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20th August 2021



Dear Sarah Morgan

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

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

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

Landscaping proposals

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

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

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

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

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Ecology concerns

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

In terms of the bat hop-overs, the ecology team is working up some illustrations to clearly set out what they will look like. Further information on how the bat hop-overs would work has been provided in response to the Examining Authorities question Bio.1.144 at Deadlines 2 and 3 [\[REP5-121\]](#). In summary the hop-overs would consist of tall trees, preferably deciduous trees, as close to the road margins as possible (with due consideration for vehicle safety) on either side of a road to narrow the gap in the bat commuting route which is created by the new road. In ideal circumstances and in the longer term, the canopy meets over the road to create a continuous canopy.

Noise proposals

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

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

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

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

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

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

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

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

The expected reductions are shown in Table 2.

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

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

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

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

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

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

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

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

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

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

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

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

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Notes:

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

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

Public Rights of Way

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

Construction phasing

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

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

Assumed Year *			2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Key milestone dates	Start	End	Yr -1	Yr 0	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12
Offsite Associated Development																
Pre-commencement and enabling works	02-22	02-23														
Friday Street Roundabout	01-23	02-23														Onwards
Two Village Bypass	01-23	04-24														Onwards
Sizewell Link Road	01-23	04-24														Onwards

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

Security concerns

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

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

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

Early years – A12 access

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

Next steps

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

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

Yours sincerely,

Tom McGarry