East Anglia ONE North and East Anglia TWO Offshore Windfarms

Clarification Note

Landscape and Visual: Sizewell C Cumulative Impact Assessment

Applicants: East Anglia ONE North Limited and East Anglia TWO Limited
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Applicable to East Anglia ONE North and East Anglia TWO

Revision Summary				
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Rev	**Page**	**Section**	**Description**
01	n/a	n/a	Final for submission at Deadline 8

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Glossary of Acronyms

AIL	Abnormal Indivisble Load
BLF	Beach Landing Facility
CIA	Cumulative Impact Assessment
DCO	Development Consent Order
ES	Environmental Statement
LCT	Landscape Character Type
LVIA	Landscape and Visual Impact Assessment
SCHAONB	Suffolk Coast and Heaths Area of Outstanding Natural Beauty
SoCG	Statement of Common Ground
SZC	Sizewell C

Glossary of Terminology

Applicant	East Anglia TWO Limited / East Anglia ONE North Limited
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia TWO project	The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia TWO / ONE North windfarm site	The offshore area within which wind turbines and offshore platforms will be located.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land, and connect to the onshore cables.
National Grid substation	The substation (including all of the electrical equipment within it) necessary to connect the electricity generated by the proposed East Anglia TWO / East Anglia ONE North project to the national electricity grid which will be owned by National Grid but is being consented as part of the proposed East Anglia TWO / East Anglia ONE North project Development Consent Order.
Onshore cable corridor	The corridor within which the onshore cable route will be located.
Onshore cable route	This is the construction swathe within the onshore cable corridor which would contain onshore cables as well as temporary ground required for construction which includes cable trenches, haul road and spoil storage areas.
Onshore cables	The cables which would bring electricity from landfall to the onshore substation. The onshore cable is comprised of up to six power cables (which may be laid directly within a trench, or laid in cable ducts or protective covers), up to two fibre optic cables and up to two distributed temperature sensing cables.
Onshore substation	The East Anglia TWO / East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.

1 Introduction

1.1 Purpose of this Clarification Note

1. This note has been prepared by East Anglia TWO Limited and East Anglia ONE North Limited (the Applicants) to clarify aspects of the East Anglia TWO and East Anglia ONE North Development Consent Order (DCO) applications (the Applications).

2. This note relates to potential cumulative landscape and visual effects of the East Anglia TWO and East Anglia ONE North projects (the Projects) with the proposed Sizewell C New Nuclear Power Station (SZC). The information presented builds upon that provided within ***Procedural Decision 18 Applicants' Responses*** (PDA-001) and its **Sizewell C Cumulative Impact Assessment Note (Landscape and Visual)** (REP2-010). It addresses comments from Natural England in its Deadline 6 submissions (24th February 2020 (REP6-112) relating to the Norfolk Vanguard Judgement and cumulative effects of the Projects within SZC.

3. NNB Generation Company (SZC) Limited (promoters of SZC) undertook a fourth round of consultation (Stage 4) from 18th July to 27th September 2019. Information contained within the Stage 4 consultation document was used by the Applicants to undertake a landscape and visual cumulative impact assessment (CIA) for the Projects (presented in ***Appendix 29.5*** of the Environmental Statement (ES) (APP-569)). The SZC DCO application was subsequently submitted on 27th May 2020 and accepted on 24th June 2020. As the SZC DCO application had the potential to contain updated or more detailed information than the Stage 4 consultation document, it was necessary for the Applicants to review the application materials to determine if the conclusions of ***Appendix 29.5*** (APP-589) remain valid.

4. An updated cumulative impact assessment was provided by the Applicant at Deadline 2 in its ***Sizewell C Cumulative Impact Assessment Note (Landscape and Visual)*** (REP2-010), which concluded, in line the Applicants screening exercise, in its response to Procedural Deadline A (PDA-001), that the Landscape and Visual Impact Assessment (LVIA) presented within the SZC ES does not change the conclusions of the Projects' CIA as presented within ***Appendix 29.5*** of the ES (APP-569).

5. In January 2021, NNB Generation Company (SZC) Limited (promoters of SZC) submitted an ES Addendum (Volume 1, ES Addendum, Chapter 2 Main Development Site) which provided an update to the description of the SZC development. It includes additional information and proposed changes to the

proposed development at the main development site, since the preparation of the SZC ES, with a number of changes affecting the main development site. Natural England recommends that the Applicants produce an updated cumulative visual assessment based on a 'worst case scenario' of the SZC changes, however it accepts that the worst case scenario could be difficult to identify for most of the proposed SZC changes and that cumulative effects during the construction of the Projects onshore infrastructure are already judged to be significant, so there is little further that a new assessment can do. Natural England does, however, consider that the exception to this is in relation to the proposed enhancement of the permanent beach landing facility (BLF) and construction of a new, temporary BLF (Change 2), where there is *'scope to meaningfully update the cumulative effect assessment'*.

6. This document addresses this scope to update the cumulative landscape and visual assessment in respect of the enhancement of the permanent BLF and construction of a new, temporary BLF for SZC.

7. In summary, ***Chapter 29*** (APP-077), ***Appendix 29.5*** (APP-569) and this clarification note conclude that the significant cumulative effects resulting from the Projects with SZC comprise:

- The significant cumulative landscape effects of the construction of the Projects onshore cable route and SZC within 'Area C' of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (SCHAONB) (which is the area containing Sizewell A and B Nuclear Power Stations) is likely to be further intensified around the area of beach and foreshore in close proximity to SZC and the proposed BLF.
- Significant, medium-term and temporary sequential effect to views as a result of the landfall and onshore cable route construction, together with construction of SZC is likely to be further intensified over a short sections of the Suffolk Coast Path and Sandlings Walk and over two sections of the Suffolk Coastal Cycle Route.
- Significant effects on the landscape character of the Estate Sandlands Landscape Character Type (LCT) and SCHAONB as a result of the Projects landfall and SZC are avoided due to their visual separation by areas of Sandlings Forest and coastline, and the relatively small scale of the construction works at the landfall.

8. All significant cumulative landscape and visual effects of the Projects' landfall and onshore cable route with SZC are not significant during the operational period.

9. The Projects' onshore substations and National Grid substation results in no significant cumulative landscape and visual effects of the Projects with SZC, due to their separate geographic locations and influence resulting in separate project alone impacts on different receptor areas.

10. This document is applicable to both the East Anglia ONE North and East Anglia TWO DCO applications, and therefore is endorsed with the yellow and blue icon used to identify materially identical documentation in accordance with the Examining Authority's procedural decisions on document management of 23rd December 2019 (PD-004). Whilst this document has been submitted to both Examinations, if it is read for one project submission there is no need to read it for the other project submission.

2 Sizewell C Beach Landing Facility

11. An enhancement of the SZC permanent BLF and construction of a new, temporary BLF (Change 2) is described in Section 2.2b of the SZC ES Addendum (January 2021).

2.1 Proposed Development in the Sizewell C Application

12. The SZC Application includes a permanent BLF, for use in both the construction and operational phases of the nuclear power station. It would be located on the coast directly in front of the Northern Mound at the northern end of the sea defences, with an associated private access road connecting it to the main platform, as shown at Volume 2, Chapter 2, Figure 2.4 of the SZC ES (Doc Ref. 6.3). It would typically be used to import large deliveries, known as Abnormal Indivisible Loads (AILs), to SZC by sea on barges.

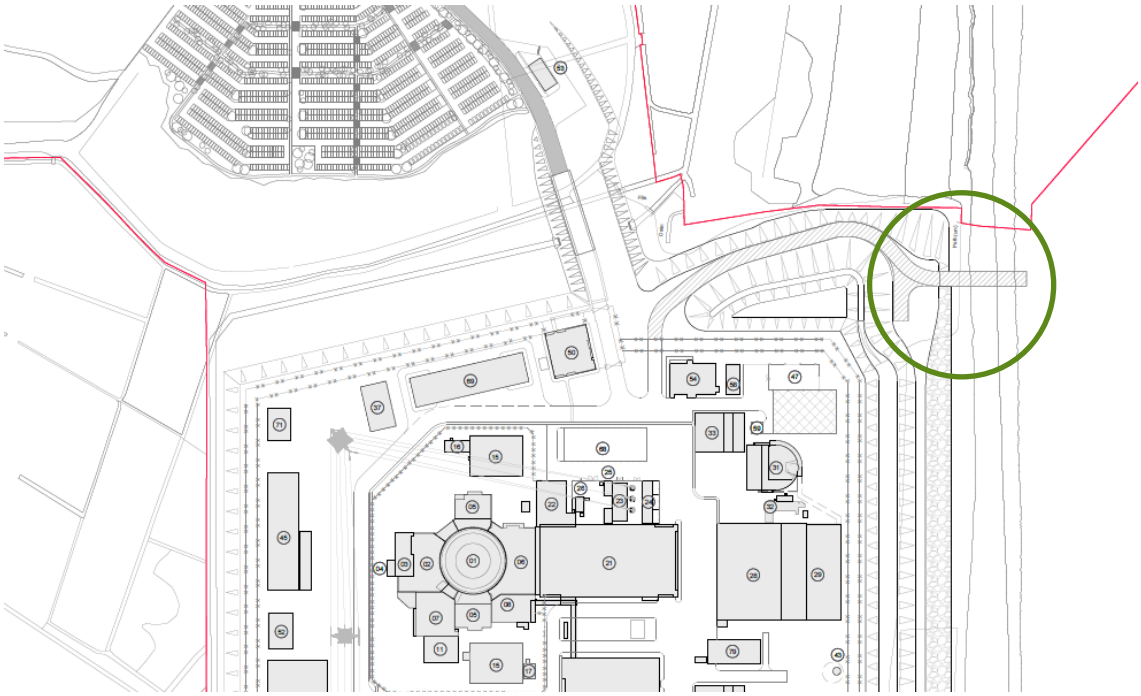

Plate 1: Extract from Figure 2.4 of SZC ES General Arrangement (with location of BLF highlighted)

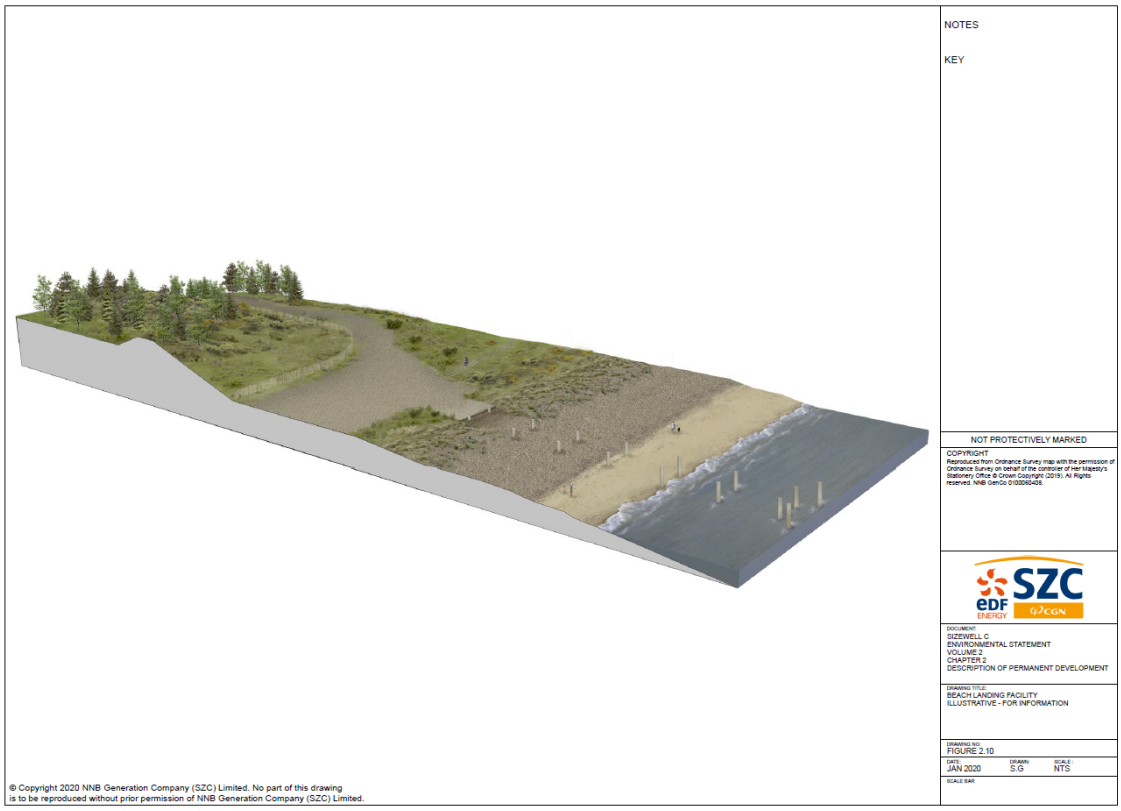

Plate 2: Figure 2.10 of SZC ES BLF Illustrative

13. As described in the SZC ES Addendum (January 2021), *'the permanent BLF would be in place early in the construction phase to support construction of the power station by enabling delivery of some AILs by sea. Annual "campaign" periods (approximately 1 April to 31 October) are expected for the permanent BLF during the construction phase for a total of approximately four years. During each annual campaign period, for the purposes of the EIA, approximately 50 beach landings per campaign were assumed'*.

14. The SZC ES Addendum (January 2021), also notes that *'the permanent BLF would be used infrequently during the operational phase of the power station (i.e. post construction), approximately every 5-10 years for a few weeks at a time' and* 'the permanent BLF would consist of a structure built across the beach and out into the sea, requiring a total of 20 piles' (***Plate 2***) and that *'When not in use during the operational phase of the power station and during the winter months of construction, the permanent BLF deck would be dismantled and taken away for storage'.*

2.2 Description of the Proposed Change

15. The SZC ES Addendum (January 2021) highlights that *'Since submission of the Application, further design work has been carried out which has identified that there may be potential for more material to be brought to the site by sea than is*

currently provided for in the Application This would be achieved by enhancing the design of the permanent BLF and providing a new temporary BLF'.

2.2.1 Enhancing the Design of the Permanent Beach Landing Facility

16. The SZC ES Addendum (January 2021) describes that *'The proposed change would add a grounding platform (also known as grillage), which is assumed to be made of a combination of concrete, timber and steel, or similar'*. This would protrude above bed level by less than a metre and the construction installation requires excavation of the seabed, placement of ground beams in trenches using a crane and placement of a platform or cross beams on top of ground beams. The permanent BLF would also be longer, *'approximately 100m in total length'* and would be able to accommodate a greater number of beach landings during the construction period, with '*up to approximately 100 beach landings per annual campaign… for approximately four years using barges with a capacity of approximately 3,000 tonnes'.*

17. An indicative visualisation of the permanent BLF during the operational phase is shown at Volume 2, Figure 2.2.3A of the ES Addendum, as shown in ***Plate 3***.

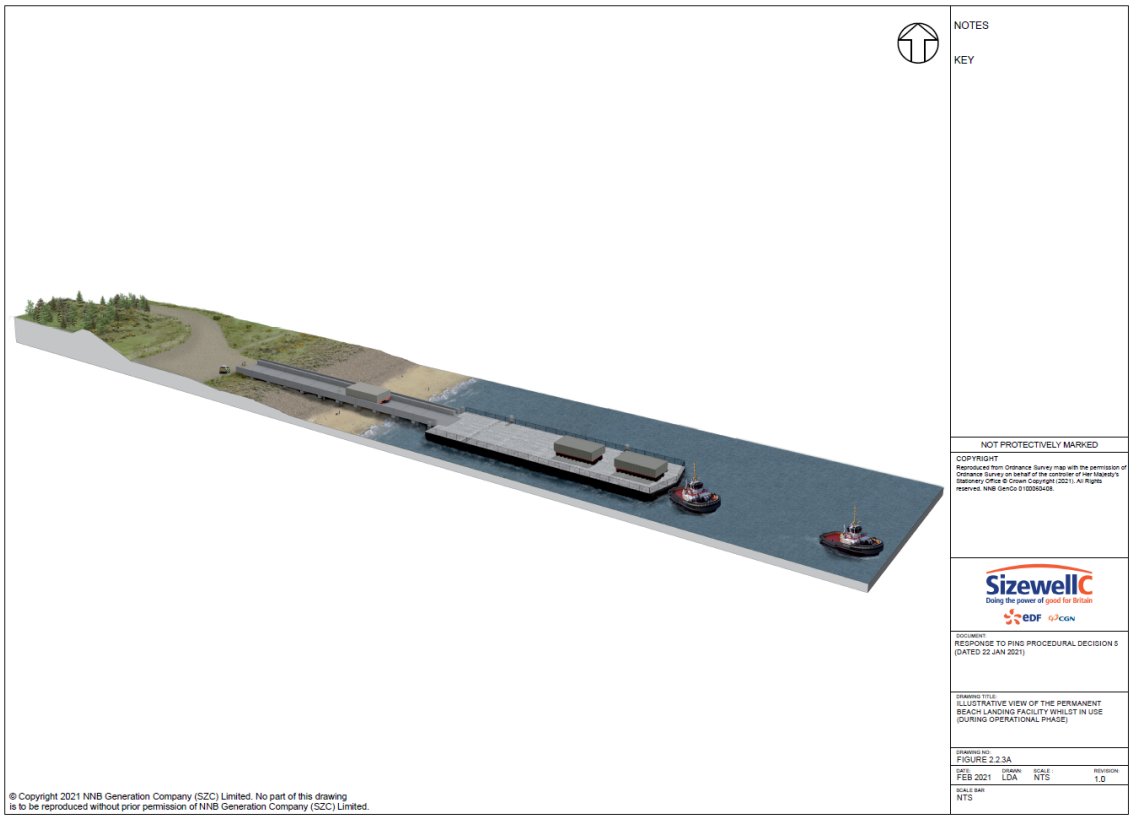

Plate 3: Figure 2.2.3A of SZC ES Addendum

2.2.1.1 Providing a New Temporary Beach Landing Facility

18. A temporary BLF is proposed *'predominantly for the delivery of bulk construction materials'*, to be *'in operation for approximately 8 years'* and *'approximately 505m*

in length and up to approximately 12m in width for the main jetty. An enlarged unloading area would form a jetty head with dimensions of up to approximately 62m in width'. The SZC ES Addendum (January 2021) also confirms that '*A temporary conveyor would be installed along the length of the temporary BLF deck and would be the primary method of unloading material'* and that *'A self-propelled vessel typically delivering up to approximately 4,500 tonnes of cargo per delivery is assumed, making up to approximately 400 deliveries between April and October'.*

19. An indicative visualisation of the temporary BLF is shown at Volume 2, Figure 2.2.4 of the ES Addendum, as shown in ***Plate 4***.

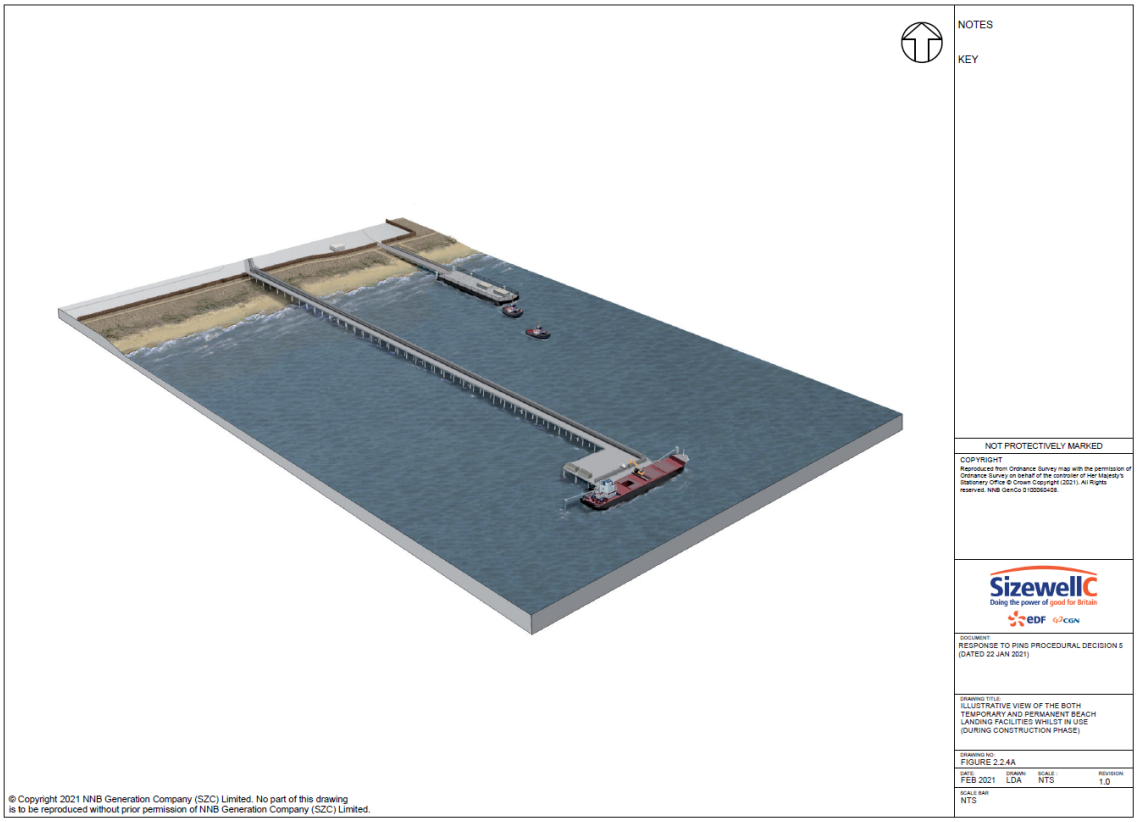

Plate 4: Figure 2.2.4A of SZC ES Addendum

3 Assessment of Cumulative Effects

21. A preliminary assessment of the potential cumulative landscape and visual effects arising between the Projects' and SZC was undertaken for the ES, as set out within ***Table A29.7*** of ***Appendix 29.5*** (APP-569). Given that the SZC ES had not been submitted at the time of undertaking the preliminary assessment of cumulative effects, the Applicants referred to the information presented within SZC's Stage 1 Environmental Report and Stage 2 and Stage 3 pre-application consultation documents.

22. The receptors for which the potential for significant construction stage cumulative landscape or visual effects were identified by the preliminary assessment of cumulative effects in ***Table A29.7*** of ***Appendix 29.5*** of the ES (APP-569)).

23. The Applicants note that at the time of undertaking the preliminary assessment of cumulative effects in the ES (***Appendix 29.5*** (APP-569)), two landscape receptors and five different visual receptors were identified as having potential to experience significant construction stage cumulative effects. These receptors were subsequently assessed in further detail in the ES (***Appendix 29.5*** (APP-569)) and it was found that two landscape receptors and three visual receptors were likely to experience significant construction stage cumulative effects as a result of the Projects with SZC New Nuclear Power Station.

24. Following a review of the proposed changes to the worst-case scenario of the BLF described in the SZC ES Addendum (January 2021) and summarised in ***Section 2***, the Applicants have assessed how these changes to the BLF would interact with the construction works for the Projects' landfall and onshore cable route. Two landscape receptors and three visual receptors remain that have potential to experience significant construction stage cumulative effects, as follows:

    - The Estate Sandlands LCT 07;
    - The SCHAONB.
    - The Suffolk Coast Path;
    - Sandlings Walk; and
    - Suffolk Coastal Cycle Route.

25. The above receptors are dealt with in ***Sections 4-8*** below, and an updated cumulative assessment in respect of the enhancement of the permanent BLF and construction of a new, temporary BLF for SZC is provided for each receptor, in light of the new information contained within the SCZ ES Addendum.

26. The significant landscape and visual effects of SZC are likely to be further intensified on receptors at the beach and foreshore in close proximity to SZC and the proposed BLF, including the Coastal Dunes and Shingle Ridges LCT, Nearshore Waters Seascape Character Type and Suffolk Coast Path, however the Applicants assessment considers that these changes would not increase the significance of the cumulative effects of the Projects overall as assessed in the ***Appendix 29.5*** (APP-589) and ***Sizewell C Cumulative Impact Assessment Note (Landscape and Visual)*** (REP2-010). Fundamentally, this is due to the geographic separation and limited inter-visibility between the Projects' landfall and onshore cable route with the proposed BLF.

3.1 Estate Sandlands Landscape Character Type (LCT 07)

27. ***Table 3.1*** and ***Table 3.2*** identify the potential cumulative effects on the perceived landscape character of LCT 07 as identified within ***Chapter 29*** of the ES (APP-077) and reports on the potential changes to significance of cumulative effects arising due to enhancement of the permanent BLF and new temporary BLF for SZC. An assessment on whether the new information presented within the SZC ES Addendum requires an update to the conclusions presented within ***Appendix 29.5*** of the ES (APP-569) is provided with justification.

Table 3.1 Construction Phase Effects upon the LCT 07 Estate Sandlands Landscape Receptor

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
LCT 07 Estate Sandlands	Medium – high.	**Not significant**, medium-term and temporary due to the distance between the landfall and SZC, their visual separation by large areas of Sandlings Forest and coastline, and the relatively small scale of the construction works / footprint of the landfall.	**No change**. The BLF for SZC is located approximately 3.5km to the north of the Projects landfall and is visually separated from the areas of the Estate Sandlands LCT near Thorpeness where the landfall has a project alone effect, by intervening forestry, coastline landforms and the existing Sizewell A and B Nuclear Power Station. The changes associated with the SZC BLF will have limited or no influence on the perceived character of the Estate Sandlands LCT 07 in the area where this receptor is influenced by the landfall, which is to the immediate north of Thorpeness in the locality of the landfall. The assessment regarding the Estate Sandlands LCT presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.
Onshore Cable Route			
LCT 07 Estate Sandlands Area A Thorpeness to Aldringham and Friston	Medium – high.	**Significant**, medium-term and temporary during the Projects' onshore cable corridor construction, on the character of Area A of the Estate Sandlands LCT. **Not significant**, medium-term and temporary change to the landscape character to the west of	**No change**. The BLF for SZC will contribute to some further intensification of the cumulative effects arising from the in-combination effect of the Projects onshore cable route and SZC during construction, on the perceived character of the Estate Sandlands (Area A). The effects of the onshore cable route

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
		Aldringham, where the cumulative interaction between the onshore cable corridor and SZC becomes limited with their increasing distance apart.	construction are however within and immediately adjacent to the onshore cable route Section 1 and 2 through this LCT, which are separated from the BLF by intervening forestry, coastline landforms and the existing Sizewell A and B Nuclear Power Station. The BLF will result in an intensification of the project alone impact of SZC on the northern part of LCT07 Area A to the north of Sizewell A and B Nuclear Power Station, within which the SZC main development site is located. The assessment regarding the Estate Sandlands LCT presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.
LCT 07 Estate Sandlands Area B Sizewell and north of Leiston to Dunwich Forest	Medium.	**Significant**, medium-term and temporary during the Projects' onshore cable corridor construction, on the character of Area B the Estate Sandlands LCT, primarily arising as a result of the contribution of SZC construction in this area.	**No change**. The BLF for SZC will have limited or no additional influence on the character of Area B of LCT07 due to its position inland from the coast and extent of woodland, with **significant**, medium-term and temporary cumulative effects occurring as a result of the overall contribution of SZC construction in this area of the LCT. The assessment regarding the Estate Sandlands LCT presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.

Table 3.2 Operation Phase Effects upon the LCT07 Estate Sandlands Landscape Receptor

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
LCT 07 Estate Sandlands	Medium – high.	**Not significant**.	**No change**. There are no operation phase cumulative effects upon LCT 07 resulting from the landfall of the Projects.
Onshore Cable Route			
LCT 07 Estate Sandlands	Medium – high.	**Not significant**, long-term and permanent.	**No change**. Only temporary, short-term significant effects are assessed for the Projects, with non-significant longer-term permanent effects assessed.

3.2 Suffolk Coast and Heaths Area of Outstanding Natural Beauty

28. ***Table 3.3*** and ***Table 3.4*** identify the potential cumulative effects on the perceived landscape character of the SCHAONB as identified within ***Chapter 29*** of the ES (APP-077) and reports on the potential changes to significance of cumulative effects arising due to enhancement of the permanent BLF and new temporary BLF for SZC. An assessment on whether the new information presented within the SZC ES Addendum requires an update to the conclusions presented within ***Appendix 29.5*** of the ES (APP-569) is provided with justification.

Table 3.3 Construction Phase LVIA Effects upon the Suffolk Coast and Heaths AONB

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
SCHAONB (and Heritage Coast) Area A: AONB between Thorpeness, Sizewell and Leiston	Medium – high.	**Not significant**, medium-term and temporary due to the distance between the landfall and SZC, their visual separation by areas of Sandlings Forest and coastline, and the relatively small scale of the construction works at the landfall.	**No change**. The BLF for SZC is located approximately 3.5km to the north of the Projects landfall and is visually separated from the areas of the Estate Sandlands LCT near Thorpeness where the landfall has a project alone effect, by intervening forestry, coastline landforms and the existing Sizewell A and B Nuclear Power Station. The changes associated with the SZC BLF will have limited or no influence on the perceived character of the AONB in the area where this receptor is influenced by the landfall, which is to the immediate north of Thorpeness in the locality of the landfall. The assessment regarding the Estate Sandlands LCT presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.
SCHAONB (and Heritage Coast) Area B: AONB between Thorpeness, Aldeburgh and Snape	Medium – high.	Scoped out as not significant.	**No change**. The assessment regarding the SCHAONB presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
SCHAONB (and Heritage Coast) Area C: AONB Sizewell and Dunwich Forest	Medium – high.	Scoped out as not significant.	**No change**. The assessment regarding the SCHAONB presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.
Onshore Cable Route			
SCHAONB (and Heritage Coast) Area A: AONB between Thorpeness, Sizewell and Leiston	High.	**Significant**, medium-term and temporary during the Projects' cable corridor construction, on the character and special qualities of parts of Area A of the AONB in close proximity to the onshore cable corridor. Effects on the landscape / scenic quality and relative wildness / tranquillity of Area A of the AONB experienced over several separate short 2-3 month periods of peak construction activity. **Not significant**, medium-term and temporary change to the landscape character to the west of Aldringham, where the cumulative interaction between the onshore cable corridor and Sizewell C becomes limited with their increasing distance apart as the onshore cable corridor extends outside the AONB.	**No change**. The BLF for SZC will contribute to some further intensification of the cumulative effects arising from the in-combination effect of the Projects onshore cable route and SZC during construction, on the perceived character of the Area A of the SCHAOB. The effects of the onshore cable route construction are however within and immediately adjacent to the onshore cable route Section 1 and 2 through the SCHAONB, which are separated from the BLF by intervening forestry, coastline landforms and the existing Sizewell A and B Nuclear Power Station. The assessment of cumulative effects between the Projects and SZC on the SCHAONB presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between projects.

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
SCHAONB (and Heritage Coast) Area B: AONB between Thorpeness, Aldeburgh and Snape	Medium – high.	Not significant, short-term and temporary due to low change to special qualities. Scoped out as not significant.	**No change**. The Projects onshore cable route and SZC BLF are located at some distance outside this Area B of the SCHAONB, to the south of Thorpeness and west of Aldeburgh, and their cumulative effects are scoped out as not significant The assessment regarding the SCHAONB presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.
SCHAONB (and Heritage Coast) Area C: AONB Sizewell and Dunwich Forest	Medium.	Not significant, short-term and temporary due to negligible change to special qualities. **Significant**, medium-term and temporary during construction period for the Projects' onshore cable corridor construction, on the character and special qualities of Area C of the AONB primarily arising as a result of the contribution of SZC construction near this area on the landscape / scenic quality and relative wildness / tranquillity of Area C of the AONB.	**No change**. The cumulative landscape effects of the construction of the Projects onshore cable route and SZC within this 'Area C' of the AONB are likely to be further intensified on receptors within the AONB in the Sizewell Beach area and around the area of foreshore in close proximity to SZC and the proposed BLF, including the Coastal Dunes and Shingle Ridges LCT which forms the shoreline and the immediate seascape setting of the SCHAONB in the Nearshore Waters Seascape Character Type. These significant effects area assessed as occurring between the northern edge of Goose Hill and Sizewell Gap, and north to the Dunwich Heath Coastguard Cottages, and occur during the day-time and night-time as a result of the lighting of SZC and the BLF.

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
			The assessment regarding the SCHAONB presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects, with an intensification of impacts on the AONB special qualities experienced near the beach and area of foreshore in close proximity to SZC and the proposed BLF.

Table 3.4 Operation Phase LVIA Effects upon the Suffolk Coasts and Heaths AONB

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
SCHAONB	N/A	Scoped out as not significant.	**No change**. The assessment regarding the Projects and SZC on the SCHAONB presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.
Onshore Cable Route			
SCHAONB	N/A	Scoped out as not significant.	**No change**. The assessment regarding the SCHAONB presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.

3.3 Suffolk Coast Path

29. ***Table 3.5*** and ***Table 3.6*** identify the potential cumulative visual effects on the users of the Suffolk Coast Path as identified within ***Chapter 29*** of the ES (APP-077) and reports on the potential changes to significance of cumulative effects arising due to enhancement of the permanent BLF and new temporary BLF for SZC. An assessment on whether the new information presented within the SZC ES Addendum requires an update to the conclusions presented within ***Appendix 29.5*** of the ES (APP-569) is provided with justification.

Table 3.5 Construction Phase Effects upon the Suffolk Coast Path

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
Suffolk Coastal Path	Medium – high.	**Significant**, medium-term and temporary sequential effect to views experienced over a 1km section of the route, to the north of Thorpeness, where the route of the path passes the landfall and over a 5km section of the route between Sizewell and Dunwich Heath, where the Suffolk Coastal Path passes in close proximity to the construction of SZC. **Not significant**, medium-term and temporary over the remainder of the Suffolk Coastal Path.	**No change**. A temporary conveyor would be installed along the temporary BLF deck that would pass over the Suffolk Coast Path on the deck of the temporary BLF at least 3.7m above the ground level of the Suffolk Coast Path. The presence of the temporary BLF deck over the Suffolk Coast Path would result in an intensification of the impacts on the section of the route between Sizewell and Dunwich Heath, where it passes in close proximity to the construction of SZC and underneath the temporary BLF deck. The Suffolk Coast Path would be redirected up and down the shoreline as necessary to facilitate construction of the permanent BLF and is assumed to remain open for substantially more of the construction period than in the submitted SZC Application. The assessment regarding the Suffolk Coastal Path presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects, with an intensification of visual impacts experienced by users of the Suffolk Coast Path near the beach and area of foreshore in close proximity to SZC and

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
			the proposed BLF, during day-time and night-time as a result of the lighting of the BLF at night.
Onshore Cable Route			
Suffolk Coastal Path	Medium – high.	**Significant**, medium-term and temporary sequential effect to views experienced over a 1.8km section of the route to the north of Thorpeness, where the onshore cable route crosses, or is adjacent to the Suffolk Coastal Path and over a 5km section of the route between Sizewell and Dunwich Heath, where the Suffolk Coastal Path passes in close proximity to the construction of SZC and where the effect on views primarily arises as a result of the contribution of SZC construction. **Not significant**, medium-term and temporary over the remainder of the Suffolk Coastal Path.	**No change**. A temporary conveyor would be installed along the temporary BLF deck that would pass over the Suffolk Coast Path on the deck of the temporary BLF at least 3.7m above the ground level of the Suffolk Coast Path. The presence of the temporary BLF deck over the Suffolk Coast Path would result in an intensification of the impacts on the section of the route between Sizewell and Dunwich Heath, where it passes in close proximity to the construction of SZC and underneath the temporary BLF deck. The Suffolk Coast Path would be redirected up and down the shoreline as necessary to facilitate construction of the permanent BLF and is assumed to remain open for substantially more of the construction period than in the submitted SZC Application. The assessment regarding the Suffolk Coastal Path presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects, with an intensification of visual impacts experienced by users of the Suffolk Coast Path near the beach

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
			and area of foreshore in close proximity to SZC and the proposed BLF, during day-time and night-time as a result of the lighting of the BLF at night.

Table 3.6 Operation Phase Effects upon the Suffolk Coast Path

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
Suffolk Coastal Path	Medium – high.	**Not significant**.	**No change**. There is no operation phase cumulative effects upon the Suffolk Coast Path resulting from the landfall of the Projects. The assessment regarding the Suffolk Coastal Path presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.
Onshore Cable Route			
Suffolk Coastal Path	Medium – high.	**Not significant**.	**No change**. There is no operation phase cumulative effects upon the Suffolk Coast Path resulting from the onshore cable route of the Projects. The assessment regarding the Suffolk Coastal Path presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.

3.4 Sandlings Walks

30. ***Table 3.7*** and ***Table 3.8*** identify the potential cumulative visual effects on the users of the Sandlings Walks as identified within ***Chapter 29*** of the ES (APP-077) and reports on the potential changes to significance of cumulative effects arising due to enhancement of the permanent BLF and new temporary BLF for SZC. An assessment on whether the new information presented within the SZC ES Addendum requires an update to the conclusions presented within ***Appendix 29.5*** of the ES (APP-569) is provided with justification.

Table 3.7 Construction Phase Effects upon the Sandlings Walk

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
Sandlings Walk	Medium – high	Significant, medium-term and temporary sequential effect to views experienced over a 1km section of the route, to the north of Thorpeness, where the route of the path passes the landfall and over a 6km section of the route between Sizewell, Minsmere Haven, Leiston Abbey and Eastbridge where the walk passing through the Sizewell C construction area. Not significant, medium term and temporary over the remainder of the Sandlings Walk.	**No change**. A temporary conveyor would be installed along the temporary BLF deck that would pass over the Suffolk Coast Path on the deck of the temporary BLF at least 3.7m above the ground level of the Sandlings Walk (where it follows the route of the Suffolk Coast Path). The presence of the temporary BLF deck over the Sandlings Walk would result in an intensification of the impacts on the section of the route between Sizewell and Dunwich Heath, where it passes in close proximity to the construction of SZC and underneath the temporary BLF deck. The Sandlings Walk (Suffolk Coast Path) would be redirected up and down the shoreline as necessary to facilitate construction of the permanent BLF and is assumed to remain open for substantially more of the construction period than in the submitted SZC Application. The assessment regarding the Sandlings Walk presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects, with an intensification of visual impacts experienced by users of the Sandlings Walk near the beach and area of foreshore in close proximity to SZC and the proposed BLF, during day-time and night-time as a result of the lighting of the BLF at night.

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Onshore Cable Route			
Sandlings Walk	Medium – high	Significant, medium-term and temporary sequential effect to views experienced over three sections of the route: from the edge of Friston to Sloe Lane for approximately 2.2km where the route runs parallel to and subsequently crosses the onshore cable route; from the edge of Aldringham Common to Sizewell for approximately 1.7km where the route crosses through and then runs parallel to the onshore cable route; and over a 6km section of the route between Sizewell, Minsmere Haven, Leiston Abbey and Eastbridge where the walk passing through the Sizewell C construction area and where the changes primarily arise as a result of the contribution of Sizewell C construction. Not significant, medium term and temporary over the remainder of the Sandlings Walk.	**No change**. A temporary conveyor would be installed along the temporary BLF deck that would pass over the Suffolk Coast Path on the deck of the temporary BLF at least 3.7m above the ground level of the Sandlings Walk (where it follows the route of the Suffolk Coast Path). The presence of the temporary BLF deck over the Sandlings Walk would result in an intensification of the impacts on the section of the route between Sizewell and Dunwich Heath, where it passes in close proximity to the construction of SZC and underneath the temporary BLF deck. The Sandlings Walk (Suffolk Coast Path) would be redirected up and down the shoreline as necessary to facilitate construction of the permanent BLF and is assumed to remain open for substantially more of the construction period than in the submitted SZC Application. The assessment regarding the Sandlings Walk presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects, with an intensification of visual impacts experienced by users of the Sandlings Walk near the beach and area of foreshore in close proximity to SZC and the proposed BLF, during day-time and night-time as a result of the lighting of the BLF at night.

Table 3.8 Operation Phase Effects upon the Sandlings Walk

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
Sandlings Walk	Medium – high	N/A	**No change**. There are no operation phase cumulative effects upon the Sandlings Walk resulting from the landfall of the Projects. The assessment regarding the Sandlings Walk presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.
Onshore Cable Route			
Sandlings Walk	Medium – high	N/A	**No change**. There are no operation phase cumulative effects upon the Sandlings Walk resulting from the onshore cable route of the Projects. The assessment regarding the Sandlings Walk presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.

3.5 Suffolk Coastal Cycle Route

31. ***Table 3.9*** and ***Table 3.10*** identify the potential cumulative visual effects on the users of the Suffolk Coastal Cycle Route as identified within ***Chapter 29*** of the ES (APP-077) and reports on the potential changes to significance of cumulative effects arising due to enhancement of the permanent BLF and new temporary BLF for SZC. An assessment on whether the new information presented within the SZC ES Addendum requires an update to the conclusions presented within ***Appendix 29.5*** of the ES (APP-569) is provided with justification.

Table 3.9 Construction Phase Effects upon the Suffolk Coastal Cycle Route

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
Suffolk Coastal Cycle Route	Medium – high	N/A	**No change**. No cumulative effect assessed.
Onshore Cable Route			
Suffolk Coastal Cycle Route	Medium – high	Significant, medium-term and temporary sequential effect on views experienced over two sections of the route: a 500m section of the route, along Grove Road between Friston and Grove Wood, where the onshore cable route crosses or is adjacent to the route of Suffolk Coastal Cycle Route; and from a 2.5km section between Leiston Abbey and Eastbridge where the route passes through the Sizewell C construction area and where the changes primarily arise as a result of the contribution of Sizewell C construction. Not significant, medium term and temporary over the remainder of the Suffolk Coastal Cycle Route.	**No change**. The assessment of cumulative effect on the Suffolk Coastal Cycle Route presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.

Table 3.10 Operation Phase Effects upon the Suffolk Coastal Cycle Route

Receptor	Sensitivity to Change	Significance of Cumulative Effect of Projects and SZC Presented within Appendix 29.5 (APP-569)	Changes to Significance of Cumulative Effect due to enhancement of the permanent BLF and new temporary BLF for SZC
Landfall			
Suffolk Coastal Cycle Route	Medium – high	Scoped out. No cumulative effect identified.	**No change**. There are no operation phase cumulative effects upon the Suffolk Coastal Cycle Route resulting from the landfall of the Projects. The assessment regarding the Suffolk Coastal Path presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.
Onshore Cable Route			
Suffolk Coastal Cycle Route	Medium – high	Scoped out. No cumulative effect identified.	**No change**. There are no operation phase cumulative effects upon the Suffolk Coastal Cycle Route resulting from the onshore cable route of the Projects. The assessment regarding the Suffolk Coastal Path presented within ***Appendix 29.5*** (APP-569) is considered representative of the potential cumulative effects between SZC and the Projects.

4 Conclusion

32. The further review undertaken as part of this clarification note identifies that the landscape and visual conclusions presented within the SZC ES Addendum do not change the Projects' CIA conclusions presented with ***Chapter 29*** (APP-077) and ***Appendix 29.5*** (APP-569) and the **Sizewell C Cumulative Impact Assessment Note (Landscape and Visual)** (REP2-010).

33. In summary, ***Chapter 29*** (APP-077), ***Appendix 29.5*** (APP-569) and this clarification note conclude that the significant cumulative effects resulting from the Projects with SZC comprise:

- Significant, medium-term and temporary effects on landscape character as a result of the construction of the onshore cable route (Section 1 and 2) on localised parts of the Estate Sandlands LCT along the cable route, approximately between landfall, Sizewell, Leiston and Aldringham, and the special qualities of coincident areas of the SCHAONB, as a result of the influence of the overlapping programme of construction of the Projects' onshore cable route and SZC construction in this area of the AONB. The significant cumulative landscape effects of the construction of the Projects' onshore cable route and SZC within 'Area C' of the AONB (which is the area containing Sizewell A and B Nuclear Power Stations) is likely to be further intensified on around the area of beach and foreshore in close proximity to SZC and the proposed BLF, including the Coastal Dunes and Shingle Ridges LCT which forms the shoreline and the immediate seascape setting of the SCHAONB in the Nearshore Waters Seascape Character Type and the appreciation of SCHAONB special qualities in this area. This further intensification of significant effects as a result of the BLF is assessed as occurring approximately between the northern edge of Goose Hill and Sizewell Gap and north to the Dunwich Heath Coastguard Cottages. Effects are like occur during the day-time but will also extend into night-time as a result of the lighting of SZC and the BLF.
- Significant, medium-term and temporary sequential effect to views as a result of the landfall and onshore cable route construction, together with construction of SZC experienced over a short sections of the Suffolk Coast Path and Sandlings Walk, to the north of Thorpeness, and over a longer 5-6km section of the routes where they are coincidental between Sizewell and Dunwich Heath, in close proximity to the construction of SZC. A temporary conveyor would be installed along the temporary BLF deck that would pass over the Suffolk Coast Path on the deck of the temporary BLF at least 3.7m above the ground level of the Suffolk Coast Path. The presence of the

temporary BLF deck over the Suffolk Coast Path would result in an intensification of the impacts on the section of the route between Sizewell and Dunwich Heath, where it passes in close proximity to the construction of SZC and underneath the temporary BLF deck. The Suffolk Coast Path would also be redirected up and down the shoreline as necessary to facilitate construction of the permanent BLF, although it is expected to remain open for more of the construction period than in the submitted SZC Application.

- Significant, medium-term and temporary sequential effects during construction of the Projects' landfalls to views experienced over short sections of the Suffolk Coast Path and Sandlings Walk to the north of Thorpeness.
- Significant, medium-term and temporary sequential effect during construction of the Projects' onshore cable routes on views experienced over two sections of the Suffolk Coastal Cycle Route: for a 500m section of the route, along Grove Road between Friston and Grove Wood, where the onshore cable route crosses or is adjacent to the route of Suffolk Coastal Cycle Route; and from a 2.5km section between Leiston Abbey and Eastbridge.

34. Significant effects on the landscape character of the Estate Sandlands LCT and SCHAOB as a result of the Projects landfall and SZC are avoided due to their visual separation by areas of Sandlings Forest and coastline, and the relatively small scale of the construction works at the landfall. The BLF for SZC is located approximately 3.5km to the north of the Projects landfall and is also visually separated from the areas of the Estate Sandlands LCT and SCHAONB near Thorpeness where the Projects landfall has an influence, by intervening forestry, coastline landforms and the existing Sizewell A and B Nuclear Power Station.

35. All significant cumulative landscape and visual effects of the Projects' landfall and onshore cable route with SZC are not significant during the operational period.

36. The Projects' onshore substations and National Grid substation results in no significant cumulative landscape and visual effects of the Projects with SZC, due to their separate geographic locations and influence resulting in separate project alone impacts on different receptor areas.