure on existing supply by reducing risk of demand for housing support in the lower percentiles of private rented sector).</p> <p>SZC Co.'s proposal for the 'resilience' element of the Fund is deliberately broad and flexible. This would be used to fund measures that the Accommodation Working Group</p>
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ExQ2	Question to:	Question:
		<p>agree would be effective in responding to the potential effects of the Sizewell C Project including:</p> <ul style="list-style-type: none">- staff resourcing, training and projects including but not limited to floating support, tenancy sustainment, outreach, family liaison and issue-specific projects;- temporary and emergency accommodation support;- landlord engagement and support; and- management of HMOs. <p>This could include measures such as for example, seeking to support programmes like Homefirst Plus, low interest loans for homeowners in financial risk, support for outreach and family liaison to reduce the risk of homelessness in the existing sector. The Council would be able to prioritise funding for those considered most vulnerable.</p> <p>This also includes an element that could be used to re-provide support for residential care accommodation should a SCC-supported care home closure be directly linked to the effects of the Sizewell C Project.</p> <p>In conclusion, as set out above, the Housing Fund 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.</p> <p>In addition, SZC Co. has agreed with SCC and ESC to provide funding towards public service and community safety measures within Schedule 5 of the Draft Deed of Obligation (Doc Ref. 8.17(F)) that target the most vulnerable members of the community, bolstering activities of the Housing Fund and other embedded and additional measures. This will include (having been developed through collaboration with SCC and ESC):</p> <ul style="list-style-type: none">a) A contribution towards SCC's safeguarding and family support services within Adult Community Services and Children and Young Peoples service, which may be used to support existing vulnerable residents through at-home support.b) Contributions towards SCC's domestic abuse and criminal exploitation programmes including:

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ExQ2	Question to:	Question:
		<ul style="list-style-type: none"> i) Training provision for criminal exploitation; ii) Domestic Abuse Outreach Service including 24/7 helpline; iii) Safe Accommodation (providing safe, temporary, emergency bedspaces for people experiencing domestic abuse); and iv) Sanctuary Scheme (providing home security measures, which are available for high-risk domestic abuse victims and their children to remain safe in their own homes). <p>c) A contribution towards the extension of existing community safety programmes currently run by East Suffolk Council and Community Safety Partnerships including resource to deliver programmes related to criminal exploitation, vulnerability to abuse, families at risk of crisis, community liaison and training.</p>
CI.2.4	Applicant	<p>Fly Parking</p> <p>It is suggested that limiting worker numbers is not necessary or appropriate for a series of reasons throughout [REP3-044] and in responses made at the ISHs.</p> <p>Please explain how limiting parking spaces on the main development site and having parking permits would address the problem of fly parking in the event that there was a delay in the provision of the park and ride facilities or the other proposed parking sites.</p>
	SZC Co. Response at Deadline 7	<p>The limitation of parking spaces on the main development site, and parking permits does not address the potential for fly parking. The measures which will be employed to control fly parking are described in SZC Co.'s response to TT.1.36 and are secured through the Construction Worker Travel Plan [REP2-055]. SZC Co. will employ a fly parking patrol team to carry out daily patrols to identify possible cases of fly parking. They will be both proactive and reactive, 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, buses will be fitted with an electronic reader to scan workers' security badges when boarding the Sizewell C 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 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 bus would be deemed to have contravened that policy, and appropriate action would be taken and the TRG 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</p>

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ExQ2	Question to:	Question:
		<p>fly-parking. Where a worker's vehicle is proven to be fly-parking, SZC Co. will adopt a "Just and Fair" culture with regards to disciplinary proceedings 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.</p> <p>As stated by the Applicant in the ISH3, and stated in summary of oral submissions [REP5-108] the mode share targets defined in the Construction Worker Travel Plan [REP2-055], and secured by the Deed of Obligation, cannot be met without the delivery of supporting infrastructure such as the park and ride sites. The Transport Review Group (TRG) would have powers to require remedial measures to be funded in order to meet those targets. This means that there is both control on the part of the TRG to ensure that sufficient measures are in place and also a significant incentive for SZC Co. to deliver the infrastructure in accordance with the Implementation Plan [REP2-044].</p>

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ExQ2	Question to:	Question:
DCO.2 Draft Development Consent Order (DCO) – comments on the Applicants’ responses to ExQs1 (all para numbers are prefixed DCO.)		
DCO.2.0	The Applicant, ESC, SCC, Natural England, MMO	Attention is drawn to the Commentary on the DCO which includes commentary on the Deed of Obligation
	SZC Co. Response at Deadline 7	Noted. Please see Response to ExA's Commentary on the Draft DCO (Doc Ref. 9.72).
DCO.2.1	Applicant, Environment Agency	1.35; “The reason for the inclusion of the specific exemption is that the Applicant proposes to divert an existing main river, Middleton Watercourse, as part of the construction of the Sizewell link road. Such a diversion will involve interference with the bed or banks of a main river”. Should the article not therefore be limited to the Middleton Watercourse?
	SZC Co. Response at Deadline 7	The Applicant does not consider it practicable or necessary to make article 12(5) specific to the Middleton Watercourse as this is not a defined work area and the reach of the exception is limited in any event to the Works authorised under the DCO.
DCO.2.2	Applicant	1.36. It would be helpful to warn that silence is deemed to be consent in that case.
	SZC Co. Response at Deadline 7	The Applicant considers that the drafting “...and fails to notify the undertaker of its decision within 28 days...will be deemed to have granted consent or given approval” is clear enough to warn that silence is deemed to be consent.
DCO.2.3	Applicant, Maritime and Coastguard Agency	1.43 – please provide an update on the position. The SoCG indicated much work had yet to be done.
	SZC Co. Response at Deadline 7	An agreed SoCG with the MCA will be submitted to the ExA at Deadline 7.
DCO.2.4	MMO	1.44 – please will the MMO consider and confirm whether the coordinates are correct.
	SZC Co. Response at Deadline 7	No response required from SZC Co. is required.

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ExQ2	Question to:	Question:
DCO.2.5	Applicant	1.49 – noted. But as the Applicants’ counsel pointed out during ISH7 the system is not bound by precedent. Please will the Applicant consider and respond to the substantive points in this question.
	SZC Co. Response at Deadline 7	<p>(i) Is the intention that it should apply to the lease granted by the agreement for lease? It seems to the ExA that this is probably the case, but it would be helpful if this could be clarified and then the drafting adjusted if necessary</p> <p>SZC Co.'s response: This is intended to apply to any Agreement that governs the operation of a Lease granted pursuant to it, and in that way it does affect the operation of the lease itself.</p> <p>(ii) Is the intention to disapply tenant protections such as the Landlord & Tenant Act 1954?</p> <p>SZC Co.'s response: Please see response to your question (iv)</p> <p>(iii) Is, for example, s.146 of the Law of Property Act 1925 also disapplied, which protects tenants facing forfeiture by giving them time to remedy the breach before the lease is terminated?</p> <p>SZC Co.'s response: Please see response to your question (iv)</p> <p>(iv) The ExA are not experts in landlord and tenant law. The examples given are merely those which spring to mind. But are not all the rights and obligations of landlords and tenants the creation of rules of law or enactments? Does not this provision remove all such laws in which case how are the rights and obligations of the parties regulated?</p> <p>SZC Co.'s response: The Article relates to any agreement (the "Agreement") that would have the potential to affect the terms or operation of a lease granted pursuant to the Agreement. The context of such an Agreement and grant of lease is the anticipated Lease referred to at Art 9(1)(b). Where such an Agreement is</p>

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ExQ2	Question to:	Question:
		<p>entered into, then when the lease is granted, the Agreement will be treated as not limited in its effectiveness in controlling the terms on which the land is provided to the tenant under the associated lease. The Article is about preventing such an Agreement becoming wholly or partially ineffective, hence under A77(2) the reference is to preventing "prejudice" to the effectiveness of that Agreement. Article 77(3) lists subcategories of this, namely that where the Agreement is in place, its ability to dictate the basis upon which the lease will operate cannot be affected by rules of law or statute. It would be open for the Agreement, for example, to disapply the right for a tenant to claim relief from forfeiture on termination or to argue that it has a business lease that will survive the expiry of its term. Instead, so far as provided for in the Agreement, the lease will operate solely on its contractual footing. It is not intended that this wording should exclude "rules of law" generally, given that real estate, contract, and all other areas of the law are governed by "rules". Instead, the point is that the Agreement itself will be taken as effective. It will not be constrained by rules that might otherwise mean that contractual position under the Agreement (in turn governing the position under the associated lease) is varied from what is stated on the face of the Agreement itself.</p> <p>(v) The ExA is obviously concerned and the Secretary of State will wish to be assured that if the DCO is granted, the Proposed Development will actually go ahead. At present the ExA is concerned that Art 77 will adversely affect the ability of the undertaker to obtain tenants and funding.</p> <p>SZC Co.'s response: Art 77 will provide a straightforward matrix of rights and liabilities under any Agreement governing the grant of a lease. The extent of those exclusions depends on the drafting of the Agreement and not on Art 77, and accordingly we do not consider that the Article itself will affect the deliverability of tenants and funding. It should also be noted from the Applicant's previous response to this question that very many DCOs include this provision in identical form and it hasn't, so far as the Applicant is aware, affected the deliverability of these projects.</p>

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ExQ2	Question to:	Question:
		<p>(vi) The ExA notes that the DCO for Hinkley Point C does not appear among the list of precedents for this Article in the EM and presumably did not contain an equivalent. Will the Applicants please reflect on this Article? What mischief is it designed to address? If the Applicant wishes to persist with it, please will the Applicant submit to the Examination very clear legal advice that Art 77 does not affect the fundability of the Proposed Development, the ability to let it, and the ability to construct, maintain, use and operate it. In short, that Art 77 does not prejudice the full implementation of the project on reasonable terms. The EM, para 9.6, states that the power to make Art 77 is s.120(5)(a) PA2008. However, that only applies to statutory provisions. Art 77 disapplies rules of law as well. If the Applicant is persisting with Art 77 please will it explain what power it suggests the Secretary of State adopts for this?</p> <p>SZC Co.'s response: Fundability and ability to let etc. are ultimately market questions rather than legal ones and therefore advice is not available. However, as stated at item (iv) above, Art 77 does not create a negation of statutes/rules of law but only the ability for the Agreement at the relevant time to take effect on terms agreed by the tenant without such statutes/rules of law interposing on the Agreement so as to curtail its provisions. The negotiation of the Agreement would be a matter between the negotiating parties at the time as to what would be acceptable to each of them. Given the significant list of precedent examples where this language has been adopted (which incidentally does include Hinkley Point C), the Applicant does not see that specific reference is needed to cover "rules of law" as well as statute, but the jurisdiction for the Secretary of State to do so is contained within section 120(5)(c) (<i>"any provision that appears to the Secretary of State to be necessary or expedient for giving full effect to any other provision of the order"</i>).</p>
DCO.2.6	Applicant, ESC, SCC	1.54 – Please update the ExA on the position. In particular what are the views of the councils on fees?
	SZC Co. Response at Deadline 7	It has now been agreed that council resourcing will be included in the DCO as opposed to the Deed of Obligation . SZC Co.is working with ESC to agree the

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ExQ2	Question to:	Question:
		approach to the drafting and this will be included in the next revision of the draft DCO.
DCO.2.7	Applicant, SCC	1.56(iv). Noted, but what about the status of the road being altered, i.e. the A12. Is the SofS or a strategic highway authority the highway authority (s.22(3)(b)? Does this affect the approach?
	SZC Co. Response at Deadline 7	The A12 is maintained by Suffolk County Council so this does not affect the approach as set out in the SZC Co.'s response to the Examining Authority's First Written Question (ExQ1) DCO 1.56.
DCO.2.8	Applicant	1.66 - The clarificatory drafting did not appear to be in Revision 4. Is it in the latest version?
	SZC Co. Response at Deadline 7	This drafting was added to revision 7 of the draft DCO submitted at Deadline 6 [REF].
DCO.2.9	Applicant, ESC	1.75 – The ExA will consider this response further and in the light of ISH1.
	SZC Co. Response at Deadline 7	No response required from SZC Co. is required.
DCO.2.10	Applicant, ESC	1.97 – what is the position if notice of end is not given?
	SZC Co. Response at Deadline 7	If the Owner failed to give notice of the end of the Construction Period then this would result in a breach of the Deed of Obligation.
DCO.2.11	Applicant, MMO	1.106 – should not s.72(7) then be disapplied?
	SZC Co. Response at Deadline 7	We agree that s72(7) and s72(8) of the Marine and Coastal Access Act 2009 should be disapplied in order to ensure that the deemed marine licence can only be transferred with the consent of the Secretary of State pursuant to article 9. Paragraph 3 of the deemed marine licence (Schedule 20 Rev 8 of the dDCO) has therefore been revised accordingly.
DCO.2.12	Applicant, MMO	1.112 – can wording be added to explain what is meant by rock material from a recognised source?

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	The Applicant will consider how best to define or provide further detail around what is meant by "recognised source" and will include updates to the Deemed Marine Licence at a future deadline.
DCO.2.13	MMO	1.117 – is the MMO satisfied the coordinates are right?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required
DCO.2.14	Applicant, ESC	1.128 – "In the Applicant's view, the proposed Natural Environment Improvement Fund in its final form is likely to meet the policy tests for obligations set out in National Policy Statement". "Likely" sounds rather tentative.
	SZC Co. Response at Deadline 7	The term "likely" was used because the final form of the drafting had not yet been settled. In the Applicant's view, the proposed Natural Environment Improvement Fund will be used to fund necessary off-site mitigation directly related to the impacts of the Project and meets the policy tests for obligations set out in National Policy Statement EN-1 (at paragraph 4.1.8).
DCO.2.15	Applicant, ESC, SCC	<p>(i) Please include the TEMMPP in the documents to be certified by the SofS.</p> <p>(ii) There are some concerns about including the entire ES as one certified document given its size. Evidence of that is the length of the ES Signposting Document [REP2-025] at 108 pages. Should it be broken down in the certification provisions?</p> <p>(iii) Additionally, given its complexity, the ExA would welcome views from the Applicant, ESC and SCC on the inclusion and certification of a guide if a suitable document exists in the examination documentation.</p>
	SZC Co. Response at Deadline 7	<p>(i) this was added to Sch. 23 in revision 7 of the draft DCO (REF).</p> <p>(ii) Whilst the Applicant acknowledges that the ES is a lengthy document, it should be read as a whole and therefore in the Applicant's view it would not be appropriate to split it into separate certified documents.</p> <p>(iii) The certified documents will all be listed in Schedule 22 of the final DCO. Therefore the Applicant considers that it would not be necessary to include an</p>

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ExQ2	Question to:	Question:
		additional guide. Certified Documents are limited to those documents and plans that are referred to within the DCO (e.g. as control documents). Final versions of these documents will all be submitted to ensure that there is clarity on exactly which version of each document is to be certified. The Applicant has submitted, for example, the DCO Signposting Document, ES Signposting Document and Navigation Document to assist in understanding the structure of the submission but it would not be appropriate for any of these to be included as Certified Documents.
FR.2 Flood risk, ground water, surface water		
FR.2.0	The Applicant	Northumbrian Water Limited (NWL) – Potable Water Supply [REP5-257] In its representation, Walker Morris LLP, on behalf of NWL state that the Water Industry National Environment Programme (WINEP) abstraction sustainability investigations, has not yet concluded, so it is unable to confirm that the water requirements of Sizewell C can be met. Even assuming the provision of the required amount of water was possible the additional infrastructure required to supply Sizewell C would likely take until 2026 at the earliest to deliver Explain: (i) How will water supply be delivered until such a time NWL supply can be delivered; and (ii) How water requirements will be delivered if NWL supply is not possible in part or in total.
	SZC Co. Response at Deadline 7	(i) An updated Water Supply Strategy is being submitted at Deadline 7 (Ref 8.4k(A)) which explains how the water supply would be delivered until such time that the NWL supply is available. SZC Co notes that NWL has indicated that their supply (the proposed 'Sizewell transfer main') would not be available until December 2024 at the earliest and most likely not until December 2026. A phased approach is therefore now proposed, whereby potable water requirements would initially be met by a temporary desalination plant. Water trucks would be used to supply the site before the

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ExQ2	Question to:	Question:
		<p>temporary desalination plant is available. SZC Co. has consulted on temporary desalination as a proposed change to the application and a change application request is being submitted at Deadline 7 taking account of the feedback from that consultation.</p> <p>(ii) Until very recently, NWL has indicated that at least 3.5MI/day potable water is likely to be available for construction, subject to completion of their abstraction sustainability ('WINEP') studies. SZC Co's Water Supply Strategy has therefore been prepared on this basis. It is noted that these studies are still underway and are expected to conclude within the next few weeks—Should these studies demonstrate that insufficient water is available to sustainably supply Sizewell's 4MI/day construction peak, this would be met by the proposed temporary desalination plant. However, it is assumed that the Sizewell transfer main would be available by the end of mid-2028 at the latest, although the desalination plant can be retained throughout the construction process if necessary. Provided NWL can supply the power station's operational demand (2MI/day when both units are generating rising to approximately 2.8 MI/day for two in every 18 months approximately, when one unit is in planned outage), SZC Co's position is as set out in its updated Water Supply Strategy.</p> <p>SZC Co. is aware of NWL's most recent letter to the EXA dated 24 August, which suggests that NWL may have difficulty supplying water to SZC, even in the longer term, based on its current capital investment programme. Its letter raises issues which affect the availability of sustainable supply across the whole of the East of England and which, if confirmed, will require a strategic response by the water company in order that it can continue to fulfill its water supply duties under the Water Industry Act for Sizewell and elsewhere, including its duties under both sections 41 and 55.</p>

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ExQ2	Question to:	Question:
		<p>SZC Co. is aware that the position is still the subject of the continuing studies and that no conclusions have yet been reached by NWL or by the Environment Agency. SZC Co. is engaging both parties on the continuing work and its potential implications and will continue to keep the examination updated. Longer term plans will need to be put in place to serve the region and its committed growth.</p> <p>SZC Co.'s Water Supply Strategy preempts any risk for the duration of the construction period, allowing considerable time for longer term outcomes to be examined by all stakeholders.</p> <p>SZC Co. is aware that there are a range of long term options open to NWL in discussion with the Environment Agency, in order to meet its supply obligations, including the current or alternative options for a transfer main, sustainable abstraction, waste water recovery, desalination and investment in more strategic water storage and transfer options.</p> <p>SZC Co. welcomes the commitment from NWL to continue to engage proactively on these issues.</p>
FR.2.1	The Applicant	Water Supply – Non Potable Water Set out the non-potable water requirements for Sizewell C and explain how this demand will be met.
	SZC Co. Response at Deadline 7	A Water Supply Strategy is being submitted as part of Deadline 7 (Doc Ref. 8.4K(A)) which sets out the requirements for the non-potable water, and explains how this demand will be met.

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ExQ2	Question to:	Question:
FR.2.2	The Applicant	Water Supply Together Against Sizewell C (TASC) [REP2-481i] set out their concerns with respect to the ability of the project to have a sustainable water supply for both potable and non-potable water. Their concerns focus on the ability of the water supply solution not to impact on the water supply for the residents and other users within the region. Explain how the proposed water supply solutions will not adversely impact on other users.
	SZC Co. Response at Deadline 7	A Water Supply Strategy is being submitted as part of Deadline 7 (Doc Ref. 8.4K(A)) which sets out the requirements for the potable and non-potable water. The Strategy outlines how this will be achieved. The strategy does not utilize local water sources, apart from a potential license transfer of two surface water abstractions within the EDF Sizewell estate. These two licenses, for summer abstraction, are currently for the irrigation of crops within the EDF Sizewell estate that would no longer be required as the fields are within the red line boundary. There would be no proposed increase in summer abstraction, and as such no impact local users or residents. Water is proposed to be provided by temporary desalination until NWL's Sizewell transfer main is available. This transfer main would utilize existing licensed headroom within NWL's Central/Northern Water Resource Zone. As such it would not detract water supplies locally but may improve capacity and resilience for existing customers within the local area through improved supply.
FR.2.3	The Applicant	Main Platform – Temporary Coastal Defence Construction Explain how the risk to construction workers installing the temporary sheet pile wall sea defences will be mitigated utilising the measures set out in the Flood Risk Emergency Plan.
	SZC Co. Response at Deadline 7	Paragraph 2.3.9 of the MDS Flood Risk Emergency Plan (FREP) , submitted as Appendix F of the MDS FRA Addendum [AS-170], notes that a temporary sheet pile wall at a minimum level of 7.3m AOD would be installed around the construction area prior to the removal of any existing secondary defences (i.e. the ~10mAOD man-made defence behind the primary defence, which consists of the shingle beach and sand dunes). The primary defence would not be altered as part of this work and would remain in situ during the construction of the temporary

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ExQ2	Question to:	Question:
		<p>sheet pile wall. Therefore, the construction workers installing the sheet pile wall would be protected by the primary defence.</p> <p>Paragraphs 3.1.7 – 3.1.10 of the MDS FREP summarise the risks to construction workers during the construction phase, including the installation of the temporary sheet pile wall. To address the risk to construction workers, the risk management measures set out in Sections 3.2, 3.3 and 3.4 of the MDS FREP will be implemented for the whole of the construction phase, including construction of the temporary sheet pile wall. Mitigation measures summarised in the MDS FREP include updating the FREP to the specific construction activities, registering for relevant warnings (Environment Agency and Met Office), developing an emergency access and egress plan for any works in the floodplain and identifying appropriate designated evacuation points for each element of the construction works (within Flood Zone 1).</p> <p>As the potential risks during construction of the temporary sheet pile wall are most closely aligned to those associated with construction of the beach landing facility, the measures set out in paragraph 3.4.14 of the MDS FREP are also relevant to mitigating the risk during the construction of the temporary sheet pile wall. These measures ensure that construction workers would not be located in an area at increased risk during a significant event. Once a warning related to a potential coastal flooding event is received, this part of the site would be closed down, and any staff on the landward element would evacuate through the rest of the site, towards a temporary refuge / muster point set up on Goose Hill.</p> <p>The most significant event that could affect the construction workers during construction of the temporary sheet pile wall would be related to coastal flooding. Lead times for coastal / tidal events are usually longer than for fluvial events, for example a few days in advance, and as such it is considered that there would be time once a warning is issued to ensure the emergency plan can be implemented and construction workers removed from the site.</p> <p>On this basis, SZC Co. considers the measures summarised in the MDS FREP are sufficient to mitigate the risk to construction workers installing the temporary sheet pile wall. Further details will be confirmed with the construction contractor for the proposed main development area prior to commencement of construction.</p>

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ExQ2	Question to:	Question:
		This will be captured as part of the Flood Risk Activity Permit (FRAP) application process which will include detailed construction arrangements and sequencing.
FR.2.4	Environment Agency	SSSI Crossing – Adaptive Design Appendix J [REP5-120] This document sets out a change to the height of the future adaptive design required for the SSSI crossing from the initially proposed height of 10.5m AOD to a height of 8.6m AOD. It also provides an initial design solution. Are you satisfied that this is an acceptable change to the adaptive design?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
FR.2.5	Suffolk County Council, Environment Agency, East Suffolk Internal Drainage Board	Main Development Site (MDS) – Water Management Zone (WMZ) Summary Appendix D [REP5-120] provides details of the WMZ infiltration basins for the site. Provide any relevant comments including any areas where the information provided needs further clarification.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
FR.2.6	Environment Agency	Main Development Site FRA- Additional Hydrological Review. Appendix I [REP5-120] this document is submitted in response to issues raised by the Environment Agency with respect to hydrology comments on the MDS FRA. Does the submitted information address your concerns?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
FR.2.7	Suffolk County Council, Environment Agency	Main Development Site – Temporary Marine Outfall (TMO) The Applicant has submitted a technical note (Appendix E) [REP5-120] concerning the Temporary Marine Surface Water Outfall. Provide any relevant comments on the justification for and operation of the TMO.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.

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ExQ2	Question to:	Question:
FR.2.8	The Applicant	Water Monitoring and Response Strategy (WMRS) [AS-236] The EA [REP2-136] comments that the WMRS would benefit from inclusion of the rationale for the groundwater monitoring locations selected and how these will be used to ensure effective ongoing monitoring. In addition, they also suggest additional detail is given on how the monitoring plan can be used to assess water level on specific ecology. Provide a response on these points.
	SZC Co. Response at Deadline 7	Table 2.1 of the Water Monitoring Plan (Doc Ref. 9.87) submitted at Deadline 7 sets out the rationale for inclusion of groundwater monitoring locations for future monitoring. The selection of monitoring locations was informed by the assessment of potential change undertaken to support the DCO application. The use of monitoring points that formed part of the baseline monitoring programme allows for direct comparison of the future water environment with baseline conditions at the selected locations. It is not within the scope of the Water Monitoring Plan to assess ecological effects. The Water Monitoring Plan is intended to ensure there is adequate data to allow comparison of the future water environment with baseline conditions and to enable existing water levels to be maintained in respect to potential impacts from the proposed development. It is recognised that the water environment is a key factor in maintaining suitable conditions to support the ecological assemblages in the Sizewell Marshes SSSI and other designated sites. It is not, however, the sole controlling factor in maintaining suitable conditions to prevent ecological change, and thus this wider context is considered by the Terrestrial Ecology Monitoring and Mitigation Plan (TEMMP) [REP5-088], an updated version of which is due to be submitted at Deadline 8. The scope of the Water Monitoring Plan is therefore to ensure collection of adequate data to assess whether there is a change in the water environment relative to baseline conditions. Based on the assessment carried out, and reported in Volume 2, Chapter 19 of the ES [APP-297] as updated by subsequent ES Addenda ([AS-181] and Doc Ref. 6.14), it is not anticipated that there will be a change associated with the proposed development activities. The Water Monitoring Plan sets out how the data will be collected to demonstrate this.
FR.2.9	The Applicant	Water Levels Monitoring and Mitigation Plan (WLMMP)

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ExQ2	Question to:	Question:
		In response to Suffolk Friends of the Earth [REP2-463] in Table 15.2 [REP3-042] a WLMMP was stated to be submitted at Deadline 5. When will this be submitted?
	SZC Co. Response at Deadline 7	The Water Monitoring Plan referred to in Table 15.2 [REP3-042] was originally intended to be submitted at Deadline 5. It has now been submitted at Deadline 7. The Water Monitoring Plan has been circulated to Environment Agency, Natural England, East Suffolk Internal Drainage Board, RSPB, Suffolk Wildlife Trust, and Suffolk Coastal Friends of the Earth prior to Deadline 7 and feedback requested. The Water Monitoring Plan submitted at Deadline 7 has been scoped to consider the concerns of Interested Parties raised prior to and during Examination, whilst reflecting the outcome of the assessment reported in Volume 2, Chapter 19 of the ES [APP-297], based on the numerical modelling reported in Volume 2, Appendix 19A of the ES [APP-298]. The Water Monitoring Plan specifically accounts for the concerns raised by Interested Parties and addressed in Appendix B of REP3-043.
FR.2.10	Suffolk County Council, Environment Agency, East Suffolk Internal Drainage Board, East Suffolk Council	Ancillary Construction Area (ACA) (or LEEIE) Drainage Strategy Technical Note. Appendix B [REP5-120] sets out the drainage design for the ACA. Provide any comments you have in relation to the strategy set out in this document.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
FR.2.11	The Applicant, Environment Agency	Sizewell Marshes SSSI - Soil Water Monitoring Suffolk Coastal Friends of the Earth during ISH7 and in their submission [REP5-271] questioned the suitability of the soil water level monitoring undertaken in the Sizewell Marshes SSSI. Provide a response to their expressed concerns and also comment on the suitability of the assessments undertaken for the Project.
	SZC Co. Response at Deadline 7	A response to the concerns expressed by Suffolk Coastal Friends of the Earth is provided in Appendix 4A to these responses. The water level monitoring in the Sizewell Marshes SSSI commenced in 2011 when it was agreed with stakeholders including the Environment Agency, Natural England, East Suffolk Council, East Suffolk IBD, RSPB, and Suffolk Wildlife Trust. The monitoring programme has been actively managed since inception to ensure the data collected is

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ExQ2	Question to:	Question:
		representative and provides a robust basis for conceptualisation of the groundwater and surface water environment. The assessment of potential change in the water environment in the Sizewell Marshes SSSI has been carried out using a bespoke numerical model developed to represent real world conditions. This model has been agreed with the Environment Agency in Point 4.0 of REP2-135 to be "a sound evidence base to inform the Environmental Impact Assessment".
FR.2.12	Environment Agency, East Suffolk Internal Drainage Board	Sizewell Drain Water Management Control Structure Appendix C [REP5-120] does the submitted document provide the degree of certainty that the outline design options for the proposed control structure on the realigned Sizewell Drain, demonstrates the ability to enable fine tuning of water levels in the Sizewell Marshes SSSI, subject to the required Land Drainage Consent?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
FR.2.13	Suffolk County Council, Environment Agency	Sizewell Link Road Flood Risk Assessment Addendum Revision 2.0 [REP5-045] Please provide comments of acceptability and coverage following the submission of this revision.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
FR.2.14	Suffolk County Council, Environment Agency	Sizewell Link Road Preliminary Drainage Design Note Appendix F [REP5-120] provides an initial assessment of the drainage design for the Sizewell Link Road. Provide any comments you have on this note.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
FR.2.15	Suffolk County Council, Environment Agency	Two Village Bypass Preliminary Drainage Design Note Appendix G [REP5-120] provides an initial assessment of the drainage design for the Two Village Bypass. Provide any comments you have on this note.

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
FR.2.16	Suffolk County Council, Environment Agency	Yoxford Roundabout Updated Drainage Strategy Appendix H [REP5-120] provides an updated assessment of the drainage strategy for Yoxford roundabout. Provide any comments you have on this updated strategy.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
FR.2.17	The Applicant	Outline Drainage Strategy (ODS) [REP2-033] Written Representation [REP2-384] NJ Bacon Farms, asked about the impact of drainage of inland water. In response in Paragraph 20.4.15 [REP3-042] states that a drainage and irrigation specialist has been instructed to understand existing drainage/irrigation infrastructure, and to agree a mitigation/reinstatement strategy for irrigation and drainage infrastructure. Explain: <ul style="list-style-type: none"> (i) Given the links to the wider drainage strategy contained in the ODS should this role and development of any required mitigation/reinstatement strategy for irrigation and drainage infrastructure not be part of the ODS? and (ii) Is the mitigation /strategy something the Applicant intends to submit into the Examination and if so at what Deadline?
	SZC Co. Response at Deadline 7	(i) The purpose of the Drainage Strategy is to describe the principles and approaches for managing surface water and foul water drainage within the redline boundary, in the context of managing quantity and quality aspects, and the related mitigation of impacts within the redline boundary and to the wider environment. The Drainage Strategy does therefore set the framework for consideration of sources of surface water entering the main development site and associated development sites, for consideration within sustainable drainage design solutions within the redline boundary. However, the appointed irrigation/drainage specialist is specifically tasked with looking at existing agricultural infrastructure and identifying mitigation solutions unique to each holding, in the context of

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>holding specific discussions and reaching agreement. This is therefore a distinct and separate remit that provides an important interface between the potential impacts from changes to the drainage system on individual land holdings and the drainage solutions developed within the redline boundary.</p> <p>(ii) The mitigation/reinstatement strategy is being developed on an individual basis with landowners and will form part of a suite of arrangements to manage the impacts of the construction of the project on landholdings (and retained land). This work is on-going and will continue to be developed and updated at all stages of the project. It is not intended to submit the details of this on-going work into the Examination.</p>
FR.2.18	The Applicant, Environment Agency, Natural England	<p>Flooding – Landowner Consents</p> <p>In response to ExQ1 FR.1.14 the EA [REP2-136] raised a concern over flood risk to land. They requested that the landowners should be consulted, and their legal easements sought for increase flood depths. Please provide an update on the progress with respect to EA guidance on thresholds and what action has been taken negotiating with relevant landowners and Natural England.</p>
	SZC Co. Response at Deadline 7	<p>Engagement with landowners and Natural England is on-going, including sharing details of the anticipated flooding risk to land. This has been in accordance with the issue of coastal inundation flooding of the area close to the tank traps in the 1 in 200 year event in 2090 (taking account of climate change) raised by the Environment Agency in their Written Representation [REP2-135]. Subsequent discussions with the Environment Agency have provided clarification that all affected landowners should be consulted during Examination with the aim of reaching agreement from the landowner to the minor residual flood impacts. The levels of increased flooding have been confirmed as minimal (to land that will already suffer from significant flooding), include a small number of non-contiguous pockets of additional flood extent (with associated flood depth of less than 0.04m and usually no more than 0.01m) and also show no appreciable change in flood duration. This residual increase in flood risk, after the application of primary mitigation, is not considered to be significant. Due to the low significance and specific characteristics of the future flooding, SZC Co. does not believe it would be possible or proportionate to secure easements or any other interest in the land.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
FR.2.19	The Applicant	Northern Park and Ride Flood Risk Darsham Parish Council [REP2-051] express concern that the Applicant have proposed a storage basin with overflow to existing watercourses running under the railway. The underlying geology prevents natural drainage within the site and is likely to lead to existing water courses being overwhelmed in heavy rain. They state that the Applicant does not appear to acknowledge the potential flood risk to the railway (due to run-off from the NPR). Has this been considered in the Flood Risk Assessment of the Northern Park and Ride?
	SZC Co. Response at Deadline 7	Within the Northern Park and Ride Flood Risk Assessment (FRA) [APP-115] all potential sources of flooding to the site have been considered, including the presence of the existing ordinary watercourse bordering the site to the west and flowing under the railway line. Paragraph 4.4.3 includes an assessment of the potential surface water flow route and flood risk associated with this existing watercourse. The Northern Park and Ride FRA acknowledges in paragraph 5.4.1 that the proposed development would increase runoff if not attenuated; however, it notes that the Outline Drainage Strategy at Appendix 2A, Volume 2 of the ES [REP2-033] sets out measures to address this. A summary of the drainage strategy is provided in paragraph 5.6.2 of the Northern Park and Ride FRA , which notes that: <i>"The proposed development would include sustainable drainage for the lifetime of the site to manage any additional surface water run-off from it. A combination of infiltration and controlled discharge methods are proposed for the discharge of surface water run-off. Controlled discharge would be at the greenfield run-off rate to the local ordinary watercourses."</i> SZC Co. has undertaken further work to validate and develop the drainage design for the northern park and ride that was originally submitted as part of the Application. The Northern Park and Ride Drainage Design Note [REP6-024] submitted at Deadline 6, provides clarification on the proposed drainage from the site. It provides details of additional data, including ground investigation and infiltration testing to validate the Drainage Strategy, a description of how the proposed concept drainage infrastructure is evolving, and demonstrates that the

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>Project continues to provide satisfactory drainage without unacceptable adverse impact on the water environment, both in terms of flood risk and pollution.</p> <p>Paragraphs 7.1.12 and 7.1.13 of the Northern Park and Ride Drainage Design Note [REP6-024] acknowledge the existing flood risk along the western boundary and that this may affect discharge during an event, such that the position of the attenuation features and levels of outfall connections to the watercourse would need to be set to ensure no risk of flooding within the site or increase of flood risk to 3rd party land (for example railway land to the west). A subsequent site visit on 3 August 2021 has confirmed that there is a clear fall in level to the watercourse and that the outfall would be achieved.</p> <p>As such, SZC Co. has considered the potential impact of the proposed development on off-site receptors including the railway line. The drainage design will mitigate any impact as a result of the proposed development by restricting runoff rates to match the existing situation, ensuring no increase in discharge rates into the existing watercourse during an event, as well as taking into account the constraints that the existing features present to the siting and function of the proposed drainage system, which will be incorporated into the detailed drainage design.</p>
FR.2.20	The Applicant	<p>Extreme Storm Surges</p> <p>Mr. Jones [REP2-489] questions whether enough consideration has been given the possibility of extreme storm surges in the flood risk assessment of the Main Development Site. Explain what consideration has been given to the possibility of such extreme weather events in the flood risk assessments.</p>
	SZC Co. Response at Deadline 7	<p>Within the MDS FRA [AS-018] SZC Co. has considered both extreme sea levels and wave conditions to assess the risk of overtopping of coastal defences and inundation of the main development site. The extreme sea levels at Sizewell C were derived based on a comprehensive analysis of tide gauge records for Lowestoft, including the interaction of astronomical tides and meteorological surges.</p> <p>Following derivation of the extreme water levels, a joint probability analysis with extreme waves was undertaken. The derived combinations of the extreme water levels and extreme waves were then adopted within the MDS FRA [AS-018] to</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>inform both the wave overtopping calculations and subsequent coastal inundation and tidal breach modelling. The wave overtopping calculations represent the worst-case combination of high wave conditions coinciding with the peak of the surge event at high tide.</p> <p>Based on the above, SZC Co. considers that the extreme storm surge events have been appropriately considered in the flood risk assessment for the Main Development Site.</p>
FR.2.21	The Applicant	<p>Pakenham (Additional Land) – Changes to Hydrology</p> <p>Clarke & Simpson, on behalf of their clients [REP3-118], set out that any hydrological changes will have adverse impact on farming in the immediate area. How will creation of fen meadow habitat at Pakenham be managed to minimise any impact on the hydrology?</p>
	SZC Co. Response at Deadline 7	<p>The proposals for the creation of fen meadow at Pakenham are detailed in the Fen Meadow Plan Draft [REP6-026].</p> <p>No direct off take of water from the Pakenham Stream is proposed and no water control structures would be placed in the Stream. Furthermore there will be no offtake of water from the site drainage system, and no water control structures are proposed.</p> <p>The only disruption to the hydrology of the land will occur directly within the fields affected by the proposed works, where it is proposed to block / disrupt the field drains. The boundary drains would be expected to constrain any hydrological effects to within the fields affected by the proposed works.</p> <p>As a result no effects on the hydrology of the surrounding farmland or SSSI are expected.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
HW.2	Health and wellbeing	
HW.2.0	The Applicant, SCC	<p>Severance Fear and Intimidation</p> <p>In light of the concern expressed at the ISH for Transport regarding the approach taken to the assessment on severance and Fear and Intimidation and the Question raised at TT.2.27.</p> <p>(i) Please advise whether it is regarded that the guidance has been properly used in understanding the implications for severance and the potential for fear and intimidation.</p> <p>(ii) If the ExA concludes that the Guidance has not been properly followed what the implications could be for the assessment and the weight the ExA should apply to the evidence presented to date.</p>
	SZC Co. Response at Deadline 7	Please refer to the response to TT.2.27. In addition, the methodology used by SZC Co. for fear and intimidation has been agreed with SCC; this will be set out in the updated version of the Statement of Common Ground with SCC and ESC to be submitted at Deadline 8.
HW.2.1	The Applicant, SCC	<p>Severance</p> <p>(i) In light of the concerns expressed by a number of Parish Councils please advise of the progress of the work that has developed on the schemes at Wickham Market, Little Glemham and Marlesford and elsewhere along the proposed transport corridor.</p> <p>(ii) Are any of the schemes likely to be presented to the Examination setting out the details of proposed mitigation?</p> <p>(iii) It is noted that a number are referred to in the draft obligation, but this does not include precise detail of what mitigation might be forthcoming,</p>
	SZC Co. Response at Deadline 7	<p>(i) Please refer to the response to CU.2.1 for details on the agreed local transport schemes that is reflected in the latest draft Deed of Obligation (Doc Ref. 8.17(F)) submitted at Deadline 7.</p> <p>(ii) Refer to (i) that the agreed position on the local schemes is set out in the draft Deed of Obligation (Doc Ref. 8.17(F)) in terms of the scope of the works. It has been agreed that the local schemes will be delivered by SZC Co. and therefore</p>

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ExQ2	Question to:	Question:
		<p>SZC Co. will need to progress the detailed design of the schemes and gain technical approval by SCC as well as enter into a S278 agreement with SCC for SZC Co. to deliver the schemes on the public highway.</p> <p>(iii) Agreement has now been reached with SCC with regards to the schemes that will be delivered by SZC Co. and the proposed phasing of these schemes as well as an agreed package of transport contributions that will be made by SZC Co. The agreed position is set out in the draft Deed of Obligation (Doc Ref. 8.17(F)).</p>
HW.2.2	Applicant, ESC, SCC	<p>Dust Monitoring and Particulate Matter</p> <p>(i) In light of the advice from Public Health England in responses to FWQ AQ.1.35 and AQ.1.42 can you confirm that the Dust Management Plans will 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.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. is committed to preparing a Dust Monitoring and Management Plan (DMMP) prior to commencement of construction, to include monitoring locations that are protective of sensitive receptor locations from potential sources of emissions, frequencies, duration and further details on already agreed commitments to the use of dust mitigation measures, standards and guidelines. This is secured through the Code of Construction Practice and would be submitted to ESC for approval. Additional information on this theme is provided in responses to EXQ2 AQ.2.2-2.5.</p>
HW.2.3	Applicant, Ipswich and East Suffolk CCG, West Suffolk CCG	<p>Health and Wellbeing Working Group</p> <p>Please advise on the progress in respect of</p> <p>(i) Availability and calculation of a contingency fund to support mitigation and monitoring of affects which materialise above the levels identified as referred to by the CCG in [REP5-214] further response to HW.1.1</p> <p>(ii) Whether a method has been agreed to monitor journey times and if this were to identify increases a contingency fund has been agreed?</p> <p>(iii) The latest in respect of governance arrangements for the Health and Wellbeing Working Group</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>(i) Volume 2, Chapter 28 (Health and Wellbeing) of the ES [APP-346], does not identify significant impacts on local healthcare services despite taking a conservative approach, assuming no offsetting of demand on local healthcare services due to home-based workers using the "Sizewell Health" occupational health facility. Therefore, the residual healthcare contribution is voluntary, rather than being required to address a significant impact.</p> <p>The chapter concluded (paragraphs 28.6.101-28.6.103 [APP-346]), that following the implementation of the occupational health service, the change in healthcare demand directly attributable to the non-home-based workers would be negligible and the potential change in healthcare demand attributable to any dependants or family members of non-home-based workers would be minor. It is anticipated that workers who bring families are most likely to be on long-term contracts and would buy properties or take private rented sector accommodation during this time. As such, they would not represent a net addition to the existing number of council tax paying households/population, and there would be little to no material change in net healthcare demand. Overall, the magnitude of impact on health and wellbeing would be low. In the context of a uniformly high sensitivity receptor and highly valued asset, the resultant effect is considered minor adverse, which is not significant. However, similarly to Hinkley Point C, a voluntary contribution is to be provided to address the minor residual impact from the non-home-based workforce and support local health care capacity and resilience with a contribution for non-home-based staff dependents until the NHS Budget Allocation accounts for the indirect net population gain.</p> <p>SZC Co. and the CCG have made significant progress in terms of the residual healthcare fund and SZC Co.'s proposed contribution is set out in the Draft Deed of Obligation (Doc Ref. 8.17(F)). This is not yet fully agreed with the CCG but which will be discussed further in a meeting on 9 September 2021. Rather than include a contingency element, this includes an amount of resilience, representing around a 20% uplift to address uncertainty, enabling a proactive rather than reactive approach. SZC Co. has also agreed to the CCGs request to fund staffing and proposes supporting one full time role up to peak construction and 50% of a full time role for the remainder of the construction phase.</p>

ExQ2: 03 August 2021

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ExQ2	Question to:	Question:
		<p>(ii) SZC Co.'s transport modelling does not predict significant journey time delays. Extensive transport mitigation is proposed to avoid journey time delays, including new roads and highway improvements, use of rail and sea transport, support for Suffolk Constabulary for AIL escorting and road safety, transport management plans and the various funds set out in Schedule 16 of the Draft Deed of Obligation (Doc Ref. 8.17(F)). The latter includes a contingent fund which the Transport Review Group will be able to draw down on to address any effects arising during the construction period. This is directed to ensuring that the construction of Sizewell C does not generate effects greater than those forecast in the Transport Assessment (i.e. to ensure the efficient and effective operation of the highway network). A fund (contingent or otherwise) for journey time delays is not justified and not proposed.</p> <p>(iv) Discussions to finalise the detail of the governance arrangements for the Health and Wellbeing Working Group are ongoing and will be progressed further on the 9th September 2021. Changes already made to the Draft Deed of Obligation (Doc Ref. 8.17(F)) in response to the CCGs comments include increasing the number of CCG members of the group from two to four; adding in the option to invite other</p> <p>(v) parties which may include but not be limited to representatives from Primary Care, Ipswich & East Suffolk Alliance, Healthwatch Suffolk, East of England Ambulance Service and NHS England; and changing the chair of the group to a CCG representative rather than the Director of Public Health as previously proposed.</p>
HW.2.4	Applicant ((i) only), Ipswich and East Suffolk CCG, West Suffolk CCG	<p>Onsite Occupational Health facility</p> <p>(i) Has agreement been reached regarding the specification and procurement of the Occupational Health Facility?</p> <p>(ii) Are you content with the mechanisms to secure the provision and timing of delivery of the onsite OH facility?</p>
	SZC Co. Response at Deadline 7	<p>(i) As set out in Schedule 5 of the Draft Deed of Obligation (Doc Ref. 8.17(F)), the occupational health service specification will be in accordance with Volume 2, Appendix 28A – Health Technical Note 1 – Occupational Health Service</p>

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ExQ2	Question to:	Question:
		<p>Description [APP-347]. The specification builds upon the proven provision at Hinkley Point C, and constitutes an adaptive occupational health provision, which the Health Working Group will be updated on over the course of the construction phase. Such engagement will be applied to monitor the effectiveness of the provision, contrasted against routinely collected public health and health care data. Where appropriate SZC Co. will refine, align and support wider public health initiatives and priorities as they become apparent.</p> <p>The Draft Deed of Obligation (Doc Ref. 8.17(F)) sets out that the occupational health facility will be provided for the "<i>Construction Period</i>" which is defined as "<i>the period between (i) the Commencement Date; and (ii) date of receipt of fuel for Unit 2</i>". SZC Co. has recently clarified to the CCG that the occupational health service would not sit within the campus (and therefore not be available until the campus is built); the facility will sit on the main development site to provide convenient access to workers during their working day and will open upon on or by the Commencement Date.</p> <p>Procurement of the facility will be a commercial matter for SZC Co., but as set out in row HWd of the Statement of Common Ground [REP5-097] with the CCG '<i>The Parties have agreed that SZC Co. will work collaboratively with the CCG to inform the design and procurement of service</i>' and this matter is '<i>Agreed as far as it can be for the purposes of the Examination</i>'.</p> <p>SZC Co. has agreed with SCC both parties would prefer HWHW services to be contracted out from Sizewell Health to SCC, as this presents greater synergy with local public health and health care. This is reflected in the updated Draft Deed of Obligation (Doc Ref. 8.17(F)) definition of the occupational health service with a footnote noting that wording needs to be refined at D8 to allow for a scenario where this is not practicable e.g. because SCC do not have the capacity to provide this service, or it is not at a reasonable market rate when compared to other providers offering the same level of service provision.</p>
HW.2.5	Applicant, Ipswich and East Suffolk CCG, West Suffolk CCG	<p>Quality of Data</p> <p>In response to HW.1.11 and subsequent WR can you advise of the latest position in respect of whether the data used to support the assessment has now been fully</p>

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ExQ2	Question to:	Question:
		agreed, or whether work is ongoing. In the event work is ongoing what timeframe do you anticipate coming to a conclusion on this matter?
	SZC Co. Response at Deadline 7	As set out in rows HWa and HWb of the Statement of Common Ground [REP5-097] with the CCG, the methodology and baseline are agreed. Row HWb records that <i>'The CCG raised concerns about historic baseline data utilised (specifically, GP patient List sizes), however this has been provided for context, rather than to infer spare capacity. CCG now content with baseline noting that it has not been used to infer spare capacity and that all communities and healthcare services are considered sensitive'</i> . Work is ongoing on the exact scope and quantum of the voluntary residual healthcare contribution - for further detail see response to HW.2.3 (i) above. SZC Co. anticipates that further progress will be made in the next meeting on 9th September 2021 and is aiming to conclude this by Deadline 8.
HE.2 Historic environment (terrestrial and marine)		
HE.2.0	ESC, SCC, Historic England	MDS: Requirement 3: Archaeology and Peat Noting discussions at ISH1 on 6 July 2021 and the subsequent submission by the Applicant [REP5-106], are you content with the inclusion of the term 'general accordance' in Requirement 3 [REP5-029]?
	SZC Co. Response at Deadline 7	No response is required from SZC Co.
HE.2.1	Historic England	MDS: Overarching Archaeological Written Scheme of Investigation Please review and comment on amendments made at [REP3-022]. Are you satisfied that your comments made in December 2020 and in WR [REP2-138] have been adequately addressed?
	SZC Co. Response at Deadline 7	No response is required from SZC Co.

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
HE.2.2	The Applicant, SCCAS	MDS: Lower Abbey Farm Have site specific mitigation proposals been agreed with SCCAS in respect of Lower Abbey Farm?
	SZC Co. Response at Deadline 7	SZC Co. assumes that this question refers to lands east and south-east of Lower Abbey Farm, also referred to as MDS Area 4 (ExQ HE.1.6 and HE.1.9 [REP2-100]). Mitigation is currently under discussion with SCCAS and broad areas and general methods for a combination of set-piece excavation and strip, map and sample investigation have been agreed in principle. Detailed proposals for mitigation will be set out in a site-specific WSI, in line with the provisions set out in the Overarching WSI [REP3-022] . This work will be secured by Requirement 3: Peat and Archaeology in the DCO (Doc Ref. 3.1(G))
HE.2.3	SCC	MDS: SSSI Crossing Confirmation was provided at ExQ1 HE.1.10 [REP5-120] that the SSSI crossing site will be subject to a site-specific Written Scheme of Investigation. Does this allay the concerns raised at [REP3-084] ?
	SZC Co. Response at Deadline 7	No response is required from SZC Co.
HE.2.4	The Applicant, Historic England	MDS: Evaluation Trenching Historic England - Noting the response made by the Applicant to ExQ1 HE.1.5 [REP5-120] , are you satisfied with the proposed approach for when pre-determination investigation has not been possible? Applicant – Please confirm the securing mechanism for this approach?
	SZC Co. Response at Deadline 7	Any outstanding evaluation fieldwork will be secured by Requirement 3 in the DCO - Project Wide: Archaeology and Peat (Doc Ref. 3.1(G)). Part (1) of the requirement states: <i>"No part of any terrestrial works, may be commenced until a site-specific written scheme of investigation for <u>each phase of archaeological investigation</u> relating to</i>

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ExQ2	Question to:	Question:
		<p><i>that part has, following consultation with Historic England, been submitted to and approved by Suffolk County Council."</i></p> <p>The phrase '<i>each phase of archaeological investigation</i>' (underlining added above for emphasis) is to enable any further evaluation fieldwork, such as trial trenching, to be completed ahead of mitigation being agreed and undertaken.</p> <p>The Overarching Archaeological Written Scheme of Investigation [REP3-022] includes detail on evaluation as well as mitigation fieldwork to ensure that all work that may be required is included. This has been agreed with SCC.</p>
HE.2.5	National Trust	<p>MDS: Coastguard Cottages</p> <p>Noting the response of the Applicant to ExQ1 HE.1.16 [REP2-100], are you in agreement that important views from the observation tower will remain unaffected and that the proposed development will not prevent the appreciation of the historic interest of the observation tower?</p>
	SZC Co. Response at Deadline 7	No response is required from SZC Co.
HE.2.6	The Applicant, SCCAS	<p>MDS: Peat Strategy</p> <p>Please confirm where differences remain in terms of the proposed Peat Strategy (Appendix 16G of [APP-275]).</p>
	SZC Co. Response at Deadline 7	<p>It is confirmed that the Peat Strategy [APP-275] sets out an agreed approach to the mitigation of disturbance to the peat deposits within the main development site by investigation.</p> <p>SZC Co. understands that SCCAS is concerned to ensure that flexibility is included for extending investigation areas should exceptionally well-preserved structural or similar remains be discovered. This is addressed by section 6.2.4 of the Peat Strategy [APP-275] which sets out the detail required for the peat archaeological written scheme of investigation. 6.2.4.1 requires this to include '<i>Provision for extension of excavation areas to investigate any areas comprising exceptional survival of archaeological remains</i>'.</p>

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ExQ2	Question to:	Question:
		The peat archaeological written scheme of investigation will be submitted to and approved by SCCAS, as secured by part (3) of Requirement 3 in the DCO - Project Wide: Archaeology and Peat (Doc Ref. 3.1(G)).
HE.2.7	The Applicant	Two Village Bypass: Farnham Manor Please expand on the statement that the primary architectural interest is inherent in the standing building and does not relate to the wider landscape (paragraph 9.4.59 of [APP-432]).
	SZC Co. Response at Deadline 7	Farnham Manor comprises a standalone historic farmhouse and estate centre. The architecturally significant element of this structure comprises the surviving elements of the 17 th or 18 th century timber-framed house, which presently forms the east elevation of the house. The extensive west and south wings on the house are later, and are of limited architectural value, concealing the overall form and structure of the older parts of the house in views from outside. The special architectural interest of the house in terms of its overall form and external appearance is experienced almost solely from the garden of the house to the east, although structural detail can be experienced in close views from the south and north elevations and presumably from inside the building. This ability to appreciate and experience the architectural value of the building does not relate or depend on any perceptual links to the area outwith the immediate surroundings of the house. The perceptual links to the wider farmsteading, however, contribute to historical value, allowing the functional and tenorial links between these structures to be read, although as noted in previous responses, this contribution is limited because of the extent of modern change of use and ownership, with consequent alteration, reconstruction, and extension of not only Farnham Manor but also the associated structures.
HE.2.8	SCC, ESC	Sizewell Link Road: Hill Farmhouse Noting the response made at [REP3-044], do you concur that in respect of the historic interest the construction and operation of the SLR would result in a minor adverse effect which would not be significant?

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	No response is required from SZC Co.
HE.2.9	SCCAS	Sizewell B Relocated Facilities: Pillbox Field Please provide a response to ExQ1 HE.1.18 [REP3-046].
	SZC Co. Response at Deadline 7	No response is required from SZC Co.
HE.2.10	The Applicant, SCC, ESC, Historic England	Enhancement to Proposed Mitigation Schemes Please provide an update on discussions regarding potential enhancement of mitigation schemes for the below assets: (i) Theberton Hall (ii) Abbey Cottage (iii) Farnham Hall (iv) Hill Farmhouse (v) Barrow Cemetery Group (FMF site)
	SZC Co. Response at Deadline 7	Landscape mitigation has been designed in line with the Design Principles set out in Chapter 5 and 8 of the Main Development Site Design and Access Statement [REP5-070] and the Associated Development Design Principles [REP3-023]. These design principles explicitly consider historic landscape character and have been consulted upon with East Suffolk Council. The compliance of the proposed mitigation with these design principles is secured by Requirements 14 and 22A of the draft DCO (Doc Ref. 3.1(G)), which explicitly require approval of detailed landscape proposals for the Main Development Site, Two Village Bypass and Sizewell Link Road by ESC. Mitigation measures currently under discussion with ESC and Historic England for the specific heritage assets noted by the Examining Authority comprise: (i) As set out in the Landscape and Ecology Management Plan for the Sizewell Link Road [REP5-076], broadleaf planting would be used to screen the line of the Sizewell Link Road through the arable field that was formerly part of the parkland around Theberton Hall. (ii) The design response to the site entrance is set out at sections 8.8.2-8.8.7 of Part 2 of the Main Development Site Design and Access Statement [REP5-

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ExQ2	Question to:	Question:
		<p>073]. This response stresses the reduction in width of the access road at the completion of the construction period, the use of a form and planting scheme/verge treatments that better reflects the rural surroundings of the scheme and also that the access route would not be lit during the operational period.</p> <p>(iii) Amendments have been made to planting schemes in the Two Village Bypass Landscape and Ecology Management Plan to better respond to local historic landscape context and reinforce connectivity with Foxburrow Wood. Following a meeting with Farnham Environment Residents and Neighbours association (FERN) on 21st July 2021, SZC Co. is reviewing landscaping proposals along the western side of the two village, bypass within the current order limits, to provide additional screening and potential noise reduction. SZC Co. is preparing a more detailed landscaping scheme to present and discuss with FERN.</p> <p>(iv) Mitigation planting for Hill Farmhouse, Middleton Moor (LB 103064) comprises the reinstatement and planting up of the hedgerow to the east of the Title Road junction to the south-west of the asset and the provision of new hedgerow to the northern side of the Sizewell Link Road. These are illustrated at page 14 of the Landscape and Ecology Management Plan for the Sizewell Link Road [REP5-076]. Seen through the existing hedgerows, this will present a screen that is entirely in accord with the existing historic landscape character.</p> <p>(v) Provision of interpretation and outreach works to enhance understanding of and virtual access to these assets as part of the outreach strategy set out in Section 8 of the Overarching WSI [REP3-022].</p>
Landscape impact, visual effects and design		
LI.2.0	The Applicant	<p>Revised National Planning Policy Framework (NPPF)</p> <p>On 20 July 2021, the Government published its revised NPPF. In respect of design, the thrust of the changes sees the inclusion of policies to achieve high quality, beautiful and sustainable buildings and places. The wording for conserving and enhancing Areas of Outstanding Natural Beauty has been modified to ensure specifically development within their settings should be limited and sensitively located, where permitted, which avoids or minimises adverse impacts on designated areas.</p>

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ExQ2	Question to:	Question:
		Please provide comment on amended paragraph 176 of the NPPF and confirm how the complies.
	SZC Co. Response at Deadline 7	<p>Paragraph 176 of the 2021 NPPF replaces Paragraph 172 of the 2019 NPPF. Paragraph 176 is shown below (excluding footnote 59, which remains unchanged to the previous footnote 54). The additional text is shown in red. The remainder of Paragraph 172 has now been moved to Paragraph 177 and so is not shown here.</p> <p><i>176. "Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads. The scale and extent of development within all these designated areas should be limited, <u>while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.</u>"</i></p> <p>It is apparent that the policy relating to limiting development is unchanged.</p> <p>The NPPF 2021 is considered by the Applicant to be an important and relevant matter for the purposes of decision making, but it is not the principal policy for the determination of this application. The additional text in the NPPF complements the principal policy set out in Section 5 of NPS-EN-1, which provides the primary policy basis for determination of the application:</p> <ul style="list-style-type: none">- Paragraph 5.9.8 of NPS EN-1 states <i>"Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints <u>the aim should be to minimise harm to the landscape</u>, providing reasonable mitigation where possible and appropriate."</i>- Paragraph 5.9.12 of NPS EN-1 confirms <i>"the duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may</i>

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ExQ2	Question to:	Question:
		<p><i>have impacts within them. The aim should be to avoid compromising the purposes of designation and <u>such projects should be designed sensitively given the various siting, operational, and other relevant constraints.</u></i></p> <p>Policy SCLP10.4 of the Suffolk Coastal Local Plan (East Suffolk Council, 2020) states:</p> <ul style="list-style-type: none">- <i>"<u>Development within the Area of Outstanding Natural Beauty, or within its setting, will be informed by landscape and visual impact assessment to assess and identify potential impacts and to identify suitable measures to avoid or mitigate these impacts.</u>"</i> <p>Planning Practice Guidance contains similar text to that now included in Paragraph 176 of the NPPF. PPG Reference ID: 8-042-20190721: <i>"How should development within the setting of National Parks, the Broads and Areas of Outstanding Natural Beauty be dealt with?"</i></p> <ul style="list-style-type: none">- <i>"<u>Land within the setting of these areas often makes an important contribution to maintaining their natural beauty, and where poorly located or designed development can do significant harm. This is especially the case where long views from or to the designated landscape are identified as important, or where the landscape character of land within and adjoining the designated area is complementary. Development within the settings of these areas will therefore need sensitive handling that takes these potential impacts into account.</u>"</i> <p>The application therefore has been developed within a policy framework that is very similar to the wording of NPPF Paragraph 176. There is considered to be no material change in the policy test or emphasis. SZC Co considers that the development that is proposed within the setting of the AONB has been sensitively located and designed to avoid or minimise adverse impacts on the designated areas, and that there is a clear and compelling case in the public interest to justify the development.</p>

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ExQ2	Question to:	Question:
		All emphases in quotations within this response are the Applicant's own.
LI.2.1	SCC, ESC, Natural England, The AONB Partnership, National Trust, Stop Sizewell C, TASC	Additional Construction Visualisations Additional illustrative day and night-time construction photomontage visualisations are to be produced from four Representative Viewpoints [REP5-117]. Please comment on the suitability of the selected locations.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
LI.2.2	The Applicant	Design Council – Additional Design Review The importance of the nationally designated landscape is fully acknowledged by the ExA. As such, it is not unreasonable to expect thorough and detailed reviews of the proposed design to have occurred during both pre-application and examination phases. If further reviews are to be undertaken consideration should be given to whether a wider review, rather than just the accommodation campus, would be beneficial.
	SZC Co. Response at Deadline 7	SZC Co. considers the design review undertaken by the Design Council (as recorded in Appendix B of the Main Development Site Design and Access Statement – [REP5-075]) is of sufficient scope, thoroughness and quality to provide assurance to the Examining Authority that the project represents good design and has been subject to a proper independent review. The proposed approach to design governance including matters explored in the hearing (ISH 5) has evolved to provide a robust ongoing approach to design review which is outlined in LI.2.3. SZC Co notes that the Local Impact Report (LIR) [REP1-045] prepared by SCC/ESC outlines a sound understanding/appreciation of the proposed design and its contextual response and while not all matters relating to design are agreed, does not suggest that a further review is required at this stage. Responses of consultees to the Examining Authority's First Written Questions (ExQ1) LI. 1.1 do not identify a need for a wider review but do identify the benefits of design review

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ExQ2	Question to:	Question:
		<p>as part of the ongoing process, to which SZC Co. has responded positively. Further information can be found in SZC Co.'s response to ExQ2 LI.2.3.</p> <p>SZC Co. has reached agreement with ESC and SCC over the scope, scale and governance arrangements for the Natural Environment Fund, which provides an appropriate response to the residual impacts on the landscape.</p> <p>It is also worth noting that SZC Co. has agreed the scale of the Environment Trust, which will be secured separately to the Deed of Obligation. SZC Co. continues to work with the Councils and other stakeholders to finalise the detail (which will be secured through a separate legal agreement) including matters relating to governance. The Trust will have available to it £1.5 million per year of construction and the first 20 years of operation, and £0.75 million per year of the remaining operational phase. Further details will be provided to the community in the coming few months.</p>
LI.2.3	The Applicant, SCC, ESC	Design Review Panel Please provide an update regarding discussions on the proposed role of a design review panel.
	SZC Co. Response at Deadline 7	SZC Co. has discussed the role of design review panels with ESC following the Issue Specific Hearing on Landscape and Visual Impact and Design (ISH5) on the 13 th July 2021. SZC Co. prepared an outline of the anticipated design review process and its relationship to design guardianship (client side); officer consideration (ESC side); and how this will relate to the Design Principles and Requirements. The approach has been agreed with East Suffolk Council and further information can be found within Schedule 2 of the draft Deed of Obligation (Doc Ref. 8.17(F)).
LI.2.4	ESC, SCC	Design Review Panel Paragraph 1.4.18 of [REP5-110] confirms that the design review panel would be used to provide independent support for the processing of design submissions

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ExQ2	Question to:	Question:
		defined by the requirements. Are you content with the proposed timing of the role?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
LI.2.5	The Applicant	Design Guardianship Role The proposed retention of key members of the design team in a 'design guardianship' role is noted [REP5-110]. Please confirm what consultation on this role has been and what the securing mechanism for the role would be?
	SZC Co. Response at Deadline 7	SZC Co. has outlined how the design guardianship role will operate in the Design Governance Framework referred to at Question LI.2.3 , which has been drafted for ESC's consideration.
LI.2.6	The Applicant, Pro Corda, English Heritage Trust	Leiston Abbey – Landscape Strategy/Masterplan Noting the responses made in respect of ExQ1 LI.1.124 [REP3-046], please provide an update of discussions regarding a proposed whole site landscape strategy/masterplan.
	SZC Co. Response at Deadline 7	The focus of the mitigation for Leiston Abbey (second site) is the heritage asset for English Heritage and the resilience fund measures for Pro Corda. These are now agreed with Pro Corda and are close to agreement with English Heritage (to be finalised in a meeting on 12th September 2021). The landscape strategy/masterplan is a relatively small piece of work which would sit within English Heritage's remit, taking into account the heritage designation and all users of the site (heritage and Pro Corda visitors). This would consider access, including where best to place signage to direct visitors around the site and inform a bid into the Natural Environment Fund to mitigate the residual landscape and visual impacts of the Sizewell C Project and/or conserve and enhance landscape character. The Draft Deed of Obligation , Schedule 8 (Doc Ref. 8.17(F)) sets out the approach as follows: <i>"On or before the Commencement, SZC Co shall pay to East Suffolk Council for onward payment to Historic England the sum of [] to be applied as a contribution towards development and implementation of a landscape and access masterplan for the Second Leiston Abbey Site, to be led by the English</i>

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ExQ2	Question to:	Question:
		<i>Heritage Trust, and in consultation with Pro Corda Trust, taking into account each parties use of and responsibility for the site."</i> SZC Co. understands that all parties are in agreement that this joined up approach would be a helpful, albeit minor part of the mitigation proposed.
LI.2.7	ESC, SCC, Natural England, The AONB Partnership, Stop Sizewell C, TASC	SSSI Crossing – Design Amendment Please review the amended SSSI crossing design [REP5-010] and provide comment.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
LI.2.8	The Applicant	SSSI Crossing – Design Amendment Please confirm what assessment has been undertaken in respect of potential landscape and visual impact(s) due to the amended design of the SSSI crossing [REP5-010]. In addition, please provide visualisations which clearly depict the proposed sheet pile barrier.
	SZC Co. Response at Deadline 7	<p>The amended design of the SSSI Crossing is within the parameters of the SSSI Crossing as described and assessed in the ES Addendum [AS-181]. As such SZC Co. determined that a further ES addendum/LVIA update was not necessary or required.</p> <p>Consideration has been given to landscape and visual matters in the design development of the amended design of the SSSI Crossing.</p> <p>The amended design incorporates sloping embankments and the seaward slopes would accommodate planting to integrate the crossing with the adjoining landscape of Goose Hill and the local water course corridor, and over time as planting becomes established, filter views to vehicles using the crossing from locations to the east.</p> <p>During the construction and operational phases, sections of sheet pile wall would be visible (to a maximum height of 1m) where it forms part of the crossing</p>

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ExQ2	Question to:	Question:
		<p>structure directly beneath the crossing) and taper to transition to ground level along the toe of the sloping embankments. At this point, the sheet pile wall would be installed so that the top edge would be covered in substrate/soil to support the integration of the proposal with its immediate landscape context. Figure 4.1 (Zoom in of SSSI Crossing Illustrative View) illustrates the SSSI crossing during the operational phase once planting is established and illustrates this integration.</p> <p>Figure 4.2(SSSI Crossing Illustrative View) is also submitted at Deadline 7. This is a revision to Figure 1.1 submitted as PDA-006 and Figure 2.11 submitted as REP5-057.</p> <p>Other previous drawings that illustrate the SSSI Crossing (PDA-005 and as part of REP5-010) have also been updated and are submitted at Deadline 7 (Drawing Ref Nos SZC-SZ0100-XX-000-DRW-100205 and SZC-SZ0100-XX-000-DRW-100207).</p> <p>The proposed changes to the design of the SSSI crossing would not change the level of significance of the effects as assessed and described on visual receptor groups; visual receptors using key routes; visual receptors at specific viewpoints; landscape and seascape character types; the natural beauty and special qualities of the Suffolk Coast and Heaths AONB; and Suffolk Heritage Coast.</p> <p>The proposed design retains the proposal to plant vegetation on the seaward slopes during the construction phase that could be retained into the operational phase, allowing better establishment and earlier screening function. The amended SSSI crossing is set at a higher level than previously and incorporates sufficient resilience such that there is no foreseeable need to adapt the bridge during its service life. This ensures that new planting proposed at the top of the SSSI crossing (once the haul road is removed) can be retained in perpetuity.</p>
LI.2.9	The Applicant, ESC, Natural England, The AONB	Alternative Outage Car Park Note Please review and comment on the content of the SCC submission [REP5-171].

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ExQ2	Question to:	Question:
	Partnership, Stop Sizewell C, TASC	
	SZC Co. Response at Deadline 7	<p>SZC Co. notes and welcomes Suffolk County Council's re-confirmation at Paragraph 1 that it agrees there may be occasions where a single outage car park will be inadequate. This reflects SCC's statement in Paragraph 4.37 of its Written Representation [REP2-189].</p> <p>Paragraph 2 is noted, although for the ExA's benefit the reference SCC provided to their Written Representation in that note should have been [REP2-189].</p> <p>At Paragraph 3, SCC seeks an indication of the level of likelihood of two (or three) outages happening in parallel. The Sizewell complex will have three active reactors (one at Sizewell B and two at Sizewell C). Assuming that planned outages are staggered and the typical schedule for each reactor over an 18-month period is 2-months outage and 16-months no outage, then each reactor would be in a planned outage 11% of the time. Applying this to the likelihood of double or triple concurrent outages:</p> <ul style="list-style-type: none">- <i>Double outage:</i> Two of the three reactors would be in a planned outage for 4 months out of 18, or 22% of the time. This means that there is a 22% chance in any given 18-month period that a forced outage on the other reactor would clash with a planned outage on one of the first two reactors. Forced outages happen randomly and the likelihood of a double outage clash needs to be planned for.- <i>Triple outage:</i> By contrast, the likelihood of two reactors going into a forced outage at the same time as a planned outage on the other reactor is far lower. This is because two randomly occurring events would need to happen at the same time as the 11% chance that the other reactor is already in a planned outage. The compound probability of a triple outage is significantly less likely. <p>A response to Paragraph 4 is set out in Response to Question LI.2.10 below and is not repeated here.</p>

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ExQ2	Question to:	Question:
		<p>Whilst SCC is correct in Paragraph 5 that only relevant staff would be involved in forced outages, as would be the case in any repair for any work, they offer no advice as to the number of outage staff that would entail. This is because clearly it is a specialist matter that SCC cannot reliably advise on and it depends on the maintenance or repair that needs to be made. In some cases staff numbers can be very substantial (up to 1,000) in order to complete the work as soon as reasonably possible. For example, in its current unplanned outage, Sizewell B has required up to approximately 1000 outage workers on site. This number of workers were on site for approximately 3 months of the outage.</p> <p>In Paragraph 6, SCC seek details relating to the environmental assessment of a clash between outages. This is set out in Section 1.8 of the Applicant's Written Submissions Responding to Actions Arising from ISH5 [REP5-117].</p> <p>Paragraph 7 appears to contradict SCC's own assertion in Paragraph 1 that there may be occasions where a single outage car park will be inadequate. Mr Lavelle is clear at Paragraph 1.5.24 of Written Summaries of Oral Submissions made at ISH5 [REP5-110] that both an operational car park and an outage car park will generally be full to almost overflowing during a single outage.</p> <p>The Applicant agrees with SCC's view at Paragraph 8 that an off-site permanent facility is not appropriate.</p> <p>The "Sizewell C Transport Strategy Hierarchy" that SCC refers to in Paragraph 9 sets out SZC Co's process for minimising road-based traffic, followed by other measures where necessary. The scale of traffic generated by coincident outages would be significantly less than the peak construction impacts which have already been assessed and so this hierarchy is not considered relevant to double outages. It has no meaningful link with how SZC Co. will respond at short notice to a randomly occurring event to safely bring the power station back online as soon as possible, which requires on-site car parking.</p>

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ExQ2	Question to:	Question:
		<p>Paragraph 9 also advocates car sharing and direct bus services for both operational and outage staff. The implication of this paragraph when read in the context of Paragraph 10 is that SCC assert these measures could remove the need for an outage car park altogether. In the light of that, the Applicant is unclear why SCC chose to not object to the Sizewell B outage car park on greenfield AONB land at Pillbox Field (planning application reference DC/19/1637/FUL1), if indeed it does consider the above measures are a realistic alternative. Clarification from SCC on this apparent inconsistency would be welcomed.</p> <p>SCC suggests an alternative proposal in Paragraphs 10-18 and SZC Co. responds to these points collectively below.</p> <p>As SZC Co. understands it, SCC employs farmers/contractors and their plant (i.e., tractors) to support snowploughing on a call-off basis during each winter season. Whilst on the face of it this seems to be a relatively straightforward and sensible approach for that undertaking, the same would not apply for an outage car park. The reasons for this are set out below:</p> <ul style="list-style-type: none">• <i>Outages can last longer than 28 days:</i> Forced outages can last for longer than 28 days and the temporary car park would require planning permission in accordance with Class B of Part 4 of Schedule 2 of the General Permitted Development Order (2015, as amended). It is noted that the current extension of permitted development rights (Class BA) to a total of 56 days per calendar year, which was created in response to the pandemic, will expire at the end of 2021 and is therefore not relevant.• <i>Setting up a temporary facility takes time:</i> This point is recognised by SCC in Paragraph 18 and this time would count towards the 28-day limit, as does removing the facility, thereby reducing the remaining permitted time available for use of the space as a temporary car park. The same would

¹ East Suffolk Council Planning Website: <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=PQ5NVGQXJJ100>

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ExQ2	Question to:	Question:
		<p>apply to the bus terminus and substantial associated facilities and structures required at the power station site.</p> <ul style="list-style-type: none">• <i>Highway safety:</i> Development permitted by Class B does not require highway safety to be taken into account. The Applicant is unsure whether SCC is advocating the temporary use of local farmland for large numbers of coaches and 600 cars that will inevitably need to pass each other and other vehicles on roads that are not designed for such use? The ExA may recall the difficulties experienced when sending a single coach down a local rural road on the Accompanied Site Visit and it met a single car travelling in the opposite direction.• <i>Ecological considerations:</i> SZC Co. will need to accord with all relevant legislation and regulations. As the farmland would not be in temporary use as a car park for the majority of the time, there is a realistic prospect that protected species may inhabit the site and therefore the Applicant would need to satisfy itself through surveys that there is no risk of harm before installing temporary structures. It is an offence to proceed without a protected species licence when one is required.• <i>Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017:</i> Linked to the point above, the development would be part of Sizewell C, which is a Schedule 1 development under the EIA Regs. Permitted development rights would not apply unless the LPA has adopted a negative Screening Opinion. Whilst a Screening Opinion could be sought in advance, it is not feasible to expect the Applicant to take a judgement call at very short notice on whether there has been a material change in circumstance on that site. If there was then the Screening Opinion would be out of date, permitted development rights would be removed and the temporary use of that land without planning permission would be unlawful.• <i>Planning permission for an intermittent development of this nature could not be pre-emptively secured in advance:</i> Whilst time-limited planning permissions that require removal after a pre-defined period are commonplace, it would not satisfy the necessary tests to permit a scheme that is developed and then demolished as and when it is needed (Paragraph 56, National Planning Policy Framework 2021 and Regulation 122,

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ExQ2	Question to:	Question:
		<p>Community Infrastructure Levy Regulations 2010). Clearly applying for a new planning permission each time a forced outage occurs would take too long. An application for a 600-space car park in the Countryside is considered to be unlikely to gain planning permission as it is likely to conflict with Suffolk Coastal Local Plan (September 2020)². SZC cannot be dependent on such uncertainty.</p> <p>The objective of a forced outage is to safely bring the NSIP back online as soon as possible. Relying on adequate temporary arrangements being in place off-site in a timely manner is not a realistic prospect for the reasons demonstrated above.</p> <p>SZC Co. also notes and agrees with Page 103 of ESC's Comments on any additional information/submissions received by D5 [REP6-032]. SZC Co. agrees with the reasoning put forward by ESC on Page 103, as local planning authority. SZC Co. also considers that the alternative put forward by SCC would be unlikely to be acceptable in planning terms.</p> <p>SCC's proposals are unclear. There is no reasonable alternative to the proposed on-site outage car parking and that exceptional circumstances exist in accordance with Paragraph 5.9.10 of NPS EN-1.</p> <p>The outage car parking proposed by SZC Co. falls entirely within the nominated site boundary for Sizewell C. Paragraph 2.4 of the Appraisal of Sustainability: Site Report for Sizewell (November 2009) states: "The site includes 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. The Goose and Kenton Hills are former areas of heathland although land use is now principally</p>

² East Suffolk Council – Suffolk Coastal Local Plan (September 2020). <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>

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ExQ2	Question to:	Question:
		<p>commercial forestry.” The Government was fully aware that this area may be developed for an access road and ancillary facilities. There should not therefore be an in-principle objection to the development of an ancillary facility, such as an outage car park, in this location because the purpose of the Government’s selection exercise was to rule out sites which were unacceptable in principle.</p> <p>The Applicant also refers the ExA to Mr Philpott QC’s written summary of his oral submission made at ISH5, particularly Paragraphs 1.5.6 – 1.5.9 [REP5-110]. Those matters have still not been addressed by SCC.</p>
LI.2.10	The Applicant	<p>Outage Car Park</p> <p>Noting the content of paragraph 4 of SCC’s Alternative Outage Car Park note [REP5-171], please provide further detail as to why, if an outage clash occurs, clashes would continue until another forced or unplanned outage.</p>
	SZC Co. Response at Deadline 7	<p>Where a forced outage occurs within a few months before a planned outage, the two outages for the relevant reactor may be combined for efficiency purposes where it is economically and environmentally responsible to do so. A decision to combine the outages would occur on a case-by-case basis.</p> <p>The decision to combine the outages is based on a consideration of both the reduced power-station downtime (and therefore the reduced loss of electricity generation) and the remaining operational life of the nuclear fuel. This is because a planned outage typically includes refuelling.</p> <p>Once a planned outage period is shifted, future planned outages would then resume an 18-month cycle to gain the most benefit from the nuclear fuel. The Applicant respectfully confirms that SCC is wrong in its assumption that further outages are likely to be moved by the operator for the reasons they cite at Paragraph 4 [REP5-171]. This is because:</p>

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ExQ2	Question to:	Question:
		<ul style="list-style-type: none">• Delaying a future planned outage to avoid a clash would be a major commercial risk, with a significant cost to the operator if a restart was delayed.• SZC Co. would seek to make efficient use of nuclear fuel. Bringing forward a future planned outage to avoid a clash, without the presence of another forced outage to influence that decision, is not considered to be environmentally or economically responsible.
LI.2.11	The Applicant	Outage Car Park Please explain why a softer palette of surface finish materials is proposed for the outage car park (paragraph 8.8.18 of REP5-073)]?
	SZC Co. Response at Deadline 7	<p>The surface materials specified for the Outage Car Park and Permanent Car Park reflect differing operational requirements associated with the type and frequency of use.</p> <p>With regards to the outage car park proposals, cellular grass/aggregate paving modules are widely used in parking areas particularly where temporary/intermittent vehicle occupancy is expected and is a more sustainable alternative to asphalt and concrete surfacing.</p> <p>Cellular grassed paving would integrate the car park more effectively with the surrounding landscape when not in use and offers other environmental benefits in terms of managing surface water infiltration, long lifespan and low maintenance demands.</p>
LI.2.12	The Applicant	Power Export Connection Please provide a response on the suggestion by SCC for an additional Requirement to enable the final form of the power export connection to be subject to post-consent approval [REP5-176].
	SZC Co. Response at Deadline 7	In the document referred to above, SCC expressed the view that <i>"the Applicant appeared to agree with a number of points made by SCC's consultants, AFRY, that</i>

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ExQ2	Question to:	Question:
		<p><i>there were fewer technical impediments to the use of alternatives to pylons than had been the case previously."</i></p> <p>Mr Young in fact commented that since discussions began with SCC some time ago, there is now a greater degree of common ground than there was at the outset. SZC Co confirms that there was no change in position at ISH5 from that previously submitted to the ExA in writing and discussed offline with SCC.</p> <p>On the subject of an alternative form of power export connection, SZC Co. has provided substantial information to show its consideration of alternative proposals and considers the broad proposal put forward by SCC to be neither workable nor achievable. A full explanation of the option evaluation process for the power export connections is given in the Technical Recommendation Report Appendix 5E of SZC Co's Response to ExQ1s [REP2-108]. Responses to the questions raised specifically on the potential suitability of Gas Insulated Lines (GIL) are detailed in SZC Co's response to question ExQ1 LI.1.51 [REP2-100].</p> <p>A Requirement for post-consent approval, as suggested by SCC, is considered to be neither necessary nor reasonable.</p> <p>The Applicant refers the ExA to Mr Philpott QC's contribution to Written Summaries of Oral Submissions made at ISH5 [REP5-110], particularly Paragraphs 1.5.6 – 1.5.9. Those matters have still not been addressed by SCC.</p>
LI.2.13	The Applicant	<p>Turbine Halls and Operational Service Centre</p> <p>The amendment to Detailed Built Development Principle 56 [REP5-070] in respect of the discussion and agreement of the colour palette with ESC is noted. However, as commented on by SCC [REP5-172], please explain on how this Principle fulfils the statement made at paragraph 6.17.9 of [REP5-070] in respect of the identification and range of colours and hues for the turbine halls. Is it intended to submit these details into Examination?</p>

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>The cladding material above the base 'plinths' will use a material to be agreed (likely to be anodised aluminium). The colour of the material illustrated in the Design and Access Statement and chosen for the application is the paler end of the bronze anodising colour range (a straw colour). At this stage, there is no further material to submit to the Examining Authority but further design development will take place post granting of the DCO. This will include the cladding panels and their profiles which will be agreed with the local planning authority as part of the agreed design governance process. The precise colours of finishes within that pale bronze (straw) anodising range would also be subject to review and agreement with the local planning authority. Samples, mock-ups and prototypes would be used to demonstrate design and finishes as part of the process of agreement with the local planning authority. To further satisfy SCC's comments, we suggest some amendments to be made to Design Principle 56 in the Design and Access Statement. The proposed additional wording is shown underlined below –</p> <p><i><u>The turbine halls cladding (material above the base plinth) will provide a responsive surface treatment which changes in colour and tone, subject to surrounding lighting and climatic conditions and shall be made of an agreed material and panel profile/s. The colour palette and panel profile shall be discussed and agreed with East Suffolk Council as part of pre submission discussion/ design review and align with the colour information and study outcomes recorded in the Design and Access Statement Section 7:11 and within a range of light to darker bronze. The information shall include details of the manufacturer's maintenance specification for external facing cladding.</u></i></p> <p>Design Principle 56 indicates the preferred colour range for the turbine hall cladding being selected from light to darker bronze anodised aluminium cladding explored in section 7.11 of the Design and Access Statement. The present preference at this stage of design, is the paler end of the bronze anodised range illustrated in rendered model views Figure 7:45/7.46.</p> <p>This revised additional wording to the Design Principle will be included in the final version of the Design and Access Statement to be submitted at Deadline 10.</p>

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ExQ2	Question to:	Question:
LI.2.14	The Applicant	<p>Interim Fuel Store</p> <p>The parameters of the Interim Fuel Store, content of Requirement 12 [REP5-029] and the response to ExQ1 LI.1.12 [REP3-046] are noted. Nonetheless, given the prominence, scale and longevity of this structure the submission of additional detail into examination, including colour and finish, would be beneficial. Please provide a response.</p> <p>Please also confirm whether the design of the Interim Fuel Store at Hinkley Point C has been finalised?</p>
	SZC Co. Response at Deadline 7	<p>The Interim Spent Fuel Store (ISFS) is required at both Hinkley Point C and Sizewell C 10 years post operation. For SZC this need date is defined as 2042. The design of the ISFS has not been finalised, but design principles have been defined to provide design control and ensure an appropriate design outcome. At Hinkley Point C the design of the ISFS is at RIBA stage 1, which is the definition of the project brief and user requirements capture. Concept design of the structure including structural appearance has not yet commenced. In the case of SZC there is no information available to share at this time beyond that already contained in the DCO submission and expressed in revised Design Principles as agreed at Deadline 1 with the local authorities. SZC Co. suggest that additional certainty to be provided with further enhancement of the Design Principle 57 of the Main Development Site Design and Access Statement. The proposed additions are shown below underlined:</p> <p>Interim spent fuel store 57</p> <p><i>The external treatment of the interim spent fuel store will seek to comprise a simple form with minimal external projections and a colour which responds to its setting as far as is reasonably practicable, taking into account the operational and nuclear safety requirements of the building. Reserved Matters applications shall include details of the available colour options, including an explanation of how the proposed colour choice has responded to the building's setting. <u>The design shall have regard to the AONB and its immediate landscape context, acknowledge the</u></i></p>

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ExQ2	Question to:	Question:
		<p><u>long design life of the building in its material selection and design response, recognising its elevated status relative to other ancillary buildings.</u></p> <p><u>This revised additional wording to the Design Principle will be included in the final version of the Design and Access Statement to be submitted at Deadline 9.</u></p>
LI.2.15	Emma and Justin Dowley	<p>Borrow Pits</p> <p>Appendix D of [REP5-117] provides information regarding construction and post-construction activities. Please confirm if the supplementary information provides the additional detail requested at [REP2-344]?</p>
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
LI.2.16	The Applicant	<p>Borrow Pits</p> <p>Please respond to the query raised by Theberton and Eastbridge Parish Council at [REP5-286] regarding the removal of the bunds, acoustic fencing and perimeter fencing.</p>
	SZC Co. Response at Deadline 7	<p>Once the three borrow pits have been backfilled they will have the capacity to act as a stockpile and provision is made in the Application for that to occur up to 5m above existing ground level. This is explained in ES Volume 2 Appendix 3D, Construction Method Statement, Paragraphs 3.4.41 – 3.4.43 [REP5-048].</p> <p>The approximate extent of acoustic fencing is shown on the Construction Parameter Plans at [REP2-008].</p> <p>The Code of Construction Practice [REP5-079] confirms that 'solid barriers or landscaping, or a combination of the two, will be installed as early as is practicable in the construction process and retained for as long as needed to maximise</p>

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ExQ2	Question to:	Question:
		<p>potential acoustic screening. All such structures will be appropriately maintained over the course of the project to maintain effective acoustic performance’.</p> <p>The Code of Construction Practice [REP5-079] confirms that all works areas, which would include the borrow pit fields, will be ‘fully secured with appropriate hoardings or fences’. This may be separate to acoustic fencing.</p> <p>The Construction Method Statement confirms that all temporary structures, which would include temporary works related to the borrow pits, would be removed by the end of the final phase of construction as part of the restoration of the Temporary Construction Area. This is set out in Paragraph 3.4.62 [REP5-048].</p>
LI.2.17	The Applicant	<p>Dome Design</p> <p>Paragraph 2.11.10 of the Design and Access Statement [REP5-070] refers to the discolouration and aging of Sizewell A structure. Paragraph C.3.3 of the Concrete Note (Appendix C of [REP5-117]) states that the concrete for the proposed domes would be inert and stable with regards to natural weathering and weathering effects would be minimal. Does this mean that the concrete domes would not be subject to a similar aging and weathering process evident at Sizewell A?</p>
	SZC Co. Response at Deadline 7	<p>The concrete domes would not be subject to a similar aging and weathering process evident to that which is Sizewell A for the reasons set out below.</p> <p>Sizewell A does not have a concrete dome. The discolouration and aging process at Sizewell A has occurred predominantly on its vertical surfaces and the angular nature of the building makes the weathering more visible. This is because different surfaces face different climatic conditions and weather at different rates. By contrast, the dome geometry at Sizewell C would be subject to a less prominent form of weathering owing to its shape alone.</p> <p>Concrete technology has advanced significantly since the 1960s and quality controls have significantly improved. This means that the concrete shade/colour is</p>

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ExQ2	Question to:	Question:
		<p>now more uniform and more durable, making it more resistant to aging and discolouration. SZC Co. welcomes ESC's comment on Page 95 of Comments on any additional information/submissions received by D5 [REP6-032] that the "very little shade variation" they have observed on the concrete structures at Hinkley Point C is "reassuring". SZC Co. confirms that this has indeed been aided by rigorous quality control process, which would be replicated at Sizewell.</p> <p>The concrete for Sizewell C, replicated from HPC, will contain a significant proportion of cement replacement material (GGBS - ground granulated blast furnace slag) which will serve to provide a lighter shade of grey concrete compared to that shown at Sizewell A. This lighter shade can be achieved without adversely affecting the structural properties of the concrete and SZC Co. welcomes ESC's acceptance [REP6-032] of the rationale against applying colour pigmentation to the concrete that was set out in Paragraphs 1.12.6 – 1.12.10 of Written Submissions Responding to Actions Arising from ISH5 [REP5-117].</p> <p>The shape, composition, durability and rigorous quality control processes proposed by SZC Co. will ensure that the appearance of the concrete structures at Sizewell C will neither age nor weather like Sizewell A.</p>
LI.2.18	The Applicant	<p>Dome Information</p> <p>As requested at the ISH5 on 13 July 2021, please provide photographic examples of concrete domes in-situ.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. have provided two examples of concrete domes from EDF Saint Alban, France which was commissioned in 1989 and Seabrook Station, Gulf of Main, USA which was commissioned in 1986, these can be found in Appendix 4B.</p>
LI.2.19	The Applicant	<p>Leiston Sports Facility</p> <p>Appendix 13G [APP-217] states that the proposed sports facility at Leiston was scoped out of the assessment as only minor changes to the character and fabric of the site would occur. Noting the need for construction lighting and the long-term use of flood lighting, please signpost where in the Lighting Management Plan</p>

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ExQ2	Question to:	Question:
		<p>[APP-182] and/or the Technical Note on Indicative Lighting Modelling [REP3-057] specific regard is given to this proposed development.</p> <p>In addition, please confirm the following details:</p> <ul style="list-style-type: none">(i) Proposed height of flood lighting(ii) Proposed lighting provision and illuminance(iii) Height of surrounding trees
	SZC Co. Response at Deadline 7	<p>As recorded in Appendix 13G of the Landscape and Visual Impact Assessment [APP-217] there is the potential for views to the proposed sports pitches site including at night during construction (should task or other lighting be required) and during operation when floodlights are in use. Any lighting would be seen in the context of the existing Leiston Leisure Centre and Alde Valley Academy, which includes floodlighting at the (former) southern surfaced pitch and lighting columns in the car park (adjacent to Leiston Leisure Centre). None of the effects described would result in significant adverse effects during construction or operation (including at night).</p> <p>Requirement 12A of the draft DCO requires SZC Co. to submit details of the layout, scale and external appearance of the sports facilities and associated landscape for approval to East Suffolk Council, this will include the lighting. SZC Co. note that the principles as set out in section 1.3 of the Lighting Management Plan would apply to the sports facilities, notably to adopt the lowest possible mounting height to achieve the levels required; specification of luminaires with good optical control that is designed for each individual application; aiming all luminaires into the area to be lit from the perimeter; ensuring all luminaires are at zero degrees to the horizontal and avoid any tilt; making use of manufactures supplied custom louvers if required; and providing local control for the lighting so it may be switched off when not required.</p> <p><u>Proposed height of flood lighting/ Proposed lighting provision and illuminance</u></p>

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ExQ2	Question to:	Question:
		<p>For sports lighting, the levels of lighting required generally depends upon the ball or object size being used and the speed it can travel at.</p> <p>Based upon the MUGA pitches being used for "General training, recreational and school sports – class III" level for five a side football, the appropriate lighting levels as set out by Sports England and in the CIBSE Lighting Guide 4: Sports Lighting is between 75 lux and 120 lux average horizontal illuminance with a uniformity of 0.6 (60%) at ground level. For the proposed area to be lit, luminaires mounted no higher than 8m should be appropriate.</p> <p>For the full size 3G pitch it has been assumed it will only be used for "General training, recreational and school sports – class III" but as hockey may be played on this pitch, and therefore the use of a smaller ball, the lighting levels set out by Sports England and in the CIBSE Lighting Guide 4: Sports Lighting is 200 lux average horizontal illuminance with a uniformity of 0.7 (70%) at ground level. For the proposed area to be lit, luminaires mounted no higher than 15m should be appropriate.</p> <p>The lighting source for the MUGAs and full size pitch will be LED and selected to give the highest possible colour rendering required for sports.</p> <p><u>Height of surrounding trees</u></p> <p>To the south of the site, the hedgerow /tree line along the north side of Grimsey's Lane includes blackthorn and hawthorn up to approximately 4m in height with lime, elm and sycamore up to approximately 16m tall south of the two proposed MUGA pitches.</p> <p>To the south side of Grimsey's Lane is a hedgerow comprising wild plum and managed to a uniform height of approximately 2.5-3m tall. It contains a single</p>

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ExQ2	Question to:	Question:
		<p>hedgerow oak of approximately 14m tall. South of Grimsey's Lane is a triangular single species oak plantation at a height of approximately 10m</p> <p>To the east of the site is a tree line with mature oak and ash between approximately 18 and 20+m tall with some hawthorn shrubs. To the north of this tree line is a mature ash based woodland.</p> <p>Tow the west of the site, along the rear of properties along Quakers Way, and defining the western side of the existing car park and access is a gappy hedge between 2 and 4m tall with mature poplars, Italian alders oak, elm and sycamore of varying height (between approximately 7m and 20m tall). Trees immediately west of the car park are between 13m and 20m tall.</p>
LI.2.20	The Applicant	<p>Navigation and Aviation Lighting</p> <p>Please confirm whether it is intended to submit full details of navigation and aviation lighting into the examination? Is it necessary to consult with the Civil Aviation Authority in respect of the wording of Requirement 5B [REP5-029]?</p>
	SZC Co. Response at Deadline 7	<p>Full details of navigation and aviation lighting are not planned to be submitted into the Examination. Lighting details will be implemented in accordance with Requirements 5B, 9 and 15 of the draft Development Consent Order [REP6-006] as appropriate.</p> <p>In accordance with The Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 2016), nuclear power stations are afforded an element of protection from aviation activity through the establishment of a Restricted Area (RA) encompassing each individual site. This information was specifically requested by the MoD for their purposes and Requirement 5B is the appropriate</p>

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ExQ2	Question to:	Question:
		information to submit to the MoD. It is not therefore considered necessary to consult the Civil Aviation Authority on the wording of Requirement 5B.
LI.2.21	Theberton and Eastbridge Parish Council	Dark Skies Please advise when the Dark Skies report, as discussed in [REP3-138], is to be submitted into examination.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
LI.2.22	ESC, SCC, Natural England, The AONB Partnership, National Trust	Design and Access Statement –Overarching Design Principles and Detailed Built Development Principles Several amendments and additions have been made to Tables 5.1 and 5.3 of the DAS [REP5-070]. Please review and comment on the amendments and additions.
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
LI.2.23	ESC, SCC, Natural England, The AONB Partnership, National Trust	Design and Access Statement –Overarching Design Principles In respect of Overarching Design Principles 17-21 [REP5-070], are you satisfied that the proposed design of the MDS meets the objectives of these principles?
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
LI.2.24	ESC, SCC, Natural England, The AONB Partnership, Theberton and Eastbridge Parish Council, Stop Sizewell C, TASC	Design and Access Statement – Accommodation Campus Design Principles Please review and comment on the revised design principles contained within Table A.1 [REP5-075].
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
LI.2.25	The Applicant	Design and Access Statement – Accommodation Campus Design Principles Please comment on the suggested amendments to the design principles in Table A.1 of [REP5-075] made by ESC at [REP5-143].

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>ESC's suggested amendments to the design principles given at [REP5-143] related to those set out in Table A.1 at [APP-587] and [REP2-040] and were responded to in the design principles set out in Table A.1 of [REP5-075].</p> <p>Towards the end of [REP5-143] it is stated that '<i>having now reviewed the submission from the Applicant, ESC can confirm that we are satisfied with the proposed amendments to the Key Design Principles for the Accommodation Campus and are pleased to note that all of our suggested additions have been incorporated</i>'. It is understood that no further amendments to the Accommodation Campus design principles are necessary in relation to ESC's feedback.</p>
LI.2.26	The Applicant, ESC	<p>Design and Access Statement – Accommodation Campus Design Principles</p> <p>Principle 13 in Table A.1 [REP5-075] refers to the colour of buildings and the consideration to be given to the Suffolk Coast and Heaths AONB Guidance on the Selection and Use of Colour in Development document. In contrast, Detailed Built Development Principle 56 in Table 5.3 [REP5-070] includes the need for the agreement of ESC in respect of cladding colours for the turbine halls. Whilst noting the content of Requirement 17 [REP5-029], what consideration has been given to a similar level of involvement of ESC in respect of the colour finish of the accommodation campus buildings?</p>
	SZC Co. Response at Deadline 7	<p>Requirement 17 at [REP-029], requires a statement of compliance with the design principles set out at [REP5-075] to be submitted and agreed before work on the Accommodation Campus commences. In addition, there is a commitment from SZC Co. to enter into an agreement on a design governance framework to provide reassurance on the delivery of good design and the use of a design review panel. This framework is currently being discussed with ESC and will include reference to the use of a design review panel, the design guardianship role and the role and status of design principles (see responses at LI.2.3 and LI.2.5 for further details).</p> <p>The implementation of the design governance framework, along with pre-application discussions with planning officers will ensure that the design principles, including principle 13 on the use of colour within the Accommodation Campus, are actively discussed with ESC as part of a formal design review process and that an appropriate approach is agreed in advance of the statement of compliance submission.</p>

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ExQ2	Question to:	Question:
		In addition to the above, Principle 13 in Table A.1 [REP5-075] will be amended in the Final version of the DAS to be submitted at Deadline 10 to read: <i>Building colour palette to be discussed and agreed with East Suffolk Council and to include consideration of the Suffolk Coast and Heaths AONB Guidance on the Selection and Use of Colour in Development document.</i>
LI.2.27	The Applicant	Design and Access Statement – Emergency Equipment Store Please confirm why reference to the emergency equipment store has been removed from paragraph A.31.5 [REP5-075]?
	SZC Co. Response at Deadline 7	The Emergency Equipment Store at Upper Abbey Farm no longer forms part of the application and was removed at Deadline 2. This is shown at Table 2.7 of [REP2-037] as the Emergency Equipment Store and as Parameter Zone 1M linking to the relevant plans in the Deadline 2 Cover Letter [REP2-001].
LI.2.28	The Applicant	Associated Development Sites – Reinstatement Paragraph 6.70 [REP1-045] refers to former Associated Development Sites being reinstated to a higher quality or enhanced manner. Please provide a response.
	SZC Co. Response at Deadline 7	Paragraph 6.70 of REP1-045 states: <i>"The Applicant should be required to reinstate the former Associated Development sites on land that they own in an enhanced manner, and where appropriate the Applicant should be seeking to enhance the state of the Associated Development sites being returned to agricultural use so they are of a higher quality than they were if achievable. This principle has not been agreed yet with the Applicant, but if it was implemented, would be a positive impact".</i> Chapter 2 of ES Volumes 3 (Northern P&R) [AS-240], 4 (Southern P&R) [AS-242], 8 (Freight Management Facility) [APP-511] explain the proposals for the removal and reinstatement phases for these temporary Associated Development sites. It is important to note that SZC Co. do not own the relevant Associated Development sites and will only be requiring them on a temporary basis. Therefore, any commitment about the quality of the land to be returned would require agreement with the landowners.

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ExQ2	Question to:	Question:
		<p>Due to the length of time from site clearance through to operation and finally removal and reinstatement of the facilities on these sites, SZC Co. cannot commit to enhancing the land upon completion of the works. The soil will be stored on the site in bunds, in accordance with the Outline Soil Management Plan found at Appendix 17C of Volume 2, Chapter 17 of the ES [REP3-018], and then reused during the reinstatement works. If SZC Co. was committed to enhancing the land upon its return to agricultural use, this may involve the importation of soils which would involve a greater number of HGV movements and require additional controls to ensure soils are managed so that they would align with existing soil conditions. Therefore, in accordance with the details in the descriptions of development for the park and rides and the freight management facility, and the Outline Soil Management Plan, the land on each site will be restored to a condition suitable for agricultural use before being returned to the landowner.</p> <p>SZC Co. indicates landscape proposals at the park and ride sites and the freight management facility, such as enhancement of existing hedgerows and new hedgerows/tree belts that would be retained (subject to landowner agreement) following reinstatement of the sites. SZC Co. considers that these would enhance the state of the associated development sites when they are returned to agricultural use.</p> <p>Requirement 24 of the draft DCO (Doc Ref. 3.1(F)) further controls the reinstatement works of these sites. It requires SZC Co. to submit a scheme for the land restoration works to be approved by East Suffolk Council, and the land must be restored in accordance with these approved details.</p>
LI.2.29	The Applicant	Associated Development Sites – Requirement 22A Requirement 22A [REP5-029] includes Work Nos.11 and 12. Should Work Nos. 9,10 and 13 also be included within Requirement 22A?
	SZC Co. Response at Deadline 7	Requirement 20 (Associated Development sites: Buildings and Structures) secures the landscape works set out in the approved plans (Schedule 7). A Statement of Compliance would then be submitted for approval to ESC that includes further landscape details that demonstrate how the landscape AD Design Principles have been complied with. Requirement 20 has been updated in Deadline 7 to make this point clearer.

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ExQ2	Question to:	Question:
LI.2.30	The Applicant, SCC, ESC	Associated Development Sites – Requirement 22A SCC [REP5-176] considers they should be the discharging authority for Requirement 22A as the proposed landscaping is on highway land. Are discussions regarding this matter underway?
	SZC Co. Response at Deadline 7	SZC Co. have been discussing this requirement with both SCC and ESC. ESC consider that they are the appropriate discharging authority for this requirement, as they are able to look at the landscape proposals in a comprehensive manner and ensure that any proposals are considered with an appropriate planning balance. SCZ Co. agrees with ESC and has therefore not made any change to the requirement to the effect SCC have requested. It should also be noted that SCC would be a consultee on the discharge of the detailed landscape proposals and ESC would be obliged to have proper regard to any representations that are made in respect of the landscape proposals. ESC would therefore be in the best position to determine the application. SCC, as the highway authority, would separately have to agree the proposed highway works, drainage and landscape buffer associated with the highway as part of the details that need to be approved as part of Article 21 of the DCO. This is considered to be a more appropriate place for SCC to define their requirements for the highway landscape works.
LI.2.31	The Applicant	Two Village Bypass – Mollett’s Partnership Mollett’s Partnership have requested the following additional mitigation measures: (iv) A bund parallel to the route of the proposed Two Village Bypass to screen their business and parts of property (v) Visual and screening noise attenuation fencing around the eastern construction compound (vi) Additional soft and hard landscaping to absorb the bypass into its setting Are these requests considered necessary in terms of mitigation?
	SZC Co. Response at Deadline 7	SZC Co. met with the Mollett’s Partnership on 21 st July 2021 as part of an ongoing series of engagement to discuss their requests for additional mitigation measures. SZC Co. are meeting again with Mollett’s Partnership on 2nd September and will meet with them again in the next couple of weeks.

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ExQ2	Question to:	Question:
		<p>Whilst SZC Co. considers that the scheme as currently proposed in the DCO provides sufficient landscape and visual mitigation to integrate the proposals into the surrounding landscape, SZC Co. is preparing a scheme of enhancements to address the concerns that have been raised, in conjunction with the concerns raised by FERN and highlighted at LI.2.33 below. A comprehensive scheme for this stretch of the two village bypass, within the order limits, that considers the provision of a bund to provide additional noise and visual screening, as well as additional soft landscape is currently being worked up for further discussion with Mollett's Partnership and ESC. Maximising screening within the order limits will ensure that SZC Co. can secure and deliver the additional landscaping screening as part of Requirement 22A of the DCO [REP6-006].</p> <p>Noise attenuation fencing around the eastern construction compound can be provided under the Code of Construction Practice [REP5-078] – see Part C, Table 3.1 – Erection of Physical Barriers.</p>
LI.2.32	The Applicant	<p>Two Village Bypass – Landscape Design and Mitigation</p> <p>Noting the responses to ExQ1 LI.1.106 [REP3-046], please provide an update regarding discussions relating to offsite planting and habitat creation.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. met with ESC and SCC on 6th August 2021 to discuss landscape and environmental matters along both Sizewell link road and the two village bypass. At this time, SCC have not identified any specific additional enhancements required along the two village bypass. However, discussions are ongoing with both ESC and SCC in relation to the enhancements to the current proposals that are being proposed to address concerns raised by local residents. SZC Co. are continuing to develop the proposals and will provide an update at Issue Specific Hearing 13.</p>
LI.2.33	The Applicant	<p>Two Village Bypass – Additional Landscaping</p> <p>FERN included a plan illustrating possible additional bunds and planting [REP5-197]. Please provide an update in respect of any additional landscaping proposed for the Two Village Bypass.</p>
	SZC Co. Response at Deadline 7	<p>SZC Co. met with representatives of FERN on 21st July 2021 to discuss their requests for additional mitigation measures as part of an ongoing series of</p>

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ExQ2	Question to:	Question:
		<p>engagement to discuss their requests for additional mitigation measures. SZC Co. are meeting again with FERN on 26th August.</p> <p>The plan supplied by FERN illustrating possible additional bunds and planting [REP5-197] was prepared by SZC Co. as the basis of discussion at that meeting. Whilst SZC Co. consider that the scheme as currently proposed in the DCO provides sufficient landscape and visual mitigation to integrate the proposals into the surrounding landscape, SZC Co. is preparing a scheme of enhancements to address the concerns that have been raised, in conjunction with the concerns raised by Mollett's Partnership and highlighted at LI.2.31 above. A comprehensive scheme for this stretch of the two village bypass, that considers revision of the embankment design associated with the Foxburrow Wood footbridge, the provision of bunds to provide additional noise and visual screening, as well as additional soft landscape is currently being worked up for further discussion with FERN and ESC. These potential additional landscaping options will fall within the current order limits and can be discharged through the detailed design stage. Maximising screening within the order limits will ensure that SZC Co. can secure and deliver the additional landscaping screening as part of Requirement 22A of the DCO [REP6-006].</p>
LI.2.34	The Applicant	<p>Southern Park and Ride – Lighting</p> <p>Several of the initial concerns expressed by Marlesford Parish Council in respect of light spill remain [REP5-237]. Please comment on the suitability of the proposed use of low-level down lit lighting.</p>
	SZC Co. Response at Deadline 7	<p>Lighting columns below 6m were considered within the Southern Park and Ride site during the initial design phase. However, a reduction in column height would require additional lighting columns within the site. This is because lower lighting columns reduce the spread of light and thus, more lighting columns would be required to ensure adequate levels of lighting for the safe operation of the park and ride facility. There are also practical implications of lower lighting columns given that buses will be using the site.</p> <p>The use of "low-level down-lit lighting (close to the ground)" advocated by Marlesford Parish Council would significantly increase the number of lighting columns required. Regardless of whether 6m high columns or lower level lighting</p>

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		is used, the same uniform lighting levels would need to be achieved across the site to achieve appropriate lighting levels for the intended use. The proposed lighting design, controlled by the measures in the Associated Development Design Principles [REP2-041], would ensure that light fittings are chosen to limit light spill, using LED-based fittings with zero-degree tilt and demountable shields where appropriate. Therefore, it is considered that the 6m high columns proposed in the Application would be the most appropriate for the safe operation of the site.
LI.2.35	Marlesford Parish Council	Southern Park and Ride – Landscaping Please provide further detail as to why the proposed planting growth rates is over optimistic [REP5-237].
	SZC Co. Response at Deadline 7	No response from SZC Co. is required.
LI.2.36	The Applicant	Freight Management Facility– Landscape Design and Mitigation Noting the responses to ExQ1 LI.1.106 [REP3-046], please provide an update regarding discussions relating to offsite planting and habitat creation.
	SZC Co. Response at Deadline 7	ExQ1 LI.1.106 does not relate to the freight management facility. ExQ1 LI.1.80 relates to mitigation at the freight management facility, but all parties asked to respond to the question identified that beyond a lighting strategy, no further mitigation was required. SZC Co. are therefore unsure which ExQ1 the ExA requires an update in relation to and would appreciate clarification.
LI.2.37	The Applicant	Sizewell Link Road – Pretty Road Bridge Design In the event that Change 18 [REP5-002] is accepted into examination, please provide additional visualisations of the proposed Pretty Road overbridge, ensuring that it is at a larger scale than that included at [REP5-041].
	SZC Co. Response at Deadline 7	See Figure 4.3 which provides a visualisation of the proposed change that is comparable to the visualisation of the Pretty Road Bridge provided ExQ1 LI.1.93 [REP2-105] for the current design.

ExQ2	Question to:	Question:
NV.2 Noise and Vibration		
	The Applicant	<p>Construction Noise Thresholds</p> <p>(i) In light of the ongoing difference of view between you and ESC as to the appropriate standard that should be applied please explain what the justification is for having lower standards than BS 5228 Annex E5 recommends for the 19:00-23:00 time period.</p> <p>(ii) What justification do you consider there to be for the current approach and is this supported by previous precedents for projects with similar length construction programmes?</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. is unclear as to ESC's current position on the appropriate threshold for the evening period.</p> <p>ESC made a point relating to evening noise thresholds in the first entry in Table 18.1 in their Deadline 5 submission 'Comments on any additional information/submissions received by D3 and D4' [REP5-138], where they stated:</p> <p>"The construction noise thresholds set out in the Code of Construction Practice (CoCP) [REP2-056] are more onerous than the standard BS5228-1 ABC thresholds during the day (07.00 to 19.00), aligned with the ABC thresholds at night, but less onerous in the evening period (19.00 till 23:00)."</p> <p>ESC subsequently stated at ISH8 that the minerals extraction guidance quoted in Annex E.5 of BS5228-1: 2009+A1: 2014¹ should apply to the evening period, and therefore the threshold should be no more than 10dB above the background sound level. On the basis of the measured evening background (L_{A90}) sound levels shown in Volume 2, Appendix 11A of the ES [APP-203], the construction noise thresholds could be as low as the mid-30s to mid-40s.</p>

¹ British Standard BS5228-1: 2009+A1: 2014 Code of Practice for noise and vibration control at open construction sites – Noise

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ExQ2	Question to:	Question:
		<p>Accordingly, SZC Co. is not clear whether ESC is seeking to apply for the evening period:</p> <ol style="list-style-type: none">1. the 55dB $L_{Aeq,4hr}$ threshold from the ABC method (from Annex E.3 of BS5228-1: 2009+A1: 2014) for the quietest locations, as highlighted in their Deadline 5 submission; or2. a much lower limit based on the minerals extraction guidance quoted in Annex E.5 of BS5228-1: 2009+A1: 2014, as stated at ISH8. <p>In respect of option 2, it is important to note that there is no guidance in Annex E.5 BS5228-1: 2009+A1: 2014 in respect of the evening period; that section of the standard recommends a threshold for construction sites that “involve large scale and long term earth moving activities”, which are “more akin to surface mineral extraction than to conventional construction activity” and suggests adoption of a 55dB $L_{Aeq,1hr}$ threshold for the daytime period. There is no recommendation for the evening or night-time periods, beyond the general advice to take account of the guidance.</p> <p>SZC Co. is proposing a construction noise threshold of 60dB $L_{Aeq,16hrs}$, (i.e. for the 16hr daytime and evening period 7am – 11pm), with the additional requirement that the contractor and SZC Co. must agree and have approved by ESC the construction methods and mitigation where the daytime construction noise levels, including the evening period, exceed 55dB $L_{Aeq,16hrs}$. In particular:</p> <ol style="list-style-type: none">(a) The 60dB $L_{Aeq,16hrs}$ threshold is included in Table 3.2 in Part B of the Code of Construction Practice [REP5-078] and in Table 4.1 of the initial draft Noise Monitoring and Management Plan for the main development site [REP6-029] as the levels that the contractor must use best endeavours and best practicable means to achieve.(b) A revised draft of the Noise Monitoring and Management Plan for the main development site (Doc Ref 9.68(A)) includes the requirement for the contractor and SZC Co. to agree the construction methods and mitigation where the daytime construction noise levels, including the evening period, exceed 55dB $L_{Aeq,16hrs}$. This

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ExQ2	Question to:	Question:
		<p>agreement will be documented in a 'Bespoke Mitigation Plan', and without agreement with ESC, the works cannot proceed.</p> <p>SZC Co. considers that the need to agree working methods and mitigation at a threshold of 55dB, which is equivalent to the lowest value for the evening period in the ABC method, represents an appropriate balance between providing ESC with the control mechanisms they seek, and balancing the need to deliver the project to programme.</p> <p>SZC Co.'s position is that applying an evening threshold based on the minerals extraction guidance (i.e. ESC's second option set out above) would effectively prevent evening working, thereby precluding the two shift working pattern required to deliver the project on-time. For this reason it is inappropriate. It is also inappropriate because it is not what Annex E.5 recommends, as set out above. Finally, it is inappropriate because Annex E.5 applies to "long-term substantial earth moving ... more akin to surface mineral extraction than to conventional construction activity". That does not represent the nature of proposed construction works, which are not akin to minerals extraction in scale.</p> <p>(ii) The thresholds for the main development site were developed in recognition of the length and complexity of the works, in consultation with ESC; although the criteria were not formally agreed, there was no material difference between parties at that time.</p> <p>As noted at NV.2.0(i), ESC suggested at ISH8 that SZC Co. adopt the minerals extraction criteria quoted in Annex E of BS5228-1: 2009+A1: 2014 for the main development site works, having previously compared the adopted 60dB $L_{Aeq,16hrs}$ threshold to the ABC method. SZC Co. is not clear on exactly what approach ESC is seeking, particularly in the evening period.</p> <p>The Bespoke Mitigation Plan process in the draft Noise Monitoring and Management Plan for the main development site [REP6-029], provides ESC with the mechanism to control, and ultimately veto, construction work at a noise level of 55dB $L_{Aeq,16hrs}$, which is equivalent to the most stringent criterion in the ABC method for any of the daytime or</p>

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ExQ2	Question to:	Question:
		<p>evening periods. It is also equivalent to the daytime threshold set out in Annex E.5 of BS5228-1: 2009+A1: 2014 that ESC say they prefer.</p> <p>SZC Co. considers that this approach provides certainty that the works will be managed and mitigated to an appropriate level, in partnership with ESC.</p> <p>There are few precedents for projects of a similar length that had construction controls as low as those proposed by SZC Co. at Sizewell. The construction thresholds for Hinkley Point C are 65dB for the daytime and 60dB for the evening (above which threshold the local authority's agreement has to be sought)², while the recent 2019 DCO for Tilbury 2 required a Section 61 agreement³ to control construction noise levels, and limits equal to SZC Co's SOAEL were adopted (these being 10 to 15dB higher than the thresholds sought by SZC Co., i.e. up to 75dB L_{Aeq} during the daytime).</p> <p>Therefore in response to the ExA's question as to the existence of any relevant precedents, SZC Co. considers that these projects indicate that SZC Co.'s proposed approach at Sizewell is robust.</p>
NV.2.1	The Applicant	<p>Saturday Afternoon working at the Associated Development Sites</p> <p>It would appear from the assessments undertaken that there is a risk that the SOAELs could be exceeded during Saturday afternoons. The ES indicates that in most cases this could be managed and delivered through the CoCP to avoid exceedances of the SOAEL, but where this would not be the case the Noise Mitigation Scheme (NMS) would safeguard the sensitive receptors.</p> <p>This does not appear to actually be the case.</p>

² See Requirement MS9 of The Hinkley Point C (Nuclear Generating Station) Order 2013 SI 2013 No. 648 (appended to SZC Co.'s Written Submissions Arising from ISH8 (Doc Ref 9.83))

³ See Section 61 agreement for Aggregates Deliveries at Tilbury 2, included as Appendix 5A to this document.

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ExQ2	Question to:	Question:
		<p>(i) The NMS would only be triggered and be applicable under certain scenarios which may well mean that those adversely affected by construction during these times would not qualify for the NMS and therefore the mitigation would not be there. In these circumstances how could either the working pattern or the NMS be said to meet both the NPSE and NPS EN1 expectations of avoiding the SOAEL.</p> <p>(ii) If the understanding above is correct, can the working in the Saturday afternoons be justified?</p> <p>(iii) What would the implications be for the delivery of each of the associated development sites delivery programmes if Saturday afternoon working was not accepted?</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. anticipates that the question relates to the wording in the earlier version of the Noise Mitigation Scheme [REP2-034], where the construction noise or vibration thresholds must be exceeded "on 10 or more days of working in any 15 consecutive days or on a total number of days exceeding 40 in any 6 consecutive months." Using this approach, it would not be possible for a property to be eligible on the basis of the noise thresholds being exceeded on Saturday afternoons only.</p> <p>That wording was taken directly and verbatim from British Standard 5228: 2009+A1: 2014⁴ and is widely used in exactly the way applied by SZC Co., not least by HS2.</p> <p>However, SZC Co. recognises that where construction works extend beyond construction weekday and Saturday morning working hours, the application of the criteria to periods that occur once a week would preclude eligibility under the Noise Mitigation Scheme [REP6-015] since the tests can never be met.</p> <p>To overcome this, the version of the Noise Mitigation Scheme [REP6-015] submitted at Deadline 6 has been amended to the following wording:</p> <p>"(2) an exceedance of (1) where:</p>

⁴ British Standard BS5228-1: 2009+A1: 2014 Code of Practice for noise and vibration control at open construction sites – Noise

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ExQ2	Question to:	Question:
		<p>(a) the exceedance is predicted to occur on 10 or more days of working in any 15 consecutive days or on a total number of days exceeding 40 in any 6 consecutive months; or</p> <p>(b) where the exceedance occurs only on a Saturday or Sunday, it is predicted to occur on 2 weekends, or part thereof, in any 15 consecutive days or on 6 weekends, or part thereof, in any 6 consecutive months.”</p> <p>SZC Co. considers that this revised wording overcomes the issue raised in the NV.2.1(i).</p> <p>(ii) Now that the wording in the Noise Mitigation Scheme [REP6-015] has been amended, the question no longer arises. Appropriate protection has been provided for Saturday afternoon working through the Noise Mitigation Scheme.</p> <p>(iii) The programme for delivery of the Associated Development sites is based on construction works on Monday to Friday, and Saturday mornings. However, it is possible that in dry weather, primarily during the summer, Saturday afternoons will be used for earthworks to seek to accelerate the delivery of the Associated Development sites, so that their wider benefit in terms of removing SZC Co.’s freight vehicles and worker cars from the current road network are delivered earlier than might otherwise be the case.</p> <p>Further, paragraph 1.1.6 in Part C of the CoCP [REP5-078] indicates that where possible, noisy activities will be avoided on Saturday afternoons, and this means that Saturday afternoons would generally be limited to maintenance activities.</p> <p>SZC Co. considers that this is the appropriate balance to strike between minimising impacts during the Saturday afternoon period and expediting construction of the Associated Development sites which significantly mitigate the environmental impacts (including in respect of noise, air quality and traffic and transport) of the construction of Sizewell C.</p>
NV.2.2	Applicant, SCC, ESC	<p>Quiet Road Surfacing</p> <p>(i) What additional acoustic benefit might be expected if this surface were to be used for the Sizewell Link Road and the Two Village Bypass?</p>

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ExQ2	Question to:	Question:
		<p>(ii) Would a different maintenance regime from a standard road be required in the event this surface were to be adopted to maintain the acoustic benefits it may bring?</p> <p>(iii) Is this now being factored into the discussions?</p> <p>(iv) In the event that quiet road surfacing were to be offered how would this be secured?</p>
	SZC Co. Response at Deadline 7	<p>(i) Depending on the exact specification of the quiet road surface, a reduction of approximately 2.5dB is typically achievable, relative to a hot rolled asphalt surface (which is a standard road surface) at traffic speeds of 75km/h (approximately 46mph) or more. At slower speeds, the reduction from a quiet surface decreases since the tyre/road interface becomes less dominant and engine/exhaust noise becomes more prominent. The advice in Annex A of DMRB LA111 is to only apply the additional effect of the quiet road surface at speeds above 75km/h, however in reality there will be a tailing off of the effect of a quiet road surface at speeds below 75km/h.</p> <p>A reduction of 2.5dB may not be achievable at every receptor, since traffic noise levels at a given receptor will be due to a number of different roads, not just the road with the quiet surfacing. The overall benefit for some receptors may be less than 2.5dB.</p> <p>However, recent work undertaken in consultation with FERN, Mollett's Farm and the occupants of Oakfield House suggest that for those locations where the new roads have the potential to cause a significant increase in road traffic noise, the reduction due to a quiet road surface may be close to its theoretical maximum value of 2.5dB.</p> <p>(ii) SZC Co. is reviewing the feasibility of using a quiet road surface; the surfacing is likely to cost two to three times as much as a standard hot rolled asphalt surface, and would last 8-12 years compared with 15-18 years for a hot rolled asphalt surface.</p> <p>(iii) SCC has indicated a preference for the use of a quiet road surface, as set out in their Deadline 3 response to the Examining Authority's First Written Questions (ExQ1) Question NV.1.49 [REP3-084], and subject to the outcome of the review of the feasibility of using a quiet road surface, it will remain an option. SZC Co. anticipates being</p>

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ExQ2	Question to:	Question:
		<p>able to bring certainty to this issue as part of its detailed discussions with SCC over matters relating to transport mitigation.</p> <p>(iv) If agreed, the principles of a road surface would be secured in an update to the Associated Development Design Principles document [REP2-041].</p>
NV.2.3	Applicant, Network Rail	<p>Rail Noise Mitigation Scheme</p> <p>(i) Please advise the latest position regards to the likely deliverability of this scheme in light of it being identified as primary mitigation.</p> <p>(ii) If it is not all delivered, what is the back-up position to safeguard receptors that might consequently be subject to adverse noise conditions, particularly for those receptors which would be subject to noise above SOAEL?</p> <p>(iii) Are there any elements which have not been agreed?</p> <p>(iv) It would appear that all of the noise mitigations identified in the rail noise assessment should be secured through the requirements in the DCO. If this is not agreed please explain your position.</p>
	SZC Co. Response at Deadline 7	<p>(i) Requirement 25 prevents night time train activity unless and until a Rail Noise Mitigation Strategy (RNMS) has been submitted to and approved by ESC. The absolute nature of that draft requirement reflects SZC Co.'s confidence that a RNMS in a comparable form to that set out in draft [AS-258] can be agreed and delivered. That confidence is enhanced through the close joint working being undertaken with Network Rail. The Statements of Common Ground with Network Rail [REP2-074] and [REP5-095] confirm that neither party is aware of any reason why the various agreements, works and deliverables (which includes the RNMS) may not be delivered on time. This remains the latest position.</p> <p>Discussions are continuing with ESC who have expressed an aspiration for the RNMS to include the East Suffolk Line track enhancement and the potential for the location of acoustic barriers adjacent to the track in appropriate locations. Neither of those elements are included in the draft RNMS [AS-258] – partly because (whilst they may be desirable) neither are considered necessary to the grant of DCO consent and partly because it is not yet known whether they are deliverable. SZC Co. continues to engage Network Rail closely on these issues, although SZC Co. doubts the appropriateness of acoustic barriers in planning terms for the reasons set out in the note on acoustic fencing contained in</p>

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ExQ2	Question to:	Question:
		<p>Appendix I of SZC Co.'s Comments at Deadline 6 on Submission from Earlier Submissions and Subsequent Written Submissions to ISH1-ISH6 [REP6-024], other than at Whitearch Park.</p> <p>While Network Rail has recently stated to SZC Co., ESC and SCC in clear terms that it will not agree to noise barriers on Network Rail land, SZC Co. continues to explore options for installing noise barriers outside of Network Rail land, for example at Whitearch Park.</p> <p>SZC Co.'s response to Question NV.2.9 provides an update on the position in relation to Whitearch Park.</p> <p>(ii) SZC Co. is working on the basis that the RNMS would be delivered in its entirety – no fall back is being prepared.</p> <p>(iii) There are no elements of the draft RNMS which are unagreed between SZC Co. and Network Rail; all elements are subject to appropriate joint work in progress. It is for others to advise whether they agree the terms of the draft, although SZC Co. has not received any detailed criticism of the draft. The discussions with ESC are described above.</p> <p>(iv) All of the physical and operational noise mitigation relied upon in the operational rail noise and vibration assessments is included in the draft Rail Noise Mitigation Strategy [AS-258], which is secured through the DCO (Requirement 25), or is contained in the Noise Mitigation Scheme, the latest version of which is submitted at Deadline 7 (Doc Ref. 6.3 11H(C)), which is secured by the Deed of Obligation (Schedule 12). For construction of the rail elements, Requirement 2 secures the CoCP and, through it, the Noise Monitoring and Mitigation Plans. Additionally, as explained in response to the ExQ1 Question NV.1.11 [REP2-100], a number of operating principles would also necessarily be secured contractually with Network Rail.</p>

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ExQ2	Question to:	Question:
NV.2.4	Applicant	Rail Noise (i) Requirement 25 of the draft DCO would appear to apply to works No. 4 only. Is this understanding correct? (ii) If so, how is the noise mitigation being offered in respect of the main line to be secured?
	SZC Co. Response at Deadline 7	Please see SZC Co's response to Question NV.2.3 . Requirement 25 prevents all Sizewell C trains from operating at night until a Rail Noise Mitigation Strategy is agreed with ESC. That effectively applies to trains operating on the main line as well as the Saxmundham to Leiston branch line, as SZC Co. has no other purpose for running trains if they cannot access the branch line.
NV.2.5	Applicant, ESC	Operational Noise (i) The Main Development Site (MDS) night-time noise threshold is not yet agreed with ESC. Should the ExA consider the Council view more appropriate as a safeguard for the future noise levels, would there be implications for the operation of the station at the MDS? (ii) Would there be alternative or different mitigations available which may be able to be applied which could safeguard the night-time noise environment in the event the noise threshold is not agreed? Are there implications for the operation of the plant?
	SZC Co. Response at Deadline 7	(i) SZC Co.'s position is that a noise limit is not required for Sizewell C. The power station is designed to generate the lowest achievable noise levels and setting a limit is not necessary in this regard. A limit would serve no purpose as it is not realistically possible to significantly reduce the noise levels, as set out in more detail below. Redesign is not feasible given it is a complex and highly regulated assemblage of parts, with exacting tolerances. A requirement with no purpose cannot satisfy the tests for the imposition of requirements in NPS EN-1 paragraph 4.1.7. However, should a limit be required for the normal operation of the power station, SZC Co. considers that a level of 40dB L_{night} represents a threshold below which there is no prospect of an adverse effect, based on available evidence. This value is taken from the

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ExQ2	Question to:	Question:
		<p>World Health Organisation's 'Night Noise Guidelines'⁵, which suggests that a free-field value of 40dB L_{night} is suitable as a LOAEL. This was set out in paragraphs 2.3.16 to 2.3.26 in Appendix 11A to the initial Statement of Common Ground with ESC/SCC [REP3-031].</p> <p>SZC Co. accepts that setting a limit based on L_{night} would, strictly speaking, require a year of monitoring to test compliance, and would be unreasonable.</p> <p>The Secretary of State imposed a Requirement⁶ on the Hinkley Point C development, requiring the power station to achieve a night-time noise limit of 45dB $L_{Aeq,1hr}$ at the façade of any dwelling.</p> <p>HPC and Sizewell C are located in similarly rural, coastal settings, close to existing power generation infrastructure, with scattered dwellings and dispersed settlements. The design incorporates elements of noise attenuation, and further wholesale attenuation is limited by, inter alia, the structural loading capacity of the building.</p> <p>The limit that HPC must achieve is considered to be a low limit, and SZC Co. considers it to be equivalent to LOAEL and the limit suggested for Sizewell C where a limit must be applied.</p> <p>It is understood that this value was derived from the recommended 45dB $L_{Aeq,8hrs}$ criterion in the World Health Organisation's 'Guidelines for Community Noise'⁷, which have not been superseded by any of the subsequent WHO guidance, including the Night Noise Guidelines, and therefore remain valid. The WHO's 'Guidelines for Community Noise' do include consideration of industrial noise, so can be considered relevant to Sizewell C.</p>

⁵ World Health Organisation 'Night Noise Guidelines' (2009)

⁶ Requirement MS12 The Hinkley Point C (Nuclear Generating Station) Order 2013. SI 2013 No. 648 (appended to SZC Co.'s Written Submissions Arising from ISH8 (Doc Ref 9.83))

⁷ World Health Organisation 'Guidelines for Community Noise' (1999)

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ExQ2	Question to:	Question:
		<p>SZC Co. considers the free-field 40dB L_{night} and the façade 45dB $L_{\text{Aeq,8hrs}}$ values to be broadly equivalent, once they are adjusted so that both are either free-field or façade values. In both instances, they are considered to represent the LOAEL, below which there is little prospect of an adverse effect.</p> <p>Accordingly, without prejudice to SZC Co.'s position that a noise limit is not appropriate, if a limit were imposed on the scheme, then SZC Co's position is that it should be a façade noise limit of 45dB $L_{\text{Aeq,8hrs}}$.</p> <p>ESC prefer a night-time noise threshold of 35dB as a rating level ($L_{\text{Ar,T}}$), as the Council explained at ISH8 and in written submissions.</p> <p>A threshold specified as a rating level includes a notional correction for any acoustic characteristics that are likely to attract attention at the receptor location, such as tonality, impulsiveness or intermittency. The magnitude of this correction is to be judged at the receptor, not at the source, and because the acoustic climate varies at different locations and at different times, the magnitude of the character correction may also vary.</p> <p>SZC Co. considers noise limits based on rating levels to be imprecise, and by extension unreasonable, for large, complex, and highly regulated items of nationally significant infrastructure. The magnitude of the acoustic character correction cannot be objectively quantified until after the item of plant is operational, and it may also vary at different locations according to the acoustic conditions at any given time. A rating level limit is therefore not a precise value that has consistent effect.</p> <p>For small items of plant, such as building services plant, the risk of a significant issue arising is low, and even if it does arise, there are practical options to address the issue. For example, enclosures or attenuators can be installed, or an alternative item of plant could be substituted.</p>

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ExQ2	Question to:	Question:
		<p>The assessment of operational noise presented Volume 2, Chapter 11 of the ES [APP-202] considered a correction of +4dB to be appropriate, as stated in paragraph 11.6.126. If a correction of +4dB were to be appropriate once the power station was complete and operational, the actual noise limit, as might be measured using a sound level meter, would actually be 31dB $L_{Aeq,T}$, i.e. the 35dB $L_{Ar,T}$ limit, minus the 4dB correction. This is a 14dB reduction over the threshold that SZC Co. say is appropriate and achievable.</p> <p>The assessment set out in Volume 2, Chapter 11 of the ES [APP-202], which is based on high quality source information that has already been tested through the Hinkley Point C DCO, demonstrated that the outcomes are acceptable. Tables 11.27 and 11.28 of Volume 2, Chapter 11 of the ES [APP-202] demonstrate that a limit of 35dB $L_{Ar,T}$ cannot be achieved.</p> <p>The scope for incorporating further large-scale noise mitigation into the design of the power station is limited as a result of both the structural loading limits of the building structure, and the restrictions that flow from regulations on nuclear safety systems.</p> <p>To meet the 45dB $L_{Aeq,1hr}$ façade noise limit set out in the Hinkley Point C DCO, attenuators have been specified for exhaust fan vents on the sides of the turbine building, which brought about a small reduction in noise in one particular direction, so as to result in compliance with the noise limit of 45dB.</p> <p>Such detailed design adjustments should also be possible at Sizewell C, but at HPC these were needed to achieve compliance with the noise limit of 45dB. They do not create the potential for a significant reduction below that level, and certainly do not create the scope for a reduction in the order of 14dB which ESC's proposed limit would necessitate.</p> <p>(ii) The overall predicted noise levels for the operational power station set out in Table 11.27 (daytime) and Table 11.28 (night-time) in Volume 2, Chapter 11 of the ES [APP-202] suggest that ESC's preferred night-time noise threshold of 35dB as a rating level ($L_{Ar,T}$) cannot be achieved.</p>

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ExQ2	Question to:	Question:
		<p>Aspects of the power station design already include noise attenuation, such as the use of safe-change type HEPA filters in classified HVAC system exhausts; these provide some noise attenuation, which is included in the noise calculations in the submitted assessment.</p> <p>The feasibility of incorporating further noise mitigation into the design of the power station is understood to be limited. For example, fitting attenuators to the turbine hall exhaust fans, which are likely to be one of the more prominent noise sources, will themselves add mass to the building, and could trigger the need for larger, heavier fans to overcome the additional pressure caused by the mitigation, thereby exacerbating the loading issue.</p> <p>The turbine hall exhaust fans are an example of where additional mitigation is difficult, and similar issues occur across the power station systems. The regulations that control both nuclear safety or non-nuclear safety classified systems add to the complexity.</p> <p>In summary on this question NV.2.5:</p> <ol style="list-style-type: none">1. SZC Co. does not consider a requirement to be justified.2. If a requirement is imposed, it must be achievable.3. A level that would be achievable and would be appropriate is a façade noise limit of 45dB $L_{Aeq,8hrs}$. This is comparable to the level that was imposed at Hinkley Point C, with the only difference being the time base. The limit was a 1 hour limit at Hinkley Point C.4. Any lower level is unlikely to be achievable. It should not be imposed for that reason, and also because amenity is very well protected at this level of 45dB $L_{Aeq,8hrs}$.
NV.2.6	Applicant, ESC	<p>Noise Mitigation Scheme (NMS)</p> <p>As things currently stand the NMS is a draft with further assessments to be undertaken and to be agreed with ESC, potentially to be undertaken in phases.</p> <p>There are then a series of additional stages to be gone through.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>Stage 3 gives the owner 28 days to respond.</p> <p>(i) Stage 4 gives no commitment or time period for the Applicant to organise the survey and to provide the specification to the owner. Why should there not be an obligation on the Applicant to respond in a timely manner?</p> <p>(ii) What happens in the event the property is not found to be suitable for adaption?</p> <p>(iii) Should the property be suitable and the property owner progresses to receive two quotes, what happens if they are not received within 28 days?</p> <p>(iv) At stage 5 the Applicant makes a formal offer, but there is no obvious commitment to honour either of the quotes received, is this specified somewhere?</p> <p>(v) If a formal offer is made to the owner at this point, this appears to trigger a three month embargo on the works that have been identified as triggering the need for the insulation/mitigation scheme. Is this correct?</p> <p>(vi) It is understood that at stage 6 following works being undertaken, that this would need to be verified as being carried out prior to any payment being made. What time frame would this be undertaken within and what timeframe would be in place to make the payment?</p> <p>(vii) Please provide an update to the NMS to provide clarity on the above points.</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co. has sought to define time periods within which actions must happen so that third parties acting unreasonably cannot introduce delay into the process, which might affect the construction programme. The timeliness of SZC Co.'s responses is ensured by the obligation to not commence the works that give rise to the eligibility for a period of three months after the offer is confirmed to the property owner. If SZC Co. does not respond in a timely fashion, the construction programme is placed at risk.</p> <p>The updated Noise Mitigation Scheme submitted at Deadline 7 (Doc Ref 6.3 11H(C)) includes provision for the timing of any surveys to be agreed with the respective homeowners. A fixed time period cannot be included at this stage since the number of properties to be surveyed at any one time will determine the amount of time required. However, the onus is on SZC Co. to undertake these tasks in a short timeframe to progress the implementation of the scheme.</p>

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ExQ2	Question to:	Question:
		<p>(ii) The Noise Mitigation Scheme [REP6-015] was designed to replicate the standard of insulation set out in the Noise Insulation Regulations⁸ and the same risks apply to the statutory provision as to SZC Co's scheme. The regulations do not cover the situation where the property is unsuitable.</p> <p>The purpose of using professional surveyors to survey the properties, together with a flexible approach where no particular solution is mandated, should reduce the risk of properties being unsuitable for any modification at all.</p> <p>(iii) A further updated draft of the Noise Mitigation Scheme has been discussed with ESC and will be submitted at Deadline 7 (Doc Ref 6.3 11H(C)). Properties that fail to meet the stipulated timescales will not be disqualified from the scheme, but the obligations on SZC Co. to not commence the work for a period of three months following the issue of an offer will fall away. This change is necessary in these terms so that where property owners do not meet the timescales, they are not disadvantaged, but the overall construction programme is not put at risk.</p> <p>(iv) A commitment to honour the supplied quote is not specified in clear terms in the current draft of the Noise Mitigation Scheme, but will be amended at Deadline 7 in a revised version of the Noise Mitigation Scheme (Doc Ref 6.3 11H(C)).</p> <p>SZC Co. will meet the costs of the insulation works that are specified in the Proposed Specification set out in accordance with the scheme; insofar as the quotes cover the Proposed Specification, these quotes will be honoured. SZC Co. will not meet the costs of additional works, remedial works to address structural defects, or enhancements that may be desirable but not required in terms of delivering the required level of insulation; insofar as the quotes cover these additional works, SZC Co. will not meet the costs of the additional works.</p>

⁸ Noise Insulation Regulations 1975 (as amended 1988) (SI 1988 No. 2000) and Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (SI 1996 No. 428)

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ExQ2	Question to:	Question:
		<p>(v) The updated version of the Noise Mitigation Scheme to be submitted at Deadline 7 (Doc Ref 6.3 11H(C)) will specify specific circumstances where the embargo will fall away, but otherwise, yes that is correct.</p> <p>(vi) The updated version of the Noise Mitigation Scheme to be submitted at Deadline 7 (Doc Ref 6.3 11H(C)) has amended the payment process, so that the risk of the homeowner being placed in a position of having to settle installation costs in advance of SZC Co. making a payment is now removed.</p> <p>The installation works will still be commissioned by the homeowner, so that all warranties for the work reside with the homeowner, and not with SZC Co., but either the homeowner will be provided with evidence of secured funds being available through a suitable third party account system (for example an escrow account), or SZC Co. will arrange payment direct with the installer. The exact mechanism has not been settled at this time, as the engagement with the supply chain has not reached the point where contractual terms are fixed and agreed. However, the important point is that there will be no risk of the homeowner having to settle invoices in advance of receiving monies from SZC Co.</p> <p>(vii) An updated version of the Noise Mitigation Scheme will be submitted at Deadline 7 (Doc Ref 6.3 11H(C)).</p>
NV.2.7	Applicant, ESC	<p>Noise Mitigation Scheme</p> <p>(i) Please provide an indication of over what time frame you consider a receptor who qualified for noise mitigation under the scheme could reasonably expect to undertake the necessary works and receive payment for them from the beginning to the end of the process.</p> <p>(ii) How does this fit with the latest implementation plan which indicates works on the rail line would commence in Q2 2023? [REP2-044]</p>
	SZC Co. Response at Deadline 7	<p>(i) SZC Co.'s intention is to commence the refreshed noise assessments for the first phase properties, relating to the earliest construction works, in 2021 in advance of a decision on the DCO.</p>

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ExQ2	Question to:	Question:
		<p>It is expected that the installation works could commence at the first properties within four months of identifying and agreeing with ESC the receptors that qualify for noise insulation under the Noise Mitigation Scheme (Doc Ref 6.3 11H(C)). This four month period allows for the necessary surveys to determine what measures are appropriate, to obtain quotations for the materials and installation, and to provide the owner with details of the offer.</p> <p>For some properties, such as those fronting the B1122 where SZC Co. has offered to install the insulation without the need for a refreshed noise assessment, the four month period for surveys and quotations can start in advance of the completion and approval of the refreshed assessments.</p> <p>SZC Co. anticipates that it may be necessary to commence the property surveys (Stage 3 of the process) in advance of securing DCO consent.</p> <p>SZC Co. expect to make offers to all eligible properties within ten months from completion of property referencing (Stage 2) for the first phase of properties.</p> <p>A three month embargo on the construction works that give rise to eligibility is provided in the Noise Mitigation Scheme (Doc Ref 6.3 11H(C)) so there is sufficient time to install all insulation in advance of the works. On the basis of the current Implementation Plan [REP2-044], SZC Co. expects the final offer to be made by October 2022, and the three month embargo period will effectively start then. The three month embargo period will then end by January 2023.</p> <p>As stated in response to Question NV.2.6(vi), the updated Noise Mitigation Scheme (Doc Ref 6.3 11H(C)) has been amended so that it is clear that the homeowner is at no risk of having to settle an invoice for the works without receiving payment from SZC Co. Proof of secured funds will be provided at the point where an installer is instructed, and</p>

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ExQ2	Question to:	Question:
		<p>either the homeowner will be provided with the funds via a third party account (for example an escrow account), or SZC Co. will settle the invoice direct.</p> <p>The current timings within the Noise Mitigation Scheme (Doc Ref 6.3 11H(C)) have been informed by experiences at Hinkley Point C, taking account of the time required to specify, procure, and install insulation of an appropriate standard to achieve the aims of the scheme.</p> <p>SZC Co. has undertaken comprehensive engagement with the extensive local supply chain, and it has been confirmed that there is sufficient availability of resource, capability and capacity, to meet the timescales outlined in the Noise Mitigation Scheme (Doc Ref 6.3 11H(C)) . This due diligence work suggests that the scheme aims are not only achievable, but can be delivered with an excellent level of service and to a good standard.</p> <p>SZC Co. has partnered with a firm of building surveyors who employ one of the largest and most accomplished teams of chartered surveyors in the property sector, offering a wealth of experience, expertise and local knowledge. Their expertise will be key to the delivery of the Noise Mitigation Scheme (Doc Ref 6.3 11H(C)), in terms of specifying the insulation works, and seeking appropriate solutions where challenging conditions are encountered.</p> <p>For the purposes of assessing delivery and implementation timeframes, the worst-case numbers of potential eligible properties has been assumed.</p> <p>The grouping of properties in phases according to the timing of the works that give rise to the eligibility will allow the process to operate at its optimum capacity throughout.</p> <p>Listed buildings will be prioritised in the first phase of assessments, so that additional time is built-in to the process to obtain any necessary permissions to undertake the insulation mitigation works.</p>

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ExQ2	Question to:	Question:
		(ii) The intention is to include the properties along the railway line in the first phase of refreshed assessments, commencing in 2021 so that the installation of insulation can be completed well in advance of the commencement of train services associated with Sizewell C project.
NV.2.8	Applicant, Network Rail	Rail Noise Mitigation Paragraph 5.11.13 of NPS EN-1 states that improved sound insulation may be appropriate, but only "in certain situations, and only when all other forms of noise mitigation have been exhausted". (i) Have all other forms of mitigation been exhausted? (ii) What progress has been made in the consideration of barriers as an alternative to insulation of people's homes?
	SZC Co. Response at Deadline 7	(i) SZC Co. has considered a range of mitigation measures, covering the physical track infrastructure, the choice of rolling stock, the speed and operation of the trains, and improvements to the rail infrastructure at Saxmundham to avoid the need for stopping (and starting) of trains. Barriers have also been considered and remain under investigation in specific locations. SZC Co. is also working with Network Rail to seek to deliver the renewal of the track where that may be beneficial on the East Suffolk Line. The physical and operational measures, other than insulation at the receptors, that are considered deliverable are documented in the draft Rail Noise Mitigation Strategy [AS-258]. They comprise: <ul style="list-style-type: none">• Change arrangements at Saxmundham: a crossover north of Saxmundham station and an upgrade to the line signalling system• Upgrade to the Saxmundham to Leiston branch line track with refurbished trackbed, concrete or steel sleepers and new welded rails.• Further upgrade to the branch line track bed to include an under-ballast mat, where the branch line passes within 15 metres of a residential property• The new track of the rail-extension route comprising concrete or steel sleepers and welded rails.• Speed limits at Woodbridge / Melton, Campsea Ashe and Saxmundham.

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ExQ2	Question to:	Question:
		<ul style="list-style-type: none">• Use of Class 66 locomotives• Night-time Leiston restrictions <p>SZC Co. consider that all other forms of mitigation have been thoroughly explored and exhausted, as set out above. Insulation is appropriate in these circumstances, as part of the mitigation package.</p> <p>(ii) As noted in response to Questions NV.2.8(i) and NV.2.3, SZC Co. continues to engage Network Rail closely on these issues, and they have recently confirmed that they will not permit any lineside acoustic barriers on their land.</p> <p>SZC Co. doubts the appropriateness of acoustic barriers in planning terms for the reasons set out in the note on acoustic fencing contained in Appendix I of SZC Co.'s Comments at Deadline 6 on Submission from Earlier Submissions and Subsequent Written Submissions to ISH1-ISH6 [REP6-024], with the possible exception of Whitearch Park. A view from ESC's Planning Department is expected shortly.</p> <p>SZC Co. remains willing to engage with Interested Parties who wish acoustic barriers to be considered on their land, or on land within SZC Co.'s control, however, there are likely to be few locations where acoustics barriers are practical or deliverable on land outside Network Rail's control because:</p> <ul style="list-style-type: none">(a) barriers further from the track are likely to be less effective, and(b) SZC Co.'s note on acoustic fencing as referenced above shows the general unsuitability in planning terms of the barriers required.
NV.2.9	Applicant, Network Rail, ESC	Rail Noise Mitigation <p>Additional assessments of rail noise were undertaken in Woodbridge and Saxmundham to consider the implications of the rail strategy in respect of house boats and park homes.</p> <p>(i) Please provide an update on what the noise mitigation proposed is to be and how this would be secured.</p>

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ExQ2	Question to:	Question:
		<p>(ii) In the event screening in these locations would facilitate an improved noise environment for these receptors, has a similar option been considered for other receptors along the line?</p> <p>(iii) Could this be secured in the event it was considered appropriate?</p>
	SZC Co. Response at Deadline 7	<p>(i) The additional assessment of railway noise for the houseboats in Woodbridge and Melton did not identify any locations where the eligibility criteria in the Noise Mitigation Scheme [REP6-015] would be triggered. However, surveys as part of the refreshed assessments under the Noise Mitigation Scheme will identify any boats whose superstructure offers a sound reduction of less than 25dB, and mitigation may be offered on the basis of reduced criteria. The Noise Mitigation Scheme [REP6-015] submitted at Deadline 6 allows the eligibility criteria to be altered, and the updated Noise Mitigation Scheme to be submitted at Deadline 7 (Doc Ref 6.3 11H(C)) will clarify that this discretion can only be used to make the scheme more generous.</p> <p>SZC Co.'s Deadline 6 submission on the potential planning constraints relating to the installation of acoustic barriers [REP6-024] suggested that barriers in the Woodbridge or Melton areas would not be possible. SZC Co. understands that ESC's Planning Department is reviewing the position in light of its Environmental Health Department's view that more weight should be placed on the acoustic benefits than the other considerations.</p> <p>Network Rail has clarified to SZC Co, ESC and SCC that they will not permit any barriers on land within their ownership, which means that any barrier proposals will need to be located on land outside their ownership.</p> <p>It is not SZC Co.'s intention to install railside acoustic barriers in the Woodbridge or Melton areas. They are not considered necessary to meet the planning policy tests, and the twin constraints posed by Network Rail's position and the planning impediments set out in [REP6-024] mean that their potential use for the SZC project has been exhausted.</p> <p>An update to the Whitearch Park consultation was issued to the residents and owners of Whitearch Park and submitted to the ExA at Deadline 6 [REP6-030]. The note set out a</p>

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ExQ2	Question to:	Question:
		<p>corrected set of noise contours, and revised the potential barrier location to the top of the railway embankment.</p> <p>Network Rail's subsequent clarification that they will not permit any barriers on land within their ownership precludes the installation of an effective acoustic where the railway is on an embankment, which is the case at the southern end of the Whitearch Park site.</p> <p>It remains the case that an acoustic barrier would provide some benefit at the northern part of the Whitearch Park site, from approximately the mid-point of the site northwards. Discussions are proposed to continue with the owners of Whitearch Park to explore the potential to erect an acoustic barrier on land within their ownership, which would remain subject to the necessary permissions.</p> <p>Should a barrier at Whitearch Park be taken forward, it will be secured through the Rail Noise Mitigation Strategy and the submission of a planning application to ESC.</p> <p>(ii) As noted in response to Questions NV.2.8 and NV.2.3, SZC Co. continues to engage Network Rail closely on these issues, and they have recently confirmed that they will not permit any lineside acoustic barriers on their land.</p> <p>SZC Co. doubts the appropriateness of acoustic barriers in planning terms for the reasons set out in the note on acoustic fencing contained in Appendix I of SZC Co.'s Comments at Deadline 6 on Submission from Earlier Submissions and Subsequent Written Submissions to ISH1-ISH6 [REP6-024]; a view from ESC's Planning Department is expected.</p> <p>SZC Co. remains willing to engage with Interested Parties who wish acoustic barriers to be considered on their land, or on land within SZC Co.'s control, however, there are likely to be few locations where acoustics barriers are practical or deliverable on land outside Network Rail's control for the reasons set out above.</p>

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ExQ2	Question to:	Question:
NV.2.10	Applicant, Network Rail, ESC	Noise and Vibration from Rail Freight ESC have sought additional clarification in respect of the uncertainties of the predictions of noise and ground borne vibration from rail activities. Can the ExA be updated on the current position regarding this updated information and whether the parties are agreed now as to the suitability of its forecasting, and the consequential assessments of noise and vibration and the consequential suitability of any mitigation.
	SZC Co. Response at Deadline 7	SZC Co. has prepared a second set of responses to questions raised by ESC, which was issued to them in draft on 12 th August 2021, and is submitted to the ExA at Deadline 7 as Appendix 11B to the Statement of Common Ground with ESC/SCC (Doc Ref 9.10.12 B). Once ESC has confirmed its position on these matters, SZC Co. will seek to update the ExA as requested.
NV.2.11	ESC, Applicant (ii only)	Operational Noise at Leiston Leisure Centre (i) Please confirm that page 63 section 165 20j of the Deadline 5 Response to Deadline 3 and 4 submissions from the Applicant the noise level should be 55 dB $L_{Aeq}(T)$. (ii) Please explain how the installation of the noise barrier at the necessary point in the programme is secured through the DCO or other legal mechanism?
	SZC Co. Response at Deadline 7	(i) No response required from SZC Co. (ii) Requirement 12A of the draft DCO (Doc Ref. 3.1(G)) secures the installation of the noise barrier at the necessary point in the programme. As observed by ESC in its Deadline 6 Comments on Deadline 5 Submissions [REP6-032], "ESC notes that requirement 12A of the draft DCO (Doc Ref. 3.1) requires approval of the detailed designs before construction begins at the sports facility, which will provide an opportunity to make sure that the necessary noise barrier is included in the design."

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ExQ2	Question to:	Question:
R.2	Radiological considerations	
R.2.0	The Applicant, ONR	Nuclear Site Licence (i) Please advise on the latest position in respect of the application for the nuclear site licence. (ii) Are you aware of any impediment that may exist that would prevent or delay the granting of the licence? (iii) What is the current timetable that you would anticipate for the conclusions upon the license application being reached?
	SZC Co. Response at Deadline 7	SZC Co. submitted the Nuclear Site Licence (NSL) application in June 2020 and is actively engaged in all regulatory workstreams. Workstreams are monitored routinely via joint Level 3 and Level 2 meetings with the Office for Nuclear Regulation (ONR). The purpose of these meetings is to discuss the route and progress towards achieving a NSL in 2022 aligned to a schedule agreed with the ONR. The ONR's programme of regulatory interventions has been defined and is being delivered to support the licensing process and to meet the anticipated licensing timeline. SZC Co. is confident that the plant design is sufficiently mature and the organisation will be demonstrably capable to achieve a NSL in 2022. The ONR has not identified any issues that would prevent SZC Co. from obtaining a NSL within this time frame and SZC Co. is not aware of any impediment that may exist that would prevent or delay the granting of the NSL.
R.2.1	The Applicant, Environment Agency	Site Licences and Permits (i) Please advise on the latest position in respect of the application for the site licences and permits being considered by the EA. (ii) Are you aware of any impediment that may exist that would prevent or delay the granting of the licence or permit? (iii) What is the current timetable that you would anticipate for the conclusions upon the license/ permit application being reached?

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>The following three Environmental Permits were submitted in May 2020, followed by the related initial consultation in July to October 2020 in relation to the Operational Phase of Sizewell C:</p> <ul style="list-style-type: none">• Radioactive Substances Activities• Combustion Activities• Water Discharge Activities <p>Routine regulatory engagement is held between SZC Co. and the Environment Agency to support the ongoing application process. No issues have been identified to date which would prevent or delay the granting of the permits.</p> <p>SZC Co. is engaging proactively with the Environment Agency, in order to bring forward the date by which the Agency can reach a 'Minded to' decision on each application.</p>
SA.2	Section 106	
SA.2.0	The Applicant, ESC, SCC, Natural England, MMO, Trinity House	<ul style="list-style-type: none">• Attention is drawn to the Commentary on the DCO which includes commentary on the Deed of Obligation
	SZC Co. Response at Deadline 7	Noted. Please see SZC Co.'s Response to ExA's Commentary on the draft DCO and other Documents (Doc Ref. 9.72).
SE.2	Socio-economic	
	The Applicant, SCC, ESC, Network Rail	<p>Rail Services</p> <p>In trying to understand the socio-economic and community effects which may result from the development. Can you assist the ExA in understanding the status of the Rail Prospectus referred to within the LIR [REP1-045]. This appears to indicate that in order to support economic growth in the region upgrading of the rail line to improve both passenger and freight capacity during the construction period for the development is sought.</p> <p>(i) What status in planning terms does this document have?</p> <p>(ii) Would operating the night time rail freight service as proposed prevent the delivery of rail improvements during this period?</p>

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ExQ2	Question to:	Question:
		<p>(iii) Had the Council's or Network rail developed a mechanism to fund the rail improvements envisaged within the prospectus, by for example requiring developer contributions through the Community Infrastructure Levy or other mechanism?</p> <p>(iv) Did the socio economic assessment consider the implications of effects of the DCO scheme on the potential delivery of rail improvements during the proposed construction programme?</p>
	SZC Co. Response at Deadline 7	<p>i) The Suffolk Rail Prospectus 2015 has no status in planning policy terms. It sets out ambitions for a wide range of rail enhancements across the county but it acts effectively as an encouragement to Network Rail as it plans and bids for investment in the network.</p> <p>ii) There is no reason why this should be the case. The Sizewell C rail freight proposals utilise existing capacity consistent with the designated gauge and declared capability of the East Suffolk line. They also involve enhancements to level crossings and potential commitments to relay parts of the track which would bring short term and legacy benefits to the line.</p> <p>iii) This is for SCC and Network Rail to respond to.</p> <p>iv) No – as no effects on potential rail improvements are anticipated.</p>
TT.2	Traffic and Transport	
TT.2.0	The Applicant	<p>Transport Review Group (TRG)</p> <p>The TRG has a pivotal role in overseeing the transport control mechanisms (CTMP, CWTP and TIMP) for the Proposed Development. In response to ExQ1 TT1.1.23 the Hinkley Point C experience is referenced. Understanding that this structure may work well at Hinkley Point C, there are some outstanding concerns not addressed by the response [REP3-046].</p> <p>(i) Constitution – In what looks like a balanced voting membership there is potential for any disputes to be passed up to the Delivery Steering Group (DSG) for resolution. Consequently, further delays over any dispute resolution are likely. Why create voting members and not provide a casting vote method of resolving disputes without onward reference to another group?</p> <p>(ii) During the construction period some issues of local traffic management concern are likely to require rapid remedial response. Explain how the TRG</p>

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ExQ2	Question to:	Question:
		can approve additional interventions and mitigation where a rapid response is needed.
	SZC Co. Response at Deadline 7	<p>(i) In addition to the precedent of the successful similar structure of the TRG at Hinkley Point C, as set out by SZC Co. in ISH3 [REP5-108], the Applicant does not consider a casting vote appropriate because the powers of the TRG are wide, including imposing a potentially uncapped liability on the Applicant to spend significant sums of money or take any action to remedy issues or stay within the limits committed to. All normal highway functions would be carried out by SCC – for example in relation to the design and implementation of agreed works on the highway etc. but the TRG is a wider governance process which requires a collaborative approach to joint working.</p> <p>In particular, the TRG has power over the Contingent Effects Funds 1 and 2, which are capped. TRG can amend the CWTP and the CTMP and the TRG also has power to approve mitigation measures to address shortfalls or exceedances in the event that any of the targets or limits set out in the Construction Traffic Management Plan (CTMP) [REP2-054] or the Construction Worker Travel Plan (CWTP) [REP2-055] have not been achieved or have been exceeded, or are not reasonably likely to be achieved or are likely to be exceeded. Any member of the TRG may propose such mitigation measures, not just SZC Co. This power enables the TRG to impose a potentially uncapped liability on SZC Co. Amendments to Schedule 16 of the draft Deed of Obligation (Doc Ref. 8.17(F)) to be submitted at Deadline 7 have sought to make these powers of the TRG clearer.</p> <p>In light of these wide TRG powers, SZC Co. does not consider that any one TRG member should have a casting vote. Imposing a potentially uncapped liability on a developer, at the discretion of a third party such as SCC (who have sought a casting vote for themselves), is not fair or reasonable. It does not comply with national policy in NPS EN-1 paragraphs 4.1.7 – 4.1.8 that obligations should be fair and reasonable. Giving a casting vote to SCC could</p>

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ExQ2	Question to:	Question:
		<p>be akin to writing a blank cheque for wide ranging mitigation or operational changes.</p> <p>The ability to escalate matters to the DSG will enable any area where agreement cannot be reached to be re-examined by more senior representatives of the parties. It is reasonable to consider that may well lead to resolution. Escalation of disputes is a widely used and reliable method for resolving disagreements. In the unlikely event that resolution still cannot be reached, then Schedule 17 of the draft Deed of Obligation enables matters to be referred to an expert appointed in accordance with clause 8 of the draft Deed of Obligation, for independent determination which is final and binding in accordance with that clause.</p> <p>Overall, SZC Co. consider that this governance structure and process to resolve disputes will both be effective and appropriately protects the interests of all parties. It will also be sufficiently swift and responsive, for the reasons set out in the response to point (ii) below.</p> <p>(ii) The latest version of the draft Deed of Obligation, submitted at Deadline 7 (Doc Ref. 8.17(F)), includes provision for any member of the TRG to call an emergency meeting where that member considers it necessary (i.e. outside the regular quarterly meetings of the TRG). This would enable approval of additional interventions and mitigation where a rapid response is needed and enable consideration and response to be given to any other urgent matters.</p>
TT.2.1	Suffolk County Council	<p>Streetworks Permit Scheme</p> <p>The Applicant provided a response [REP3-046] stating that "The permit schemes implemented by SCC are authorised pursuant to Part 3 of the Traffic Management Act 2004 (the "TMA 2004"). The TMA 2004 is not disapplied by the draft DCO [REP2-015] and therefore the Applicant is of the view that the permit schemes would still apply to the highway works comprised in the authorised development. However, should SCC be of the</p>

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ExQ2	Question to:	Question:
		view that specific drafting is required to provide for the application of the relevant permit schemes to the works authorised by the DCO then the Applicant would be willing to consider including such drafting in a future revision of the draft DCO.” Do you still consider revised drafting is required and are you progressing this with the Applicant?
	SZC Co. Response at Deadline 7	No response required from SZC Co.
TT.2.2	Suffolk County Council	Suffolk County Council - A12 improvements: A14 'Seven Hills' to A1152 Woods Lane Please clarify the position with respect to the following: <ul style="list-style-type: none">(i) Status of the A12 major route network project;(ii) Whether the modelling work for this project included the modelling of Sizewell C impacts /mitigations;(iii) Does this modelling identify improvements in network performance for all traffic including Sizewell C traffic;(iv) Review paper in Appendix A [REP5-115] and provide any comments; and(v) Are you seeking a local contribution to this scheme proportionate to the impact of Sizewell C traffic on network traffic levels and performance?
	SZC Co. Response at Deadline 7	No response required from SZC Co.
TT.2.3	The Applicant	Suffolk County Council - A12 improvements: A14 'Seven Hills' to A1152 Woods Lane Please clarify the position with respect to the following: <ul style="list-style-type: none">(i) Does your modelling examine the effect of the proposed scheme if constructed?(ii) Do you consider that the scheme as currently proposed would provide a benefit along the A12 corridor for Sizewell C traffic?

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>(i) See responses by SZC Co. to ExQ1 TT.1.61 [REP2-100] submitted at Deadline 2. That response confirms that the A12 improvements proposed by SCC between the A14 and A1152 have not been included or relied upon within the VISSIM modelling. These improvements are not committed and currently have no secured funding, and cannot be relied upon as a basis for assessment of the effects of Sizewell C.</p> <p>The VISSIM modelling of the A12 between the A14 and A1152 nevertheless concluded that there would not be a material impact on driver delay and therefore no mitigation in the form of highway improvements is considered to be required by SZC Co. for the corridor.</p> <p>(ii) SCC considers that the shortest possible timescale for their proposed A12 improvements would be for them to be completed by the end of 2025 and could therefore be operational by early 2026. However, this is subject to receiving Government funding and the planning and design process. Based on the SCC optimistic programme, there would be no benefits of the proposed improvements during the early years phase or the start of the peak construction phase of the Sizewell C project. Instead there would be disbenefits to all traffic on the corridor, including Sizewell C traffic, as a result of the forecast two years of construction of the proposed SCC A12 improvements. The A12 improvements proposed by SCC identify highway capacity improvements at eight junctions on the A12 between the A14 Seven Hills and the A1152 Woods Lane, which include a range of measures such as signalising existing junctions, realigning arms of junctions, creating larger roundabouts and providing additional circulating lanes at roundabouts. It is also proposed to provide a new section of dualled road at Woodbridge. The majority of the SCC proposed A12 improvements are 'on-line' (i.e. improvements to the existing A12 corridor rather than constructing new sections of road/junctions on land outside of the existing carriageway) and would therefore require traffic management for the two year construction</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>period which would result in some journey time delays for Sizewell C traffic and other traffic using the corridor.</p> <p>As set out in Chapter 9 of the Consolidated Transport Assessment [REP4-005], SZC Co. considers that there would not be an unacceptable impact of Sizewell C traffic on this part of the A12 corridor and no requirement for increased capacity has been identified. Notwithstanding this, it is considered that once the proposed SCC A12 improvements were operational there could be some short-term benefits for Sizewell C construction traffic although the extent of any benefits is considered to be limited. For example, any journey time benefit for the SZC traffic travelling on this section of the A12 needs to be seen in the context of the overall journey of the SZC traffic. The overall benefit to SZC HGVs on this section of the A12 would be negligible in percentage terms given the distances they will be travelling to/from the main development site. In addition, the primary purpose of the proposed A12 improvements is to reduce congestion in the network peak periods. However, Sizewell C construction traffic will be spread over the course of the day and will not be limited to the network peak periods, which will further reduce any benefits to Sizewell C traffic.</p> <p>In order to provide an estimate of the duration of any short-term benefits, the Sizewell C HGV and workforce profiles have been reviewed against the SCC outline programme of the A12 improvements.</p> <p>It can be seen from the HGV profile included in the Material Imports and Modal Split Paper Appendix A [REP5-114] that the daily number of HGVs reduces considerably for the last three years of construction and would be negligible for the operational phase. Therefore, any benefit of the A12 improvements to Sizewell C HGVs would only be for the six years between the start of 2026, which is the earliest date when the improvements might be expected to be operational, and end of 2031. Any delay to the SCC optimistic</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>programme for delivery of the A12 improvements would further narrow this period of potential benefit.</p> <p>Likewise, it can be seen from the workforce profile included in Volume 2, Appendix 9A of the ES [APP-196] that the workforce is expected to peak in year 7 (2029) and reduce after that point, with there being an average of circa 1,700 workers (construction and operation) for the last three years of construction. The workforce vehicle trips would align with the workforce profile and therefore any benefit of the A12 improvements to Sizewell C workers during the construction phase travelling on this part of the network would be predominately limited to the period of time between 2026 and 2031.</p> <p>In summary, notwithstanding that SZC Co. does not consider that there would be an unacceptable impact related to Sizewell C on this section of the A12, the SCC proposed highway improvements may result in some short-term benefits to SZC traffic on this section of the A12 but, as set out above, these are considered to be limited. In addition, any limited short-term benefits would be reduced by disbenefits (i.e. journey time delays due to on-line roadworks) during the construction of the A12 improvements.</p> <p>It is worth highlighting that SZC Co. and SCC have agreed a contribution to SCC's scheme. Please refer to the draft Deed of Obligation for details.</p>
TT.2.4	The Applicant	Associated Development Sites – HGV Movements SCC [REP3-084] in their comments on responses to ExQ1 TT.1.15 tabulate the differences between the HGV levels set out in paragraph 3.3.6 the CTMP [REP2-054] and the levels provided in response to ExQ1. Clarify which are the correct numbers.
	SZC Co. Response at Deadline 7	Both sets of figures are correct. It should however be clarified that the figures stated in the CTMP [REP2-054] are correct but they are <u>peak</u> HGV movements and not an <u>average</u> over the construction period. The CTMP [REP2-054] will be updated to clarify this.

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>The distribution of materials over the construction of a project is not even and therefore an assessment of average movement requirements over the total construction period cannot be undertaken. SCC's tabulated figures assume even distribution over 313 (Mon – Sat) or 261 (Mon – Fri) working days of the year. The early earthworks phase and latter surfacing phase of the highway schemes demand much greater HGV imports than outside of these periods.</p>
TT.2.5	The Applicant, Network Rail	Darsham Level Crossing – Safety Concerns Following ExQ1, TT.1.102 both parties were reviewing the situation with regard to the safe operation of this crossing. Provide an update on the progress of these reviews and whether any intervention is required as the result of the Proposed Development.
	SZC Co. Response at Deadline 7	SZC Co. has agreed to provide a contribution for the upgrade of Darsham Level Crossing to a full barrier crossing. As this is an existing safety concern for Network Rail with future funding understood to be set aside for the work, SZC Co. has proposed to provide a contribution of 50% of the cost of the full upgrade. This is still under discussion between the parties. Darsham, of course, is not affected by Sizewell C trains and the issue at Darsham arises from the location of the station car park across the A12 from the station. The current half barrier can encourage or enable unsafe behaviour from rail passengers. The Northern Park and Ride will add to traffic levels on this stretch of the A12 but the issue is understood to arise when traffic is static and the level crossing is in operation. Cars destined for the park and ride coming from it or buses coming to and from it to Sizewell C main development site in those circumstances would add to any short-term queue on the highway and should not in themselves pose a safety risk. Network Rail is believed to measure these issues on the basis that any increase in traffic in these circumstances theoretically adds to the (existing) risk. SZC Co. has agreed a Framework Agreement with Network Rail which commits the parties to work together to address the issue and is willing to contribute towards Network Rail's planned improvement. SZC Co. does not regard this as a 'requirement' in the sense understood by planning policy.
TT.2.6	Suffolk County Council, Suffolk Constabulary	Abnormal Indivisible Loads (AIL) Management [REP5-114]

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		Provide comment on whether the position with respect to AIL set out by the applicant is acceptable on the following routes: (i) A14; (ii) A12, Lowestoft to Leiston; (iii) A12, Woodbridge to Leiston; and (iv) B1122.
	SZC Co. Response at Deadline 7	No response required from SZC Co.
TT.2.7	Suffolk County Council	Peak Hour HGV Caps In paragraph 1.6.16 [REP5-114] the peak hour HGV movement caps are set out. Provide any comment on the peak hours chosen and the levels set.
	SZC Co. Response at Deadline 7	No response required from SZC Co.
TT.2.8	The Applicant	Early Years – Definition in DCO In the summary of the oral submissions for ISH3 [REP5-108] the Early Years was said to be defined as the period up to the completion of both the SLR and the TVB. In the Actions from ISH2 [REP5-114] and the proposed alteration to Requirement 8 of the DCO [REP5-028], it is said that controls would be in place until after the completion of the Park and Ride sites. The Early Years is an important period in terms of analysing and identifying the transport impacts of the Proposed Development. Clarify how this period is defined and controlled within the draft DCO.
	SZC Co. Response at Deadline 7	The 'early years' is defined within the Construction Traffic Management Plan [REP2-054] and Construction Worker Travel Plan [REP2-055]. The definition and rationale for the early years was discussed at ISH3, which is summarised at paragraph 1.2.1 of the Written Summaries of SZC Co.'s Oral Submissions at Issue Specific Hearings 3 [REP5-108]. With regards to HGVs, the early years is defined in the Construction Traffic Management Plan [REP2-054] (paragraph 4.4) as the 'period of time prior to the delivery and availability of the Sizewell Link Road (SLR) and the Two Village Bypass

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>(TVBP). In that period, the control applies that there can be no more than 600 two-way HGV movements per day’.</p> <p>With regards to the construction workforce, the early years is defined in the Construction Worker Travel Plan [REP2-055] (paragraph 3.4) as the ‘period prior to the delivery of the northern or southern park and ride facilities. In that period, the control is provided by the early years mode share targets’.</p> <p>The distinction between the Early Years period and the later construction and operational phases ensures that vehicle movements are appropriately controlled, until such time that suitable infrastructure is available to mitigate the forecast transport impacts. The separate definition for Early Years for (a) freight and (b) construction workforce is to ensure that the project is not unnecessarily constrained beyond the point at which mitigating infrastructure relevant to either (a) freight or (b) the workforce is provided. This is why it is not appropriate to have a single approach to defining the Early Years.</p> <p>The Early Years definitions and controls are set out in in the CTMP [REP2-054] and CWTP [REP2-055], which will be annexed to the Deed of Obligation (Doc Ref. 8.17(F)) and will be secured by that deed. Schedule 16 (paragraph 2.2 of the draft Deed of Obligation (Doc Ref. 8.17(F)) requires SZC Co. to implement and act in accordance with these documents. That provides the necessary control.</p>
TT.2.9	The Applicant	<p>Main Development Site - Parking Controls</p> <p>Given the reliance on mode share targets to control workforce traffic and travel it is important that consideration is being given to limiting the parking available for construction workers on site. Clarify the following:</p> <ul style="list-style-type: none">(i) Within the DCO the provision of parking on the Main Development Site will be controlled to ensure mode share targets are not exceeded;(ii) Within the DCO how the use of the temporary park and ride site on the LEEIE is controlled, throughout the whole construction period;(iii) Does the DCO prevent the creation of additional parking areas on site during the construction period; and

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		(iv) Does the DCO prevent the use of any of the permanent parking areas being used during the construction period for construction workers?
	SZC Co. Response at Deadline 7	<p>(i) Schedule 2, Requirement 8 of the draft DCO submitted at Deadline 7 (Doc Ref. 8.17(F)) includes parking controls for the main development site that are two-fold:</p> <p>First, the draft Requirement requires SZC Co. to build and use the car parking in accordance with Table 4.1 of the Construction Method Statement [REP5-048], which provides a breakdown of the temporary car parking at the main development site as well as the parameter zone location and the construction phase that the temporary car parking relates to.</p> <p>Secondly, parts 2a) and 2b) of draft Requirement 8 provide a control of the maximum limit of car parking within Work No. 1A before the northern or southern park and ride facilities are operational to 650 car parking spaces and after the northern or southern park and ride facilities are operational to 1,000 car parking spaces. Both the main development site car park and Land East of Eastlands are included in Work No. 1A.</p> <p>The early years limit of 650 car parking spaces prior to the northern or southern park and ride facilities are available has been calculated from the combined maximum accumulation at the main development site and LEEIE park and ride site (see Table 34 in Appendix 7B to the Consolidated Transport Assessment [REP2-046]), based on an 80% occupancy level. The 1,000 car parking space limit once the northern or southern park and ride facility are available is based on the total number of car parking spaces proposed at the main development site during the construction phase.</p> <p>Therefore, the combination of the car park phasing in the Construction Method Statement [REP5-048] and the absolute limits on car parking ensure that the mode share targets are met.</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		<p>(ii) Refer to the response to (i). Table 4.1 of the Construction Method Statement [REP5-048] shows that the LEEIE park and ride facility will only be available for Phase 1.</p> <p>(iii) Schedule 2, Requirement 8 of the draft DCO (Doc Ref. 3.1(G)) requires the car parking to be built and used in accordance with the Construction Method Statement. Table 4.1 of the Construction Method Statement [REP5-048] provides a breakdown of the temporary car parking at the main development site as well as the parameter zone location and the construction phase that the temporary car parking is limited to being used for. Therefore, this acts as a control to prevent the creation of additional parking beyond that required at any point in time and beyond that set out in the Construction Method Statement.</p> <p>(iv) The absolute limit on parking spaces during the construction phase once the northern or park and ride facilities are available has been set at 1,000 spaces, as set out in part 2b) of draft Requirement 8 in Schedule 2 of the draft DCO (Doc Ref. 3.1(G)). This ensures that the total number of car parking spaces in Work No. 1A is limited to 1,000 spaces but that operational parking may be used by construction workers in the latter part of the construction phase when the temporary car parking at the main development site is being decommissioned.</p>
TT.2.10	The Applicant	<p>Sizewell Link Road - Vehicle Distance Travelled Comparison</p> <p>In paragraph 1.9.18 [REP5-114] Table 6 on electronic page 498 of [REP2-108] is referred to. Please explain why in the Assessment Table in Appendix A of that document why Alignment W results in 11% more mileage than Alignment Z, which is said to give the least route mileage of all options, given Table 5 [REP5-114] of the latest submission clearly shows the contrary?</p>

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:																																																
	SZC Co. Response at Deadline 7	<p>The assessment table in Appendix A of Appendix 5A Sizewell link road: Principle and Route Selection Paper Appendix 12 in the Responses to the ExA’s First Written Questions (ExQ1) [REP2-108] has been reviewed and it is considered that the vehicle km results for Route W and Z should have been transposed and that route Z would result in 11% more mileage than route W. This aligns with the assessment for HGVs and buses in Table 5 of [REP5-114], which concluded that there would be 8-10% additional mileage for buses and HGVs to use the Sizewell link road when compared with W North. The percentages are slightly different because the Peer Review within Appendix 5A Sizewell link road: Principle and Route Selection Paper [REP2-108] was based on the integrated freight strategy, which resulted in more HGVs than forecast by the preferred freight strategy that has been described in [REP5-114].</p> <p>The results presented in the Peer Review appended to Appendix 5A Sizewell link road: Principle and Route Selection Paper [REP2-108] have been updated to correct this error as set out in the table below but the revisions would not change the conclusions of the Peer Review.</p> <table><tr><th></th><th>Reported extra mileage</th><th>Score</th><th>Reported total score</th><th>Corrected additional mileage</th><th>Corrected score</th><th>Change in score</th><th>Corrected total score</th></tr><tr><td>On line</td><td>15%</td><td>1</td><td>41</td><td>15%</td><td>2</td><td>+1</td><td>42</td></tr><tr><td>W</td><td>11%</td><td>3</td><td>51</td><td>0%</td><td>5</td><td>+2</td><td>53</td></tr><tr><td>X</td><td>5%</td><td>4</td><td>50</td><td>5%</td><td>4</td><td>0</td><td>50</td></tr><tr><td>Y</td><td>20%</td><td>2</td><td>54</td><td>20%</td><td>1</td><td>-1</td><td>53</td></tr><tr><td>Z</td><td>0%</td><td>5</td><td>62</td><td>11%</td><td>3</td><td>-2</td><td>60</td></tr></table>		Reported extra mileage	Score	Reported total score	Corrected additional mileage	Corrected score	Change in score	Corrected total score	On line	15%	1	41	15%	2	+1	42	W	11%	3	51	0%	5	+2	53	X	5%	4	50	5%	4	0	50	Y	20%	2	54	20%	1	-1	53	Z	0%	5	62	11%	3	-2	60
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W	11%	3	51	0%	5	+2	53																																											
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Z	0%	5	62	11%	3	-2	60																																											
TT.2.11	The Applicant	<p>Sizewell Link Road - Route W Route – Vehicle Routeing</p> <p>Paragraph 1.9.18 [REP5-114] The first bullet point refers to additional HGV and bus traffic through Yoxford. Given the Early Years limit on the B1122 is proposed to be 600 HDV /day</p>																																																

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		two way, if both the HGV and buses from the north were to use the B1122 it would be a total of 329 HDV two way /day, why it would not be a reasonable scenario for either HGVs or buses (or both) from the north to use the B1122. Explain why this was not considered in the assessment of route choices given that it is considered acceptable during the early years?
	SZC Co. Response at Deadline 7	<p>Sizewell C HGVs and buses need to utilise the existing highway network during the early years prior to the delivery of the proposed new roads (i.e. Sizewell link road and two village bypass).</p> <p>Once the Sizewell link road is constructed all Sizewell C buses and HGVs from the A12 south and north will be routed on a fixed route with no route choice via the A12 and Sizewell link road, and this has been agreed with SCC. Were an alternative alignment to be selected (e.g. Route W), Sizewell C buses and HGVs from both the A12 north and south would also be assigned to Route W on a fixed route even if there were a more direct route that could be taken via the existing highway network – it would be the purpose of any new road between the A12 and the main development site to accommodate 100% of Sizewell C HGVs and buses as well as other Sizewell C related traffic.</p> <p>The question assumes that an alternative alignment (such as Route W) is constructed, but 329 HDVs two way per day from the north continue to use the B1122, rather than the new route. That such a significant proportion of Sizewell C HDV traffic would continue to use the B1122, rather than the new road, for the entire construction period, significantly defeats the purpose of and the case for the new road.</p> <p>Further, whilst SZC Co. recognises the impact on the B1122 communities in the early years (and is seeking to mitigate it as far as reasonably possible), the acceptability of HDV traffic on the B1122 for the relatively short duration of the early years does not make significant numbers of HDVs (e.g. the 329 HDV two way per day referred to in the question) acceptable over the full 12 year construction period.</p>
TT.2.12	The Applicant	Sizewell Link Road - Vehicle Distance Travelled Comparison

ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:
		As stated in Table 6 on electronic page 498 of [REP2-108] minimising route mileage is an important sustainability factor. Table 4 [REP5-114] shows only 2 peak hours and Table 5 shows the vehicle kms savings per day. Provide a calculation of how both of these translate to the whole construction period so comparison can be made for the whole of construction for cars, LGV and HGV.
	SZC Co. Response at Deadline 7	<p>The Sizewell C car and LGV peak hour Veh-KMs are provided for 8-9am and 5-6pm peak hours in Table 4 of [REP5-114], representing <u>all trips across the study area</u> (not just those using the SLR/Route W North). These can be converted to the whole peak construction period using the following process:</p> <ol style="list-style-type: none">1) Factor the 8-9am and 5-6pm peak hour Veh-KMs to 24hr average weekday (i.e. AAWT) levels, using the ratio of SZC traffic demand in the 8-9am and 5-6pm peak hours to 24hrs, as provided in Table 7.2 and 7.3 in the Consolidated Transport Assessment [REP4-005].2) Factor the average weekday (AAWT) values to average daily (i.e. AADT) levels using the approximate ratios of workforce presence as follows:<ul style="list-style-type: none">• 100% workforce present Monday-Thursday• 85% present on Friday• 50% present on Saturday• 30% present on Sunday• ~ 0.81 AADT/AAWT ratio.3) Factor the average daily (AADT) values to the peak construction period (10 years, based on the construction workforce profile summarised in Volume 2, Appendix 9A of the ES [APP-196]) by multiplying by 365 days x 10 years. Note the two-year 'early years' construction period is excluded from this analysis since the SLR would not be in place.4) Since the daily SZC trip generation is based on the peak construction workforce (7,900) the values must then be factored by the average workforce level across the 10-year peak construction period (~0.59, based on the workforce profile summarised in Volume 2, Appendix 9A of the ES [APP-196]).

ExQ2: 03 August 2021

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ExQ2	Question to:	Question:																																																				
		<p>The additional calculations are shown in red in the updated 'Table 4' below, extrapolating the peak hour Veh-KMs to the 10-year peak construction period for Sizewell C cars and LGVs.</p> <p>Updated Table 4: Comparison of Total Vehicle KMs (Sizewell C cars and LGVs)</p> <table><tr><th>Hour</th><th>Car total veh km (SZC)</th><th>LGV total veh km (SZC)</th><th>Total veh km</th></tr><tr><td colspan="4">Sizewell link road</td></tr><tr><td>8-9am</td><td>6,172</td><td>2,593</td><td>8,765</td></tr><tr><td>5-6pm</td><td>18,438</td><td>1,783</td><td>20,221</td></tr><tr><td>Total (peak hours)</td><td>24,610</td><td>4,376</td><td>28,986</td></tr><tr><td>Total (24hr AAWT)</td><td>255,935</td><td>27,284</td><td>283,219</td></tr><tr><td>Total (24hr AADT)</td><td>206,576</td><td>22,022</td><td>228,599</td></tr><tr><td>Total peak construction (10 years) *</td><td>422,522,2 24</td><td>45,043,3 62</td><td>467,565, 586</td></tr><tr><td colspan="4">Route W North</td></tr><tr><td>8-9am</td><td>6,098</td><td>2,555</td><td>8,653</td></tr><tr><td>5-6pm</td><td>18,204</td><td>1,729</td><td>19,934</td></tr><tr><td>Total (peak hours)</td><td>24,302</td><td>4,284</td><td>28,586</td></tr><tr><td>Total (24hr AAWT)</td><td>252,732</td><td>26,712</td><td>279,444</td></tr></table>	Hour	Car total veh km (SZC)	LGV total veh km (SZC)	Total veh km	Sizewell link road				8-9am	6,172	2,593	8,765	5-6pm	18,438	1,783	20,221	Total (peak hours)	24,610	4,376	28,986	Total (24hr AAWT)	255,935	27,284	283,219	Total (24hr AADT)	206,576	22,022	228,599	Total peak construction (10 years) *	422,522,2 24	45,043,3 62	467,565, 586	Route W North				8-9am	6,098	2,555	8,653	5-6pm	18,204	1,729	19,934	Total (peak hours)	24,302	4,284	28,586	Total (24hr AAWT)	252,732	26,712	279,444
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ExQ2: 03 August 2021**Responses due by Deadline 7: 03 September 2021**

ExQ2	Question to:	Question:																
		<table><tr><td>Total (24hr AADT)</td><td>203,991</td><td>21,561</td><td>225,551</td></tr><tr><td>Total peak construction (10 years) *</td><td>417,233,722</td><td>44,099,239</td><td>461,332,961</td></tr><tr><td>W North / SLR ratio</td><td>98.7%</td><td>97.9%</td><td>98.6%</td></tr><tr><td>Difference</td><td>5,288,501⁻</td><td>-944,123</td><td>6,232,624⁻</td></tr></table> <p><i>* based on workforce profile</i></p> <p>For <u>Sizewell C buses</u>, the weekday (AAWT) totals are shown in Table 5 of [REP5-114], representing only the route section between the A12 and the main development site (i.e. buses from the north were both measured from the A12/B1122 to the main development site and buses from the south were both measured from the A12/Route W north junction to the main development site, regardless of Sizewell link road or Route W North). These can be similarly factored to average daily (AADT) levels based on the workforce profile (0.81), then factored to the 10-year peak construction period by multiplying by 365 days x 10 years. As with Sizewell C cars and LGVs, the bus frequencies would essentially be pro-rata'd to the workforce levels so these values should be factored by the average workforce level across the 10-year peak construction period (~0.59, based on the workforce profile summarised in Volume 2, Appendix 9A of the ES [APP-196]).</p> <p>For <u>Sizewell C HGVs</u>, the weekday (AAWT) totals are shown in Table 5 of [REP5-114], which represent the same route section between the A12 and the main development site as for buses. The peak construction period Veh-KMs can be derived as follows:</p> <ol style="list-style-type: none">1) Calculate the weighted average distance between the A12 and the main development site (shown in Table 2 of Appendix 10 to Appendix 5D in [REP2-108]), based on the split of HGVs from south (85%) and north (15%).2) The HGV delivery profile is provided in Appendix 6A of the TT.2.25 response to ExQ2 which indicates a total of 458,139 HGV deliveries to the main development	Total (24hr AADT)	203,991	21,561	225,551	Total peak construction (10 years) *	417,233,722	44,099,239	461,332,961	W North / SLR ratio	98.7%	97.9%	98.6%	Difference	5,288,501 ⁻	-944,123	6,232,624 ⁻
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		<p>site across the whole construction period. Considering the 10-year peak construction period (year 3 to year 12) for consistency, this yields 377,339 HGVs deliveries in the 10-year peak construction period.</p> <p>3) Double the HGV deliveries to achieve 754,678 HGV movements to/from the main development site across the peak construction period.</p> <p>4) Apply the weighted average distance (in step 1) to the total HGV movements for each route alignment.</p> <p>The additional calculations are shown in red in the updated 'Table 5' below, extrapolating the peak hour Veh-KMs to the 10-year peak construction period for Sizewell C HGVs and buses.</p> <p>Updated Table 5: Comparison of Total Vehicle KMs (Sizewell C HGVs and buses)</p> <table><tr><th>Hour</th><th>Number of buses / HGVs per day</th><th>SLR veh km between A12 and MDS</th><th>W North veh km between A12 and MDS</th><th>Difference</th></tr><tr><td colspan="5">HGVs (typical day)</td></tr><tr><td>South HGVs (85%)</td><td>425</td><td>5,436</td><td>3,557</td><td>-1,879</td></tr><tr><td>North HGVs (15%)</td><td>75</td><td>567</td><td>1,160</td><td>593</td></tr><tr><td>Total typical day</td><td>500</td><td>6,003</td><td>4,718</td><td>-1,285</td></tr><tr><td colspan="5">HGVs (busiest day)</td></tr><tr><td>South HGVs (85%)</td><td>595</td><td>7,610</td><td>4,980</td><td>-2,630</td></tr><tr><td>North HGVs (15%)</td><td>105</td><td>794</td><td>1,625</td><td>831</td></tr><tr><td>Total busiest day</td><td>700</td><td>8,404</td><td>6,605</td><td>-1,799</td></tr></table>	Hour	Number of buses / HGVs per day	SLR veh km between A12 and MDS	W North veh km between A12 and MDS	Difference	HGVs (typical day)					South HGVs (85%)	425	5,436	3,557	-1,879	North HGVs (15%)	75	567	1,160	593	Total typical day	500	6,003	4,718	-1,285	HGVs (busiest day)					South HGVs (85%)	595	7,610	4,980	-2,630	North HGVs (15%)	105	794	1,625	831	Total busiest day	700	8,404	6,605	-1,799
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ExQ2: 03 August 2021

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ExQ2	Question to:	Question:																																																																	
		<table><tr><td>Total peak construction (10 years) **</td><td>754,678</td><td>9,060,512</td><td>7,120,613</td><td>1,939,900</td></tr><tr><td colspan="5">Buses</td></tr><tr><td>South buses</td><td>296</td><td>3,786</td><td>2,478</td><td>-1,308</td></tr><tr><td>North buses</td><td>224</td><td>1,694</td><td>3,466</td><td>1,772</td></tr><tr><td>Total (24hr AAWT)</td><td>520</td><td>5,480</td><td>5,943</td><td>464</td></tr><tr><td>Total (24hr AADT)</td><td>420</td><td>4,423</td><td>4,797</td><td>374</td></tr><tr><td>Total peak construction (10 years) *</td><td>858,466</td><td>9,046,458</td><td>9,811,681</td><td>765,223</td></tr><tr><td colspan="5">HGVs and buses combined</td></tr><tr><td>HGVs (typical) + buses</td><td>1,020</td><td>11,483</td><td>10,661</td><td>-822</td></tr><tr><td>HGVs (busiest) + buses</td><td>1,220</td><td>13,884</td><td>12,548</td><td>-1,336</td></tr><tr><td>HGVs + buses (10 year peak construction period) based on workforce and HGV profiles</td><td>1,613,144</td><td>18,106,970</td><td>16,932,293</td><td>1,174,677</td></tr><tr><td>W North / SLR ratio (based on typical day HGVs)</td><td></td><td></td><td>93%</td><td></td></tr><tr><td>W North / SLR ratio (based on busiest day HGVs)</td><td></td><td></td><td>90%</td><td></td></tr></table> <p>* based on workforce profile, Yr3 to Yr12 of construction (i.e. peak)</p> <p>** based on HGV profile, Yr3 to Yr12 of construction (i.e. peak)</p>	Total peak construction (10 years) **	754,678	9,060,512	7,120,613	1,939,900	Buses					South buses	296	3,786	2,478	-1,308	North buses	224	1,694	3,466	1,772	Total (24hr AAWT)	520	5,480	5,943	464	Total (24hr AADT)	420	4,423	4,797	374	Total peak construction (10 years) *	858,466	9,046,458	9,811,681	765,223	HGVs and buses combined					HGVs (typical) + buses	1,020	11,483	10,661	-822	HGVs (busiest) + buses	1,220	13,884	12,548	-1,336	HGVs + buses (10 year peak construction period) based on workforce and HGV profiles	1,613,144	18,106,970	16,932,293	1,174,677	W North / SLR ratio (based on typical day HGVs)			93%		W North / SLR ratio (based on busiest day HGVs)			90%	
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		<p>The updated Table 5 above presents the same picture to that reported in REP5-114, in that the Route W north would result in around 7% (i.e. $18,106,970 / 16,932,293 = 7\%$) fewer Veh-KMs for HGVs and buses than the Sizewell link road alignment, when purely considering the difference in routes between the A12 and the main development site. Across the whole HGV journey, which would vary based on the ultimate origin, the percentage difference in Veh-KMs between the two alignments would be far smaller.</p> <p>The updated Table 4, which considers the whole journey of Sizewell C cars and LGVs across the study area, shows that the difference in Veh-KMs between the two alternative route alignments is in the region of 1-2% (i.e. marginally more Veh-KMs with Sizewell link road than Route W North alignment).</p> <p>Were this revised calculation to be factored into the analysis of preferred routes, it would make no material difference, partly because the percentage difference is relatively small but more importantly for all of the reasons set out, for instance, in Appendix 5D Sizewell Link Road: Principle and Route Selection Paper to SZC Co.'s responses to ExQ1 [REP2-108] and elaborated for instance at the CA hearing on 17 August, summarised in the oral and written submissions following that hearing (Doc Ref. 9.74 and 9.76) and set out in response to Question CA.2.10. Route W exists only as a theoretical, historic line on a map; it has not been worked up or presented as an alternative; it is not deliverable and it is not preferable in environmental terms to the selected Route Z (i.e. the Sizewell link road alignment). It is not an alternative in any practical sense and it cannot now be promoted as such consistently with the policy position set out clearly in section 4 of NPS EN-1.</p>
TT.2.13	The Applicant	<p>Sizewell Link Road - Journey Time Comparisons</p> <p>Appendix 10 [REP2-108] also states that the modelling undertaken considered journey times and some limited information is provided in the Appendix. Can the outputs of the model be used to calculate relative journey time differences for Route W and the SLR, if so provide the daily and total construction period outputs for the modelled journey times.</p>

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ExQ2	Question to:	Question:																			
	SZC Co. Response at Deadline 7	<p>The model was only used to compare the assignment of traffic with the Route W North alignment in the <u>8-9am and 5-6pm</u> peak hours, so it is not possible to derive modelled journey times for other hours. Journey time comparisons are not usually extrapolated over a period (i.e. construction period) as one would not sum or average the journey times based on the different years.</p> <p>Notwithstanding this, an approximate comparison of Veh-Hours for SZC HGVs and Buses, which would be on fixed routes, can be made by multiplying the average peak hour journey time by the number of vehicles across the 10-year peak construction period (see Table 5 in response Question TT.2.12), to compare the Veh-Hours undertaken on the route section between the A12 and the main development site.</p> <p>Table 2a below provides an average journey time and distance of the two peak hours, and the percentage difference.</p> <p>Table 2a – Peak construction journey time and distance comparison (average peak hour)</p> <table><tr><th rowspan="2">Route</th><th colspan="4">Average peak hour</th></tr><tr><th>SLR</th><th>W North</th><th>Difference (s)</th><th>Difference (%)</th></tr><tr><td colspan="5">Average Journey Time (mm:ss)</td></tr><tr><td>A12 / W North (S) to main development site</td><td>09:21</td><td>06:25</td><td>-2:56</td><td>-31%</td></tr></table>	Route	Average peak hour				SLR	W North	Difference (s)	Difference (%)	Average Journey Time (mm:ss)					A12 / W North (S) to main development site	09:21	06:25	-2:56	-31%
Route	Average peak hour																				
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		<table><tr><td>A12 / B1122 (N) to main development site</td><td>06:10</td><td>11:37</td><td>05:27</td><td>88%</td></tr><tr><td colspan="5">Distance (km)</td></tr><tr><td>A12 / W North (S) to main development site</td><td>12.79</td><td>8.37</td><td>-4.42</td><td>-35%</td></tr><tr><td>A12 / B1122 (N) to main development site</td><td>7.56</td><td>15.47</td><td>7.91</td><td>105%</td></tr></table> <p>Table 2b provides a calculation of the 10-year peak construction Veh-Hours for SZC HGVs and buses, on the route section between the A12 and the main development site.</p> <p>Table 2b – Peak construction period Veh-Hours (SZC HGV + Buses)</p> <table><tr><th colspan="8">Total peak construction period</th></tr><tr><th>Route</th><th>Number of HGVs</th><th>Number of buses</th><th>Total HGVs + buses</th><th>Veh-Hours (SLR)</th><th>Veh-Hours (W North)</th><th>Diff</th><th>Diff (%)</th></tr><tr><td>A12 / W North (S) to main development site</td><td>641,476</td><td>488,665</td><td>1,130,141</td><td>176,140</td><td>120,784</td><td>-55,356</td><td>-31%</td></tr><tr><td>A12 / B1122 (N) to main development site</td><td>113,202</td><td>369,801</td><td>483,002</td><td>49,675</td><td>93,537</td><td>43,862</td><td>88%</td></tr><tr><td>Total</td><td>754,678</td><td>858,466</td><td>1,613,144</td><td>225,815</td><td>214,321</td><td>-11,494</td><td>-5%</td></tr></table>	A12 / B1122 (N) to main development site	06:10	11:37	05:27	88%	Distance (km)					A12 / W North (S) to main development site	12.79	8.37	-4.42	-35%	A12 / B1122 (N) to main development site	7.56	15.47	7.91	105%	Total peak construction period								Route	Number of HGVs	Number of buses	Total HGVs + buses	Veh-Hours (SLR)	Veh-Hours (W North)	Diff	Diff (%)	A12 / W North (S) to main development site	641,476	488,665	1,130,141	176,140	120,784	-55,356	-31%	A12 / B1122 (N) to main development site	113,202	369,801	483,002	49,675	93,537	43,862	88%	Total	754,678	858,466	1,613,144	225,815	214,321	-11,494	-5%
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ExQ2	Question to:	Question:
		These tables demonstrate that there would be around 5% fewer veh-hours for Sizewell C HGVs and buses using Route W North alignment, when purely considering the difference in routes between the A12 and the main development site. Across the whole HGV journey, which would vary based on the ultimate origin, the percentage difference in veh-hours between the two alignments would be much smaller.
TT.2.14	The Applicant	<p>Sizewell Link Road – Temporary Haul Road.</p> <p>At ISH 2 there was mention of the route of the Sizewell Link Road being used as a temporary haul road to move cut and fill around the SLR site and the temporary construction areas stockpiles. If this is correct it could lead to additional HGV movements on the section of the B1122 between the end of the SLR and the site entrance. Explain further:</p> <ul style="list-style-type: none">(i) How the haul road route would be used and whether such HGV movements have been assessed; and(ii) Any implications for HGV numbers on the B1122.
	SZC Co. Response at Deadline 7	<ul style="list-style-type: none">(i) Details of the proposed Sizewell link road construction are set out in the Material Imports and Modal Split Paper Appendix A [REP5-114], which includes the early use of the SLR alignment for the haulage of some material.The section of the B1122 from the eastern end of the Sizewell link road to the construction site access point will be used as the access route to the site during both the early years and after the commissioning of the Sizewell link road. This short section of the B1122 does not have any sensitive receptors and Middleton Moor and Theberton are north-west of this location.(ii) During the early years 600 two-way HGVs have been assessed using this section of the B1122 between the SLR and main development site. However, 700 two-way HGV movements have been assessed using this section during the peak construction and, prior to the preferred freight strategy, the integrated freight strategy assessed up to 1,000 two-way HGVs on this section of the B1122 at peak construction during the busiest day.

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		<p>The use of the SLR as a temporary haul road during its construction would result in some additional HGV movements on the short section of B1122 between the Sizewell link road and main development site to those assessed in the early years but would be within the HGV movements assessed for this section of the B1122 for the peak construction. For example, once the SLR is available to be used as a temporary haul road during its construction, there would be circa 20-30 two-way HGVs per day on this short section of the B1122 in addition to the 600 two-way HGVs per day assessed for the early years along the length of the B1122. For a short period (circa 5 months) there is expected to be 100-200 two-way HGV movements on this short section of the B1122 in addition to the 600 two-way HGV movements assessed in the early years along the length of the B1122. The use of the SLR as a haul road during its construction acts to divert these HGVs off the B1122 through Middleton Moor and Theberton prior to the SLR's formal commissioning. Whilst there will be additional HGVs for this short less-sensitive section of the B1122 compared to the early years assessment, the HGV movements would not exceed those assessed for the peak construction for this section of the B1122.</p>
TT.2.15	The Applicant	<p>Sizewell Link Road / B1122 – Traffic Corridor Analysis</p> <p>In the written summary of oral submissions at paragraph 1.3.24 [REP5-107] it was stated that a response to the ExA question on this matter would be provided in the written submissions responding to actions at ISH2. Please signpost this response or provide the response.</p>
	SZC Co. Response at Deadline 7	<p>Table 8.5 of the Consolidated Transport Assessment [REP4-005] shows that in the early years (2023 Reference + SZC) the number of vehicles on the B1122 through Theberton is forecast to be 7,650 two-way vehicles per day. Table 8.9 shows that in the operational year (2034 Reference + SZC) the combined number of vehicles on the B1122 through Theberton and on the Theberton bypass part of the Sizewell link road is forecast to be 7,400 two-way vehicles per day. The ExA queries whether this demonstrates that</p>

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		<p>the impact of the early years on the B1122 is too great or puts doubt into the legacy benefit for the B1122.</p> <p>The retention of the Sizewell link road would reduce traffic flows on the B1122 in the operational phase to circa 400 two-way vehicles per day, which allows for the road to be repurposed through a package of walk and cycle measures, which are being progressed with SCC and ESC. Were the Sizewell link road not to be retained then the B1122 would carry over 7,000 two-way vehicles per day and the repurposing would not be possible.</p> <p>The further benefits of retaining the Sizewell link road are set out in SZC Co.'s response to Examination Question CA.2.10.</p> <p>Further, SZC Co. recognises the short-term impact on the B1122 communities in the early years and is seeking to mitigate it as far as reasonably possible through a combination of demand management measures and physical improvements.</p>
TT.2.16	The Applicant, Suffolk County Council	B1125 / B1122 – Junction Priorities Create Consulting [REP5-258] on behalf of the Bacon Family express concern that the new arrangement with the link from the B1125 to the SLR alters the priorities where it meets the B1122. They suggest that the priority arrangements with the B1122 would make the B1125 a direct link and thus they consider it would serve to encourage the use of the B1125. It is understood discussions are ongoing with respect to the impact on the B1125. Could the issue of the junction priority for both legs of the B1122 from the new B1125 link be examined in this context?
	SZC Co. Response at Deadline 7	The highway connection from the B1125 to the Sizewell Link Road is required to minimise traffic flows on the B1122, in particular traffic flows through Theberton. Mitigating traffic impacts in Theberton is one of the principal objectives of the Sizewell link road.

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		<p>Sensitivity testing using the strategic Sizewell C VISUM traffic model indicates that removal of the B1125 connection to the Sizewell link road would not result in any material reduction in traffic flow on the B1125 (and conversely providing the link does nothing to attract traffic to the B1125) but would result in a significant increase in traffic flows through the community of Theberton, and to a lesser extent increase flows on other sections of the B1122. Removing this link would therefore erode a noticeable element of the benefit of the Sizewell link road to residents in Theberton. The results of the sensitivity test are provided in the table below. It should be noted that this was a rapid sensitivity test to inform the examination so the precise numbers need to be treated with some caution, but the principles are clear.</p> <table><tr><th rowspan="3">Location</th><th rowspan="3">2028 Ref Case</th><th colspan="8">2028 Peak Construction (busiest day)</th></tr><tr><th colspan="2">Full SLR scheme</th><th colspan="2">No B1125/SLR connection</th><th colspan="4">Difference</th></tr><tr><th>SZC Traffic</th><th>Total Traffic</th><th>SZC Traffic</th><th>Total Traffic</th><th>SZC Traffic</th><th>% diff</th><th>Total Traffic</th><th>% diff</th></tr><tr><td>B1122 Abbey Road, Leiston (B)</td><td>4,950</td><td>3,353</td><td>8,278</td><td>3,353</td><td>8,286</td><td>0</td><td>0%</td><td>8</td><td>0%</td></tr><tr><td>B1119 Saxmundham Road, Leiston (C)</td><td>5,227</td><td>982</td><td>5,987</td><td>982</td><td>5,964</td><td>0</td><td>0%</td><td>-23</td><td>0%</td></tr><tr><td>B1069 Coldfair Green (D)</td><td>6,832</td><td>946</td><td>7,697</td><td>948</td><td>7,712</td><td>2</td><td>0%</td><td>15</td><td>0%</td></tr><tr><td>B1125 Westleton (F)</td><td>2,823</td><td>366</td><td>3,104</td><td>364</td><td>3,090</td><td>-2</td><td>-1%</td><td>-14</td><td>0%</td></tr></table>	Location	2028 Ref Case	2028 Peak Construction (busiest day)								Full SLR scheme		No B1125/SLR connection		Difference				SZC Traffic	Total Traffic	SZC Traffic	Total Traffic	SZC Traffic	% diff	Total Traffic	% diff	B1122 Abbey Road, Leiston (B)	4,950	3,353	8,278	3,353	8,286	0	0%	8	0%	B1119 Saxmundham Road, Leiston (C)	5,227	982	5,987	982	5,964	0	0%	-23	0%	B1069 Coldfair Green (D)	6,832	946	7,697	948	7,712	2	0%	15	0%	B1125 Westleton (F)	2,823	366	3,104	364	3,090	-2	-1%	-14	0%
Location	2028 Ref Case	2028 Peak Construction (busiest day)																																																																		
		Full SLR scheme			No B1125/SLR connection		Difference																																																													
		SZC Traffic	Total Traffic	SZC Traffic	Total Traffic	SZC Traffic	% diff	Total Traffic	% diff																																																											
B1122 Abbey Road, Leiston (B)	4,950	3,353	8,278	3,353	8,286	0	0%	8	0%																																																											
B1119 Saxmundham Road, Leiston (C)	5,227	982	5,987	982	5,964	0	0%	-23	0%																																																											
B1069 Coldfair Green (D)	6,832	946	7,697	948	7,712	2	0%	15	0%																																																											
B1125 Westleton (F)	2,823	366	3,104	364	3,090	-2	-1%	-14	0%																																																											

ExQ2: 03 August 2021
Responses due by Deadline 7: 03 September 2021

ExQ2	Question to:	Question:																																																												
		<table><tr><td>B1122 Theberton (Q)</td><td>6,187</td><td>85</td><td>541</td><td>457</td><td>2,982</td><td>372</td><td>438%</td><td>2,441</td><td>451%</td></tr><tr><td>B1122 east of Yoxford (R)</td><td>4,288</td><td>682</td><td>4,558</td><td>682</td><td>4,572</td><td>0</td><td>0%</td><td>14</td><td>0%</td></tr><tr><td>Sizewell link road south of Theberton (AF)</td><td>0</td><td>2,278</td><td>8,552</td><td>1,896</td><td>6,145</td><td>-382</td><td>-17%</td><td>-2,406</td><td>-28%</td></tr><tr><td>Sizewell link road east of A12 (AG)</td><td>0</td><td>1,227</td><td>2,378</td><td>1,225</td><td>2,378</td><td>-2</td><td>0%</td><td>0</td><td>0%</td></tr><tr><td>B1122 Middleton Moor (AH)</td><td>4,288</td><td>4</td><td>372</td><td>10</td><td>799</td><td>6</td><td>147%</td><td>427</td><td>115%</td></tr><tr><td>A12 south of Sizewell link road (AI)</td><td>12,577</td><td>1,471</td><td>13,955</td><td>1,471</td><td>13,961</td><td>0</td><td>0%</td><td>6</td><td>0%</td></tr></table> <p>The western approach of the B1122 to the B1125 junction was re-aligned to form a right/left staggered junction in accordance with Design Manual for Roads and Bridges CD 123 Geometric design of at-grade priority and signal-controlled junctions. The staggered junction proposed is a safer junction form than a four arm priority controlled junction than would have resulted without the B1122 re-alignment.</p> <p>See response to ExQ2 HW.2.1 in relation to consideration of mitigation along the B1125.</p>	B1122 Theberton (Q)	6,187	85	541	457	2,982	372	438%	2,441	451%	B1122 east of Yoxford (R)	4,288	682	4,558	682	4,572	0	0%	14	0%	Sizewell link road south of Theberton (AF)	0	2,278	8,552	1,896	6,145	-382	-17%	-2,406	-28%	Sizewell link road east of A12 (AG)	0	1,227	2,378	1,225	2,378	-2	0%	0	0%	B1122 Middleton Moor (AH)	4,288	4	372	10	799	6	147%	427	115%	A12 south of Sizewell link road (AI)	12,577	1,471	13,955	1,471	13,961	0	0%	6	0%
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TT.2.17	The Applicant, Suffolk County Council	<p>Yoxford Roundabout - Size of Roundabout</p> <p>The Heveningham Hall Estate (HHE)’s representation [REP5-278] maintains their view that a smaller diameter roundabout would serve the predicted traffic flows. Previous responses on this issue have focused on whether the proposed roundabout is acceptable. The point being made relates to whether a smaller roundabout with less land take could be operationally acceptable. Respond to this specific suggestion.</p>																																																												

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>The Yoxford roundabout is designed as a 55m Inscribed Circle Diameter (ICD) roundabout to ensure the safe movement of Abnormal Indivisible Loads (AILs) between the northern arm of the A12 and the B1122. The size of the roundabout is principally driven by the need to accommodate the movement of AILs, as well as geometry of approach arms. The proposed design, shown on drawing no. SZC-SZ0204-XX-000-DRW-100019 [AS-132] shows an overrun through the central island for AILs to traverse, under police escort. During normal operation, vehicles would be prevented from using the overrun area by removable arrow and chevron signs, as well as physical separation between the overrun track and circulatory carriageway.</p> <p>The 40m ICD roundabout shown in Appendix 3 of the HHE note prepared by their traffic consultant TPA (Transport Planning Associates) [REP2-287] attached to the Heveningham Hall Estate (HHE) representations [REP5-278] is not designed to geometric standards set out in the Design Manual for Roads and Bridges (DMRB), in particular CD116 – Geometric design of roundabouts. It appears to be a screenshot from a traffic modelling software (VISSIM), which is not appropriate for geometric design of junctions. Furthermore, the AIL vehicle used by TPA to create the swept path shown in Appendix 4 of the TPA note [REP2-287] is smaller (2.55m wide and 27.6m long) than the largest AIL that the Yoxford roundabout has been designed for (up to 5.7m wide) for Sizewell C and Sizewell B, which does not have a beach landing facility. The AIL will therefore require a greater area within the road than shown in the TPA sketch. The TPA assessment of a 40m ICD roundabout is therefore not based on accurate information.</p> <p>SZC Co. commissioned Wynns, a specialist consulting engineer for AIL movements, to carry out an assessment of the AIL routes from the north and south to the Sizewell C main site, as described in the CTMP [REP2-054]. Tracking the correct AIL through a 40m ICD roundabout would result in the need to remove a substantial proportion of the central island and provide that area as an over-runnable carriageway. This design would result in an unsafe situation during normal operation. Car and HGV drivers approaching the roundabout would expect to be able to use the overrun area unimpeded, and consequently this could result in collisions with street furniture or side swipes. Drivers may perceive the circulatory carriageway width to include the overrun area, approach at higher speeds and try to take a straight line through the roundabout.</p> <p>The proposed roundabout of 55m ICD allows a large enough central island to create a dedicated AIL track through the island, which is separated from the circulatory</p>

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ExQ2	Question to:	Question:
		<p>carriageway. This arrangement is much safer during normal operation. Police will be in control of the junction during escorting operations, when signs are removed from the AIL track.</p> <p>A material reduction in the ICD of the roundabout would result in a situation where the AIL track could not be kept separated from the circulatory carriageway; resulting in the safety concerns as presented above. However, highway designs submitted within the application are subject to technical approval of Suffolk County Council post DCO, and therefore design of the roundabout may be optimised through detailed design process. The draft DCO (Doc Ref. 3.1(G)), Schedule 2, Requirement 22 requires that highway works are carried out in accordance with the approved drawings, limits of deviation, and save to the extent that alternative plans or details are submitted to and approved by SCC. See SZC Co.'s response to ExQ1 CA.1.17 in relation to consideration of alternatives to compulsory land acquisition and provisions within the draft DCO, that could reduce the area of outright acquisition.</p>
TT.2.18	The Applicant, Suffolk County Council	<p>Highway / Traffic Management / Public Realm Schemes – Implementation</p> <p>Set out the expected implementation dates of the highway / traffic management / public realm schemes identified in the Deed of Obligation or the DCO that are not already shown in the Implementation Plan.</p>
	SZC Co. Response at Deadline 7	<p>The Implementation Plan [REP2-044] shows the indicative phasing, and duration of construction of the project, including the proposed environmental mitigation schemes included within the DCO order limits.</p> <p>Schedule 16 – Transport of the draft Deed of Obligation (Doc Ref. 8.17(F)) submitted at Deadline 7 has been updated to set out commitments for SZC Co. to provide funding to SCC for transport improvements as well as commitments for SZC Co. to deliver a number of additional off-site highway, traffic management and public realm schemes (e.g. Leiston Improvement Scheme, Wickham Market Improvement Scheme, B1078 Road Safety Improvements, Marlesford and Little Glemham Improvement Scheme etc).</p> <p>The timing of the delivery of the schemes to be delivered by SZC Co. set out in Schedule 16 of the draft Deed of Obligation (Doc Ref. 8.17(F)) has been discussed and agreed with SCC and is reflected in the draft Deed of Obligation (Doc Ref. 8.17(F)).</p>

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ExQ2	Question to:	Question:
TT.2.19	The Applicant, Network Rail	<p>Rail Delivery – Timescales.</p> <p>In the Network Rail Update [AS-296] it is stated that “the Parties have signed a legal frameworks agreement and have agreed to work together with the aim of delivering 2 tpd by December 2022 and 4 tpd per day by August 2023 (i.e. to be operational)”. Set out in paragraph 1.2.1 of the oral submissions from ISH2 [REP5-107] is that four trains per day is expected from March 2024. In addition, in the Material Imports and Modal Split paper, Appendix A [REP5-114] at the top of Page 7 it states that “It is necessary for the rail capacity to be provided by October 2023 (two trains per day) and March 2024 (four trains per day), otherwise the HGV limits would constrain the ability to bring material to the Main Development Site in sufficient quantities to support the construction programme.”</p> <p>Please confirm the agreed implementation dates and comment on the deliverability of these dates:</p> <ul style="list-style-type: none"> (i) Two trains / day; and (ii) Four trains / day
	SZC Co. Response at Deadline 7	<p>The implementation dates are as set out in the Written Summaries of Oral Submissions made at ISH2 [REP5-107] and the Material Imports and Modal Split paper, Appendix A [REP5-114] i.e. 2 trains per day from October 2023 and 4 trains per day from March 2024. The programme for completion of these schemes is robust and deliverable. Network Rail are aware of these planned implementation dates and are working with SZC Co. to support their delivery. The Second Statement of Common Ground between SZC Co. and Network Rail dated 23 July 2021 [REP5-095] provides a detailed combined programme at Appendix A, which includes the October 2023 and March 2024 dates (see final ‘Trains Operating’ section). The document confirms (para 2.3) that “<i>The work is currently on programme and neither party is aware of a reason why it should not be achieved on time</i>”.</p>
TT.2.20	The Applicant	<p>Material Imports and Modal Split Paper Appendix A [REP5-114] – HGV payload</p> <p>The footnote at the bottom of Page 6 states “1 train = 1,250t payload. 1 bulk HGV = 27t payload. Therefore $1,250 / 27 = 46$ deliveries or 92 movements “. Explain why this differs from the original payload assessment of 18.5t per HGV?</p>

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ExQ2	Question to:	Question:
	SZC Co. Response at Deadline 7	<p>As noted in response to TT.1.11 of ExQ1 submitted at Deadline 2 [REP2-100]:</p> <p>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 footnote on p.6 of the Material Imports and Modal Split Paper (Appendix A of Written Submissions Responding to Actions Arising from ISH2: Traffic and Transport Part 1 [REP5-114]) specifically refers to 'bulk HGVs', i.e. those which will be used for bulk materials / aggregates. Given the use of trains for bulk materials / aggregates being referred to on p.6, this is the appropriate comparison.</p> <p>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 [REP2-054]) up to low loaders and 28t tankers.</p>
TT.2.21	The Applicant	<p>Material Imports and Modal Split Paper Appendix A [REP5-114] – Enabling Works.</p> <p>Are these the works now proposed to take place in Year 0 of the Implementation Plan?</p>
	SZC Co. Response at Deadline 7	<p>The various references to 'Enabling Works' in the Material Imports and Modal Split Paper are in fact a reference to 'Phase 1: Site Establishment and Preparation for Earthworks', as set out in Plate 1.1 of the Implementation Plan [REP2-044]. As shown in Plate 1.1, these works commence in Year 1.</p>
TT.2.22	The Applicant	<p>Material Imports and Modal Split paper Appendix A [REP5-114] – Enabling Works Backfill.</p> <p>Section 4.2.1 suggests changes to export materials levels. Is this something that has changed or are these quantities already included in the assessments undertaken. If so, signpost where such materials movement has been assessed.</p>
	SZC Co. Response at Deadline 7	<p>The quantities referred to in Section 4.2.1 of Appendix A [REP5-114] are part of the overall material volume included in the assessment that has been undertaken. The purpose of the Material Imports and Modal Split paper Appendix A of Written</p>

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ExQ2	Question to:	Question:
		<p>Submissions Responding to Actions Arising from ISH2: Traffic and Transport Part 1 [REP5-114] is to provide additional detail and breakdown of the total material assessment to provide an understanding of the range of material demands and import requirements.</p> <p>To clarify this material is not additional and is included in the assessments already completed.</p>
TT.2.23	The Applicant	<p>Material Imports and Modal Split Paper Appendix A [REP5-114] – Material Quantities.</p> <p>The Table on page 22 shows the bulk materials and on 24 the non-bulk materials. Provide explanation why the total amount of freight shown at the bottom of the Table on page 24 is 13,247,555t, is greater than the stated 12.1Mt stated in Table 2.1.</p>
	SZC Co. Response at Deadline 7	<p>Table 2.1 of the Freight Management Strategy [AS-280] provides the anticipated quantity of '<i>construction materials</i>' required for the project, which includes backfill, concrete, steel etc. The temporary construction materials required to facilitate the construction (formwork, modular welfare units, consumables etc) are not included within these quantities.</p> <p>The tables on pages 22 (bulk) and 24 (non-bulk) of Written Submissions Responding to Actions Arising from ISH2: Traffic and Transport Part 1 [REP5-114] seek to demonstrate the '<i>total</i>' material and equipment imports and the means of transport to provide an understanding of the import requirements and modal split of these imports.</p>
TT.2.24	The Applicant	<p>Material Imports and Modal Split Paper Appendix A [REP5-114] – HGV sizes</p> <p>It is assumed that the analysis provided has made some assumptions off HGV sizes to move the required freight. What size of HGV has been assumed for:</p> <ul style="list-style-type: none"> (i) Bulk materials; and (ii) Non bulk materials.
	SZC Co. Response at Deadline 7	<p>The HGV sizes for bulk materials vary depending on the type and nature of materials. The typical assumed payloads per HGV by material type are indicated below:</p>

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ExQ2	Question to:	Question:
		<p>Bulk Material:</p> <ul style="list-style-type: none">• Aggregates (concrete and backfill) - 27t• Ready Mixed Concrete - 14.4t• Powders (cement / GGBS) - 28t• Steel (reinforcement) - 24-28t• Pre-Cast Concrete elements - 20-28t <p>Non-bulk Material:</p> <ul style="list-style-type: none">• Assorted ancillary materials (timber, formwork, propping etc) - 7.5-18t• Canteen supplies - 3.5-7.5t• Construction consumables (general store supplies e.g. small tools and equipment) - 3.5-18t• Waste export - 18t• Temporary welfare units - 18-28t
TT.2.25	The Applicant	<p>Material Imports and Modal Split Paper Appendix A [REP5-114] – HGV numbers</p> <p>The profile charts provide graphical representation of HGV numbers but not in a way they can be easily equated to the weight of material transported as HGV is such a wide classification. Provide a tabulated assessment quarter by quarter of the numbers of HGVs, the weight of materials carried, and the percentage of HGV's over the 7.5t for each quarter.</p> <p>For the avoidance of doubt the ExA is seeking to establish a clear relationship between the HGV caps proposed and the required material quantities that would be delivered by road, considering the commitment of not more than 40% by road. As discussed at ISH2 using the average 18.5t capacity for HGV the caps as currently set out would in theory allow for most if not all freight required to be carried by road.</p>
	SZC Co. Response at Deadline 7	<p>As noted, if 18.5t were assumed as the average HGV payload the HGV caps and limit of road imports would provide sufficient capacity to import the required materials quantities by road. However, HGV sizes will vary depending on their source and the nature of the material.</p>

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ExQ2	Question to:	Question:
		<p>Further assessment has been undertaken to estimate the typical type of HGV and average payload. During the Early Years (Years 1 & 2) this is predominantly OGV2 (18-44t GVW) HGVs with an average payload of 15.6t. These HGVs will be importing bulk material prior to the availability of the rail and marine infrastructure being established. During the Early Years period the proportion of smaller HGVs (3.5-7.5t GVW) ranges between 20 and 30% each quarter; these are not generally importing construction materials but ancillary items such as tools, fittings, consumables and service vehicles.</p> <p>During the peak construction period the typical HGVs are OGV1 (7.5-18t GVW) and LGVs (3.5-7.5t GVW) with an average payload of 9.0t. The rail and marine infrastructure provide sufficient capacity for the majority of bulk materials import, removing a large proportion of the larger OGV2 HGVs from the road. The requirement for the ancillary items continues and increases as the quantum of work expands. The average proportion of the smaller HGVs increases to 30 to 40% per quarter after year 2, with the continued requirement for ancillary items as well as smaller construction material deliveries of specialist items such as paints, construction chemicals and fittings.</p> <p>The table produced in response to ExQ1 TT.1.16 [REP2-100] submitted at Deadline 2 included peak daily HGV deliveries; this has been updated to include weekly and quarterly HGV deliveries as well as the forecast quarterly tonnage of imported material. Please refer to the Table in Appendix 6A for tabulated quantities per quarter as requested.</p>
TT.2.26	The Applicant	<p>Assessment of Fear and Intimidation – Vehicle Speeds</p> <p>In paragraph 1.10.7 [REP5 -115] it is stated that change in magnitude of average vehicular speed has been scoped out of the assessment. Signpost where this scoping exercise was undertaken in Chapter 10 [APP-198].</p>
	SZC Co. Response at Deadline 7	<p>Chapter 10 (Transport) of the Environmental Statement [APP-198] (e.g. para. 10.6(e)(iv)) describes that traffic flows only (total flow and HDV) were used to inform the classification of Fear and Intimidation effects but does not explicitly state that change in average link speed has been formally scoped out. At the time of the scoping opinion it was not known if change in speeds would need to form part of the assessment of Fear and</p>

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ExQ2	Question to:	Question:
		<p>Intimidation or not and it was therefore not formally scoped out at that stage. However, as part of ongoing consultation with SCC to reach agreement on the ES assessment, it has been agreed that change in vehicle speed should not form part of the assessment of fear and intimidation.</p> <p>The only locations where there would be an adverse effect on Fear and Intimidation due to change in traffic speeds over an 18-hour period, would be if there was an increase in the signposted speed limit on an assessed link. There are a number of locations where the speed limit is proposed to be reduced, as set out in Schedule 14 of the draft DCO [REP6-006], but there are no roads where speed limits are proposed to be increased. The average speed criteria therefore has no influence on the Fear and intimidation assessment outcome.</p>
TT.2.27	The Applicant	<p>Assessment of Fear and Intimidation – Vehicle Speeds</p> <p>Table 10.2 [APP-198] sets out the assessment of magnitude of impacts for transport. The Fear and Intimidation Impact is based on the Table on Page 37 of the IMEA Guidance. The Table in the IMEA guidance has a footnote to say, "The traffic components can be weighed to give an overall score of fear and intimidation corresponding to particular combinations of traffic flow speed and composition." This suggests that it is the overall combination of these factors that needs to be taken into account and not each factor in isolation. It is stated in paragraph 1.10.4 [REP5-115] only if increases in speed occurred would speed be considered an important factor in the consideration of fear and intimidation. On the basis of what is stated in 1.10.4 explain:</p> <ul style="list-style-type: none">(i) The circumstances any development being considered could be predicted to increase vehicle speeds to the magnitudes set out in Table 10.2; and(ii) Where in the IMEA Guidance the change in vehicle speed is referenced as what should be taken into account rather than as it states the average speed of traffic.(iii) Where in the Guidance or Chapter 10 of the ES [APP-198] it is stated that the three assessments factors listed under the Fear and Intimidation are to be

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ExQ2	Question to:	Question:
		considered individually and not in overall combination as suggested by the IMEA Guidelines
	SZC Co. Response at Deadline 7	<p>(i) The IEMA Guidance considers both traffic flow and speed in classifying the effect of a scheme on fear and intimidation. The thresholds for change in average speed from the fear and intimidation table in the guidance are: Extreme (20+mph), Great (15-20mph) and Moderate (10-15mph), and these average speed changes are measured across an 18 hour day. A change in traffic speed of this magnitude over an 18 hour day could be due to an increase in the signposted speed limit, or perhaps removal of speed control features (e.g. raised tables). There are speed limit <u>reductions</u> proposed in Schedule 14 of the draft DCO [REP6-006] which could result in a beneficial outcome for fear and intimidation, but no proposed increase to speed limits that would increase the speed of vehicles travelling along a road across an 18 hour day.</p> <p>(ii) An ES considers the sensitivity of receptors that could be affected by a development and the magnitude of impact or change likely to occur in order to classify the significance of effects. The magnitude of a potential impact refers to the extent of change.</p> <p>It is set out in the IEMA guidance that it is the magnitude of change that is being assessed, for example paragraph 4.1 states that "<i>having identified which environmental impacts are to be considered and the highway links which need to be included within the analysis, the next stage of the assessment is to quantify the magnitude of the environmental impact and to identify the level of significance that such a change may have.</i>" Paragraph 4.5 goes on to state that "<i>A critical feature of an environmental assessment is determining whether a given impact is significant. Having quantified the magnitude of the impact (i.e. the level of change) there are various ways of interpreting whether or not this is considered significant.</i>"</p>

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ExQ2	Question to:	Question:
		<p>With regards to the section of IEMA guidance on fear and intimidation, it does not explicitly state that the assessment should be based on change in speed but as set out above and throughout the IEMA guidance, the assessment should be based on "<i>magnitude of the impact (i.e. the level of change)</i>." If it were interpreted from the fear and intimidation guidance that it is the absolute traffic speed then it is not clear how the effect of a development on traffic speed in terms of fear and intimidation could be assessed as this would only assess the existing level of fear and intimidation experienced by vulnerable road users. Likewise, were the absolute speeds to be considered rather than change in speed, virtually every road in the UK would have an 'extreme' level of fear and intimidation as nearly all have a posted speed limit of 20mph. It is not considered that vehicles travelling at 20mph would result in an extreme level of fear and intimidation for existing vulnerable road users.</p> <p>It should also be noted that the proposed methodology for fear and intimidation based on change in level of traffic and speed has been agreed with SCC. Further, the fear and intimidation thresholds set out in the IEMA guidelines are also used by ENEVAL, a FORTRAN (FTN95) program, which performs a range of environmental assessments for CUBE and SATURN highway assignment models. The software assumes that the thresholds set out in the IEMA guidelines refer to the change in traffic flows / speed – not the total traffic flows / speed in each assessed scenario. Accordingly, the approach adopted by SZC Co. to the IEMA guidance is that widely understood and applied, and it is considered that it provides a robust assessment.</p> <p>(iii) It is recognised that the guidance states on p.37 that "<i>The traffic components can be weighted to give an overall score of fear and intimidation corresponding to particular combinations of traffic flow speed and composition.</i>" SZC Co. has sought to provide a worst case and robust assessment by assessing the individual components (i.e. change in total</p>

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ExQ2	Question to:	Question:
		traffic, HGVs and speed) and basing the significance of the effect on the component that has the worst significance without any weighting of the effects arising from the other components. Notwithstanding this, were we to weight the results, then speed would have to be weighted in such a way that it did not distort the assessment so as to make every 20+ mph road give rise to an extreme effect. Therefore, this approach is unlikely to lead to a significantly different outcome.
TT.2.28	The Applicant, Suffolk County Council	Environmental Statement (ES) – Assessment of Impacts Paragraph 1.10.8 [REP5-115] sets out that there are ongoing discussions with respect to the assessment of transport impacts set out in the ES. Set out the areas of disagreement and also what progress has been made in resolution.
	SZC Co. Response at Deadline 7	SZC Co. is to include an updated ES transport assessment within the Fourth ES Addendum to be submitted at Deadline 7 (Doc Ref. 6.18). This will address the comments raised by SCC on the ES as well as seek to address the comments raised by the ExA on the ES transport assessment.
TT.2.29	The Applicant	Outage Car Parking – Transport Assessment There was discussion at ISH5 about the permanent provision of two outage car parks, one each for Sizewell B and C. Following that discussion and taking into account comments made by Suffolk County Council [REP5-171], explain why it is considered that a double outage is considered so likely that it meets the criteria for exceptional circumstances in paragraph 5.9.10 in NPS EN-1, but it has not been assessed in the operational stage within the Transport Assessment. A double outage could have significant effect on operational traffic generation and the assessment of impacts undertaken. Should such a scenario not be considered by way of a sensitivity test of the assessments?
	SZC Co. Response at Deadline 7	The Consolidated Transport Assessment [REP4-005] seeks to assess a core scenario for the Sizewell C Project for different stages of the project. The assessment includes a reasonable level of robustness but, in accordance with WebTAG guidance, does not seek to create a 'universal worst-case scenario that takes into account all risks' (TAG Unit M1).

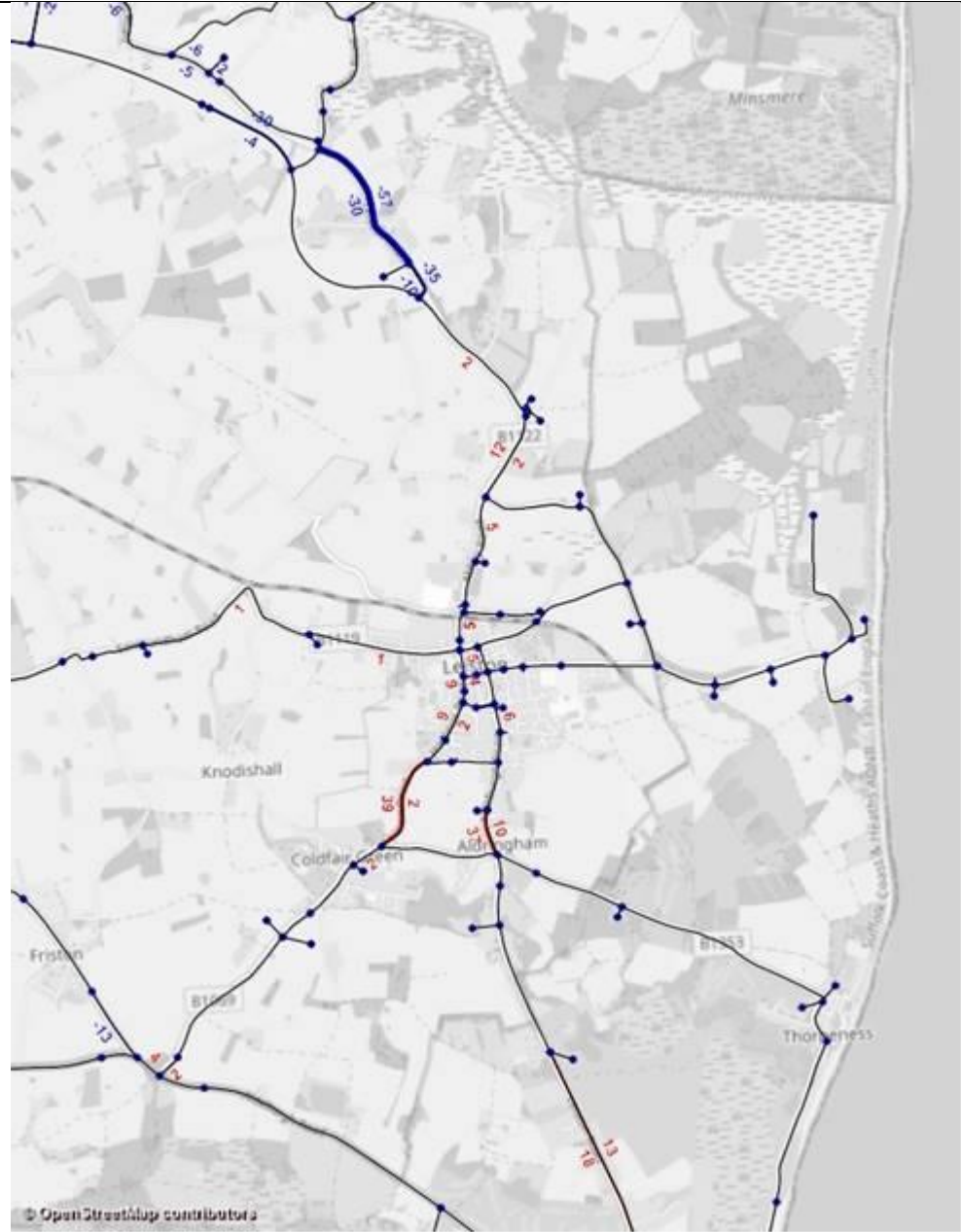
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ExQ2	Question to:	Question:
		<p>The Consolidated Transport Assessment [REP4-005] was scoped with Suffolk County Council as the local highway authority and an assessment of an unplanned outage with a planned outage was not required by SCC as part of the core assessment scenario. Notwithstanding this, there is a risk that a planned outage at Sizewell B could coincide with an unplanned outage at Sizewell C or vice versa and therefore separate outage car parks are proposed for each facility. Consideration has therefore been given in this response to the scale of traffic that that scenario would generate and whether it would result in new transport effects. A summary of this sensitivity assessment is provided below.</p> <p>A review of traffic flows across selected links close to the study area has been undertaken in the 2034 Operational phase to establish whether there would be any links with a substantially higher flow than has already been assessed in any hour, in either the 2034 Operational or the 2028 Peak Construction phase. Beyond this local study area the assessed 2028 Peak Construction traffic flows would be higher than traffic flows generated by a double outage.</p> <p>The 'Sizewell B outage' traffic flows on each link (which were already included in the Reference Case scenarios) have been manually added again to the total 2034 Operational phase traffic flows, to represent two outages occurring. A manual adjustment has been made to account for the fact that the Sizewell C outage car park would be accessed via the MDS roundabout on the B1122, rather than the Sizewell B access on Sizewell Gap.</p> <p>The assessment was undertaken for each link as follows:</p> <ul style="list-style-type: none">• The maximum flow in any of the seven modelled hours, in the 2034 Operational 'double-outage' scenario, was calculated.• This was compared against the maximum flow in any of the seven modelled hours in either the 2034 Operational or 2028 Peak Construction scenarios.• The difference between these two maximum flows on each link is presented graphically on the network diagram below (blue numbers are negative representing a decrease from what has already been assessed and red are positive representing

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		<p>an increase from what has already been assessed). This demonstrates where traffic flows in the 2034 Operational phase, with a double-outage, could potentially be higher than any scenario already assessed within the DCO (red numbers within the diagram).</p> <ul style="list-style-type: none">• The diagram shows that there would be reductions in traffic on the B1122 and SLR compared to what has already been assessed. The diagram shows that around the local study area in Leiston the addition of an outage at Sizewell C as well as Sizewell B would not result in significantly higher traffic flows than has been assessed already as part of the DCO. The diagram shows the following increase in flows in the Leiston area compared to what has already been assessed:<ul style="list-style-type: none">- B1122 north of MDS roundabout +2 two-way veh/hr- Abbey Road south of MDS roundabout +14 two-way veh/hr- Abbey Road south of Lover's Lane +5 two-way veh/hr- B1122 Aldeburgh Road +6 two-way veh/hr in Leiston, +13 two-way veh/hr at Aldringham and +31 two-way veh/hr between Aldringham and Aldeburgh- B1069 in Leiston +11 two-way veh/hr, +41 two-way veh/hr north of Coldfair Green, +2 two-way veh/hr south of Coldfair Green- A1094 at the junction with B1069 +2 to +4 two-way veh/hr <p>The maximum increase in traffic generated by a double outage compared to the highest flows already assessed is +41 veh/hr north of Coldfair Green, which is less than 1 veh per minute increase.</p>

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		<p>It is therefore concluded that the scale of traffic generated by coincident outages would be less than the traffic which has already been assessed for the vast majority of the links. Where there would be increases in traffic these would be less than 1 two-way vehicle per minute and for a short-term period during the length of the double outage. It is therefore considered that no further mitigation is required beyond what is already proposed by SZC Co.</p>