



The Sizewell C Project

Notification of Proposed Project Changes

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THE SIZEWELL C PROJECT

EN010012

NOTIFICATION OF PROPOSED PROJECT CHANGES

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1 INTRODUCTION

- 1.1.1 The Sizewell C Project ('the Project') Development Consent Order application was submitted by the applicant ('SZC Co.')
- 1.1.2 During the Pre-Examination period, SZC Co. has continued to engage extensively with stakeholders, has continued its programme of collecting environmental data and has continued to develop detailed plans for the implementation and construction of the Project. In response to that work and engagement, SZC Co. has identified a limited number of changes that should be made to the Project.
- 1.1.3 SZC Co. considers that the proposed changes to the application, taken together, are material. Therefore, SZC Co. is notifying the Examining Authority (ExA) of its intention to formally request a material change to the application and seeks advice from the ExA on the procedural implications. The proposed changes are intended to enhance the application, which remains an application for fundamentally the same Project. The changes are not considered to be of such a degree that their effect would constitute a materially different Project.
- 1.1.4 Consultation on the changes would be undertaken in strict accordance with the Planning Inspectorate's Advice Note 16¹, as described more fully later in this report. Views of the ExA are sought on the detail of the need, scale and nature of the proposed consultation exercise.
- 1.1.5 SZC Co. intends to submit revised information prior to the start of the examination to address minor errata, omissions and qualitative issues relating to the submitted application documentation, although these will not form part of the consultation.
- 1.1.6 SZC Co. has continued to undertake environmental surveys and has undertaken some additional technical assessment work in response to issues raised by stakeholders following submission of the application. As this work is relevant to the application, SZC Co. proposes to also make these available to the examination prior to its formal commencement. This information, together with some further design development, does not represent a change to the proposals (and will therefore not form part of the consultation) but will be of interest to stakeholders and SZC Co. recognises that it should be made available in good time to inform the examination.

¹ Advice Note 16: How to request a change which may be material, Planning Inspectorate, March 2018

1.1.7 Views of the ExA are sought on the principle of SZC Co.'s preferred approach, which is to submit this additional and revised information with the Project change request.

1.2 Report structure

1.2.1 The remainder of this Notification Report is structured as follows:

- Section 2 Proposed Changes - provides a description of, and justification for, the changes.
- Section 3 Potential Changes to the environmental assessments – provides an overview of further work being undertaken to assess how the changes would affect the environmental assessments reported in the DCO application.
- Section 4 Consultation - details the proposed consultation approach.
- Section 5 Indicative Programme – sets out indicative timescales for introducing the changes.
- Section 6 Submission of Additional Information – identifies the additional material SZC Co. intends to submit.

2 PROPOSED CHANGES

2.1 Introduction

2.1.1 Pre-application consultation has been a central feature of the Project, and project development has been thoroughly frontloaded. Commencing formally in 2012, there have been four principal and two targeted stages of statutory pre-application consultation. Throughout the process, SZC Co. has sought to both explain and test its emerging thinking and has listened to and learned from the feedback received from the local community, statutory consultees and the general public.

2.1.2 The application has also been thoroughly prepared and accords with all relevant legislation. All technical issues were resolved as far as possible during the pre-application stage in accordance with Advice Note 16.

2.1.3 The proposed changes set out in this report have resulted from both continuing engagement between SZC Co. and stakeholders as part of the process of agreeing common ground and as a result of ongoing contractor involvement, which has continued to refine the detail of Project implementation.

2.1.4 This formal notification of the proposed changes is being made as soon as possible in the pre-examination period to provide time for the necessary steps to be taken without impacting on the statutory timescale for the examination stage.

2.2 Materiality of changes

2.2.1 Neither the Planning Act 2008 nor the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 define what constitutes a material change to a project.

2.2.2 Advice Note 16 clarifies that ‘whether the change is substantial’ will be an appropriate consideration in identifying a material change. The matter is ultimately a question of planning judgement, which Advice Note 16 confirms may be based on criteria including:

- whether the change would generate new or different likely significant environmental effect(s); and
- whether (and if so the extent to which) a change request involves an extension to the order land, particularly where this would require

additional compulsory acquisition powers, e.g. for new plots of land and/or interests.

2.2.3 The change request does involve minor extensions to the order land to accommodate mitigation proposals arising from engagement and/or better reflect land ownership boundaries. The extensions may require additional compulsory purchase powers, although we will be approaching all landowners with a view to seeking voluntary agreement. At this stage it is not possible to determine whether the changes will generate new or materially different environmental effects, but that is considered to be an unlikely outcome. Nevertheless, taken together, the changes are considered to constitute a material change to the Project. The Project remains, nevertheless, in substance that which was originally applied for. Whether the changes are material or not, SZC Co. intends that they be fully publicised and consulted upon.

2.2.4 This Notification Report follows the guidance on how to make a request for a material change to an accepted application, in accordance with the flowchart shown in Advice Note 16.

2.2.5 This Notification Report constitutes Step 1 of that flowchart and provides the ExA with the necessary information to allow advice to be given to SZC Co. (Step 2). Requested advice includes: the procedural implications of the proposed changes; guidance on the need, scale and nature of consultation that SZC Co. should undertake; and, views on submitting additional or revised information that does not constitute a Project change with Step 4 of the process set out Advice Note 16.

2.3 Summary overview of Project changes

2.3.1 SZC Co. is proposing fourteen changes, which are summarised in Table 2.1 below and explained in the text that follows. Changes that relate to a specific location are shown in Appendix A.

Table 2.1: Summary of proposed Project changes

| ID | Description | Material? |
|-----------|--|------------------|
| 1 | Increase in the frequency of freight train movements to facilitate bulk material imports by rail | Potentially |
| 2 | Change to the Beach Landing Facility design to facilitate bulk material imports by sea | Potentially |

| ID | Description | Material? |
|----|---|-------------|
| 3 | Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field | No |
| 4 | Change to certain parameter heights and activities on the main development site to facilitate the construction process | No |
| 5 | Change to the detailed location of the Water Resource Storage Area and the addition of flood mitigation measures to lower flood risk | No |
| 6 | Change to part of the SSSI Crossing structure to introduce flood relief culverts | No |
| 7 | Potential revisions to the tree retention plan on the main development site | No |
| 8 | Surface water removed early in the construction process to be discharged to sea via a temporary marine outfall | No |
| 9 | Potential for more controlled parameter heights for the hard coastal defence feature | No |
| 10 | Extension of landscaped bund and other minor potential design changes at the Southern Park and Ride | No |
| 11 | Extension of the Order Limits to provide for additional fen meadow habitat at Pakenham as compensation for fen meadow loss and improved access at the Benhall, Halesworth and Westleton habitat sites | Yes |
| 12 | Potential extension of the Order Limits for works on the Sizewell Link Road, Yoxford Roundabout and Two Village Bypass | Potentially |
| 13 | Potential extension of the Order Limits for accommodation works on retained land | Potentially |
| 14 | Reduction to the Order Limits where land is not required for the Project | No |

a) **Change 1: Increase in the frequency of freight train movements to facilitate bulk material imports by rail**

2.3.2 In order to enable the Project to maximise the tonnage of freight delivered by rail rather than road, SZC Co. has assessed further the ability to increase the frequency of freight trains to the main development site.

2.3.3 Initial work has concluded that it is feasible to run an extra train per day (four trains rather than three) on weekdays, subject to agreement with Network Rail. SZC Co. is also investigating whether trains can run throughout the week, rather than five days per week, thereby significantly increasing the volume of material that can be moved by rail rather than by HGV.

b) **Change 2: Change to Beach Landing Facility design to facilitate bulk material imports by sea**

2.3.4 SZC Co. also aspires to maximising the tonnage of freight material delivered by sea, to further minimise construction traffic on the highway network.

2.3.5 Whilst a jetty was ruled out for environmental reasons through the pre-application process, SZC Co. has continued actively to investigate a means to allow some bulk materials to be sustainably imported by sea.

2.3.6 The precise details of how the BLF proposals will change to allow for bulk material imports are currently being finalised. For the purpose of this Notification Report the change is assumed to be potentially material, as some significant environmental effects cannot yet be ruled out. No extensions to the Order Limits would be required.

2.3.7 The increased use of rail and sea to transport materials is consistent with the principles of the Integrated Transport Strategy proposed in the application and responds to the feedback from stakeholders which has called on SZC Co. to optimise the sustainable transport of materials.

2.3.8 The increased capacity, provided by increased use of both rail and the beach landing facility, also creates greater resilience and the opportunity to reduce HGV movements. This is explained further in section 6 of this Report.

c) **Change 3: Greater flexibility as to where certain Sizewell B facilities are relocated to in order to potentially avoid the need for car parking on Pillbox Field**

2.3.9 SZC Co. has continued to engage with stakeholders and seeks opportunities to reuse previously developed land within the Sizewell power station complex

for the relocation of certain Sizewell B facilities, which is necessary to facilitate the Project's development.

2.3.10 The benefit of this revised option is that it would avoid the need to develop an outage car park in Pillbox Field, with only landscaping proposed within the field instead. As the outcome of discussions with the landowner cannot yet be known, SZC Co. seeks the flexibility to provide the originally proposed or the revised option of this element of the Project. No changes to the Order Limits are proposed.

2.3.11 Other changes proposed to the Sizewell B elements of the Project include:

- Reducing the height of the Training Centre from three storeys to two storeys and marginally increasing the width of this building.
- Relocating the Administration Building and Visitor Centre to within close proximity of the Training Centre.
- Providing the option to relocate the outage laydown area on the redundant Sizewell A 132kV grid connection site within the Order Limits.

2.3.12 A separate application for planning permission for development reflecting this revised approach to relocating certain Sizewell B facilities is also being prepared for submission to East Suffolk Council. As with the existing planning permission for the relocation of the Sizewell B facilities, the purpose of seeking to obtain planning permission for these works in advance of the grant of development consent is to enable them to be carried out earlier than would otherwise be the case, thereby expediting the Project construction programme.

d) [Change 4: Change to certain parameter heights and activities on the main development site to facilitate the construction process](#)

2.3.13 In order to efficiently manage the stockpiling of materials in the Temporary Construction Area an additional stockpile footprint will be necessary. This would require more space in the Temporary Construction Area than is currently assumed in the application. The additional capacity would be placed adjacent to already proposed stockpiles and would not exceed the maximum construction height applied for in that location.

2.3.14 Separately, contractor input has identified the need to increase and expand certain working heights to allow, for instance, for plant associated with the launching of the marine tunnel boring machines and associated works.

Where necessary, other changes identified in this Notification Report would be reflected in the Project parameter plans.

- e) [Change 5: Change to the detailed location of the Water Resource Storage Area and the addition of flood mitigation measures to lower flood risk](#)

2.3.15 SZC Co. has continued to engage with the Environment Agency on matters including the increased risk of shallow flooding to a small number of off-site properties that may arise as a result of implementing the Project.

2.3.16 SZC Co. proposes to introduce permanent additional flood mitigation storage including at land north of the already proposed flood mitigation land at The Grove. The Water Resource Storage Area, which is a temporary storage facility for non-potable water during construction, will be relocated to within the main stockpile and borrow pit area to facilitate this.

- f) [Change 6: Change to part of the SSSI Crossing structure to introduce flood relief culverts](#)

2.3.17 SZC Co. proposes to embed additional flood risk mitigation into the design of the SSSI Crossing by introducing additional flood relief culverts. This will enhance the mitigation already proposed at the crossing, namely the substantially oversized main culvert.

- g) [Change 7: Potential revisions to the tree retention plan on the main development site](#)

2.3.18 Further contractor involvement has identified that a small amount of additional vegetation may need to be removed to support construction activity on the main development site.

- e) [Change 8: Surface water removed early in the construction process to be discharged to sea via a temporary marine outfall](#)

2.3.19 Prior to completion of the Combined Drainage Outfall ('CDO'), further contractor involvement has identified that an outfall will be required on the beach for approximately a two-year period. It would be removed once the CDO is operational.

2.3.20 Surface water from the temporary construction area and the main construction area would be collected in balancing ponds and would infiltrate to ground under normal conditions. During times of heavy rainfall the outfall would allow excess water to be discharged above the mean high water mark.

- 2.3.21 The outfall would pass over the temporary sea defences and onto the beach. The diverted coast path would allow users to cross the outfall without hindrance. It is anticipated at this stage that the outfall would be up to approximately 0.5m in diameter.
- j) [Change 9: Potential for more controlled parameter heights for the hard coastal defence feature](#)
- 2.3.22 SZC Co. has continued to develop the design of the sea defence using the updated UKCP18 sea level predictions and may increase the minimum parameter height for the crest of the sea defence to provide further protection. The maximum parameter height remains unchanged, representing a tightening of the parameter boundaries.
- 2.3.23 This change embeds mitigation into the design of the sea defence, thereby reducing reliance on secondary measures to alleviate coastal flood risk.
- e) [Change 10: Extension of landscaped bund and other minor potential design changes at the Southern Park and Ride](#)
- 2.3.24 The Project proposes a landscaped bund along part of the northern boundary of the Southern Park and Ride adjacent to the Traffic Incident Management Area (TIMA).
- 2.3.25 The TIMA would only be used in the event of disruption on the local highway network or at the Main Development Site, in which case HGVs travelling towards Sizewell C would be diverted to wait in the holding area until such time as the disruption has cleared.
- 2.3.26 SZC Co. intends to extend the landscaped bund for the full length of the TIMA along this northern edge up to the 10-metre buffer zone to the south-west, following feedback from stakeholders. The area is already well screened from views to the west, however the addition would provide some additional screening to views from the B1116 and a nearby footpath.
- 2.3.27 Other minor potential design changes including additional landscaping are also being explored by SZC Co.
- e) [Change 11: Extension of the Order Limits to provide for additional fen meadow habitat at Pakenham as compensation for fen meadow loss and improved access at the Benhall, Halesworth and Westleton habitat sites](#)
- 2.3.28 Sizewell Marshes SSSI is designated in part for its fen meadow habitats, a small proportion of which would be lost to the main platform of the nuclear

power station. The Project includes two alternative sites that will be enhanced to compensate for that loss.

2.3.29 Ongoing engagement with stakeholders, including Natural England, has resulted in the decision by SZC Co. to seek to include a third compensation site. Following an extensive site search, SZC Co. has identified an appropriate site near Pakenham, West Suffolk. The benefit of including this additional land near Pakenham is that it provides greater confidence of successfully establishing this complex habitat. In the event that fen meadow establishes on all three sites there would be substantially more fen meadow provided than is proposed to be removed.

2.3.30 A small increase to the Order Limits at the two fen meadow compensation sites (Benhall and Halesworth) and the marsh harrier habitat improvement area (Westleton) already included in the application may also be necessary to ensure adequate access and egress during the enhancement works.

2.3.31 This change request may require additional compulsory acquisition powers for new plots of land, although all landowners will be approached with a view to seeking voluntary agreement.

e) [Change 12: Potential extension of the Order Limits for works on the Sizewell Link Road, Yoxford Roundabout and Two Village Bypass](#)

2.3.32 As part of the ongoing work to develop the design of the proposed Sizewell Link Road, Yoxford Roundabout and Two Village Bypass, SZC Co. is continuing to carry out technical and environmental surveys in order to improve the accuracy and efficiency of the design. Additional technical surveys include a 3D topographical survey and ground investigations (including infiltration testing) to improve the understanding of ground conditions. As a result of this ongoing work, SZC Co. may seek minor extensions to the Order Limits and/or acquire some additional land.

2.3.33 This change request may require additional compulsory acquisition powers for new plots of land, although all landowners will be approached with a view to seeking voluntary agreement.

e) [Change 13: Potential extension of the Order Limits for accommodation works on retained land](#)

2.3.34 SZC Co. has actively engaged with landowners and those with an interest in land through the formal pre-application consultation process and also through ongoing informal engagement. This engagement has allowed SZC Co. to identify various potential minor changes to its proposals to

accommodate landowner requirements and minimise the private loss that would be suffered.

2.3.35 As a result of that ongoing engagement, SZC Co. may seek to extend the Order Limits and/or acquire some land to allow additional works to be carried out under the Development Consent Order with a view to reducing impacts such as severance, injurious affection and/or disturbance.

2.3.36 This change request may require additional compulsory acquisition powers for new plots of land, although all landowners will be approached with a view to seeking voluntary agreement.

e) [Change 14: Reduction to the Order Limits where plots are no longer required for the Project](#)

2.3.37 A parcel of land identified at the A12/B1119 junction near Saxmundham is no longer required for the identified highway improvement and will be removed from the Order Limits accordingly. Other small areas of land that are also no longer required will be removed from the Order Limits.

3 POTENTIAL CHANGES TO THE ENVIRONMENTAL ASSESSMENTS

3.1 Overview

3.1.1 The findings of the environmental assessments reported in the DCO application are unlikely to substantially alter as a result of the proposed changes. However, further work is required to confirm this position. Such confirmation will be provided when SZC Co. makes a formal material change request following consultation.

3.1.2 For each proposed change, this section of the report identifies the scope of any further assessment necessary and provides an initial view on which environmental topics are potentially likely to be affected. Where further assessment identifies a change, the cumulative effects will also be considered.

3.1.3 The findings of the Shadow Habitats Regulations Assessment Report are anticipated to be unchanged, however this will be reviewed to confirm.

a) **Change 1: Increase in the frequency of freight train movements to facilitate bulk material imports by rail**

3.1.4 Transport impacts will be considered further due to the potential reduction in road-based Project related traffic. In addition, consideration of the potential impact on rail passengers will be given as well as the potential impact of the increase use of level crossings.

3.1.5 The proposed change would give rise to additional movements on the rail line to the main development site at night and potentially at weekends, however the nature of the train movements would not change. The Environmental Statement in the application assesses the noise and vibration impact of the proposed train movements assuming three deliveries per day, of which five of the movements would be at night. The impact from each of the train movements would not change, and the overall conclusions of the assessment and the nature of the mitigation proposed are not expected to change however the additional train movements will be considered further for noise and vibration impacts, including any impact on health and wellbeing.

3.1.6 Amenity and recreation impacts will be considered further due to the potential for increased effects on the PRoW network caused by additional train-related closures.

- 3.1.7 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm this.
- b) **Change 2: Change to the Beach Landing Facility design to facilitate bulk material imports by sea**
- 3.1.8 Assessed transport effects will be considered further due to the potential reduction in road based Project related traffic
- 3.1.9 Amenity and recreation impacts will be considered further due to the potential for increased use of the Beach Landing Facility, potentially resulting in increased coast path closures and disruptions to pedestrian access and user experience.
- 3.1.10 Coastal geomorphology impacts and hydrodynamics modelling and assessment will be considered further to ensure that any changes do not impact on prevailing coastal processes.
- 3.1.11 Landscape and visual impacts will be considered further due to the potential for increased impacts on the Heritage Coast and AONB and its setting.
- 3.1.12 Terrestrial ecology and ornithology impacts will be considered further due to the potential change in night-time noise and lighting levels.
- 3.1.13 Marine ecology assessments will be considered further to ensure that any changes do not impact on marine ecology significantly, for example increased underwater noise.
- 3.1.14 Navigation assessments will be considered further to ensure that increased vessel movements in the area do not significantly affect navigational safety.
- 3.1.15 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- c) **Change 3: Greater flexibility as to where certain Sizewell B facilities are relocated in order to potentially avoid the need for car parking on Pillbox Field**
- 3.1.16 An assessment of potential new of different impacts from the proposed changes to the design, site layout and construction assumptions for Sizewell B relocated facilities is being undertaken for transport, noise and vibration, air quality, landscape and visual, terrestrial ecology and ornithology, amenity and recreation, terrestrial historic environment, geology and land quality, groundwater and surface water, radiological and climate change.

- 3.1.17 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- 3.1.18 The scope of the revised assessments has been informed by the EIA Scoping Report (submitted to ESC on the 30th June 2020) and East Suffolk Council's EIA Scoping Opinion (received 3rd August 2020) for a new standalone planning application under the Town Country and Planning Act 1990 for the Sizewell B Relocated Facilities Project that is due to be submitted to East Suffolk Council during the DCO pre-examination stage.
- d) [Change 4: Change to certain parameter heights and activities on the main development site to facilitate the construction process](#)
- 3.1.19 Landscape and visual impacts will be considered further due to the potential for increased visual effects on the surrounding landscape and key receptors, although the changes proposed are limited in scale.
- 3.1.20 Amenity and recreation impacts will be considered further due to the potential for increased visual effects on user experience.
- 3.1.21 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- e) [Change 5: Change to the detailed location of the Water Resource Storage Area and the addition of flood mitigation measures to lower flood risk](#)
- 3.1.22 Landscape and visual impacts will be considered further due to the potential for increased visual effects on the surrounding landscape and key receptors., although the changes proposed are unlikely to be substantial.
- 3.1.23 Terrestrial historic environment impacts will be considered further due to the proximity of the first Leiston Abbey Site.
- 3.1.24 The assessment of groundwater, surface water and the Outline Drainage Strategy will be considered further due the potential interaction with the water environment and the relocation of the Water Resource Storage Area.
- 3.1.25 The flood risk assessment will be considered further due to the reduced flood risk to off-site receptors.
- 3.1.26 The impacts on terrestrial ecology and ornithology receptors will be considered further due to the changes to proposed and potential works required, in particular due to its proximity to designated sites and areas identified for the creation of new habitats.

- 3.1.27 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- f) [Change 6: Change to part of the SSSI Crossing structure to introduce flood relief culverts](#)
- 3.1.28 Landscape and visual impacts will be considered further due to the potential for increased visual effects on the surrounding landscape and key receptors.
- 3.1.29 The flood risk assessment and surface water impacts will be considered further due to the improved hydraulic performance and reduced flood risk to off-site receptors.
- 3.1.30 The impacts on terrestrial ecology and ornithology receptors will be considered further, in particular potential effects on the SSSI and protected species as a result of the increased permeability of the proposed structure.
- 3.1.31 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- g) [Change 7: Potential revisions to the tree retention plan on the main development site](#)
- 3.1.32 Landscape and visual impacts will be considered further due to the potential for increased visual effects on the surrounding landscape and key receptors.
- 3.1.33 The impacts on terrestrial ecology and ornithology receptors will be considered further, in particular potential effects on bats and other protected species as a result of the vegetation loss.
- 3.1.34 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- h) [Change 8: Surface water removed early in the construction process to be discharged to sea via a temporary marine outfall](#)
- 3.1.35 Amenity and recreation impacts will be considered further due to the potential for increased temporary construction activity on the foreshore.
- 3.1.36 Landscape and visual impacts will be considered further due to the potential for increased visual effects on the surrounding landscape and key receptors.
- 3.1.37 Land quality impacts will be considered further due to the potential risk for additional surface water contamination.

- 3.1.38 Coastal geomorphology impacts and hydrodynamics modelling and assessment will be considered further to ensure that any changes do not impact on prevailing coastal processes.
- 3.1.39 The assessment of flood risk, surface water, groundwater and the Outline Drainage Strategy will be considered further due to the potential change in surface water management.
- 3.1.40 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- i) [Change 9: Potential for more controlled parameter heights for the hard coastal defence feature](#)
- 3.1.41 The assessment of landscape and visual impacts and flood risk will be considered further due to the increased minimum height.
- 3.1.42 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- j) [Change 10: Extension of landscaped bund and other minor potential design changes at the Southern Park and Ride](#)
- 3.1.43 Landscape and visual impacts will be considered further due to improvements to screening and planting at the proposed development.
- 3.1.44 Amenity and recreation impacts will be considered further to identify potential improvements to user experience.
- 3.1.45 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- k) [Change 11: Extension of the Order Limits to provide for additional fen meadow habitat at Pakenham as compensation for fen meadow loss and improved access at the Benhall, Halesworth and Westleton habitat sites](#)
- 3.1.46 The Pakenham fen meadow compensation site has not been assessed in the application. Further assessments will therefore be undertaken to understand potential environment effects of the creation of additional fen meadow habitat on this site and ensure appropriate mitigation and management measures are in place. Furthermore, the assessment will be reviewed to account for the additional fen meadow habitat which is being created to compensate for loss of fen meadow in the SSSI.

- 3.1.47 Environmental effects at the existing sites listed are anticipated to remain unchanged as a result of the access improvements, however the assessments will be reviewed to confirm this.
- l) [Change 12: Potential extension of the Order Limits for works on the Sizewell Link Road, Yoxford Roundabout and Two Village Bypass](#)
- 3.1.48 The potential for changes across all environmental assessments will be considered and assessed where there is the potential for a new or different environmental effect to that detailed in the DCO application. In particular, it is anticipated that impacts on terrestrial ecology and ornithology, landscape and visual, flood risk, surface water, groundwater and archaeology will need to be considered.
- 3.1.49 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm.
- m) [Change 13: Potential extension of the Order Limits for accommodation works on retained land](#)
- 3.1.50 The impacts on terrestrial ecology and ornithology receptors, flood risk, surface water, groundwater and archaeology will be considered further in relation to any works proposed on additional land, although no significant effects are anticipated.
- 3.1.51 Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm this.
- n) [Change 14: Potential reduction in other land not required for the Project](#)
- 3.1.52 All environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm this.

4 CONSULTATION

4.1 Introduction

4.1.1 SZC Co. intends to carry out both informal and formal consultation to ensure that all persons who are entitled to be consulted or who were consulted on the original application have the opportunity to make any representations on the changed application. This will allow for their interests to be safeguarded and for those potentially impacted by the material change to be informed.

4.1.2 Notwithstanding the above, SZC Co. seeks the views of the ExA as to the need, scale and nature of the proposed consultation exercise.

4.2 Informal engagement

4.2.1 Early engagement will take place imminently with host local authorities and other key stakeholders. The purpose will be to inform them of the forthcoming material change request and to seek their views on the changes. Where relevant and appropriate, their feedback will inform the proposed changes and be incorporated into the consultation material. Most of the changes have already been informed by stakeholder feedback.

4.3 Formal consultation

4.3.1 Local authorities, prescribed consultees and persons with an interest in land affected by the proposed changes are proposed to be consulted, as advised in Advice Note 16.

4.3.2 SZC Co. will also voluntarily consult members of the public on the proposed changes, including all parties within the area that received information by post during the Stage 4 statutory consultation.

4.3.3 SZC Co. intends to consult for 30 days, with all parties being sent a non-technical summary of the proposed changes in the form of a newsletter. The summary will also include dates, how to participate and directions to the consultation website. The website will contain an online consultation document and feedback form.

4.3.4 Owing to the current period of Covid-19 related uncertainty, SZC Co. does not intend to host any public exhibitions but will provide access to physical documents at the Sizewell C Information Office. A phone number and email address will be provided where hard copies can be requested by those facing difficulties accessing material online or who wish to ask questions about the proposal.

4.3.5 The Consultation will be advertised through the local media, including the main print titles and online through digital and social platforms. The non-technical summary (newsletter) will be sent to over 40,000 homes and businesses within a ten-mile radius of Sizewell and to those within the parish and neighbouring parishes of associated development sites outside this area.

4.4 Consultation Statement

4.4.1 A Consultation Statement will be submitted with the material change request, confirming who has been consulted in relation to the proposed change in accordance with Advice Note 16.

4.4.2 Copies of any consultation responses received will also be included as an annex.

5 INDICATIVE PROGRAMME

5.1.1 In accordance with Advice Note 16, this report sets out when the request to make a material change is likely to be made to the ExA.

5.1.2 For additional clarity, the programme dates for each of the six steps contained in Advice Note 16 are set out below:

- Step 1. Notification of changes to Inspectorate: w/c 5 October 2020
- Step 2. Inspectorate to provide advice: w/c 12 October 2020
- Step 3. Non-statutory 30-day consultation begins: w/c 16 November 2020
- Step 4. Formal request for changes: w/c 11 January 2021
- Step 5. ExA decision on whether to accept the changes: around the end of January 2021

5.2 Compliance with Infrastructure Planning (Compulsory Acquisition) Regulations 2010

5.2.1 As explained earlier in this Notification Report, SZC Co. is proposing to make changes to the Order land. This includes the addition of new land over which SZC Co. is proposing to exercise powers of compulsory acquisition (the Additional Land).

5.2.2 SZC Co. will be seeking to obtain consent from all persons with an interest in the Additional Land to the inclusion of such powers within the SZC DCO. If consent cannot be obtained, SZC Co. will comply with the procedural requirements set out in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010.

5.2.3 This involves submitting details of the Additional Land to the Examining Authority, which then has 28 days to decide whether to accept the proposed inclusion of the Additional Land as part of the application. If accepted, SZC Co. will issue notices confirming when and where information about the Additional Land can be inspected and the deadline for submitting relevant representations about the Additional Land.

5.2.4 This process will be separate from and will be subsequent to the proposed consultation on material changes outlined in section 4.

6 SUBMISSION OF ADDITIONAL INFORMATION

- 6.1.1 In addition to the proposed changes and additional environmental assessments work described in sections 2 and 3, SZC Co. also intends to submit further details on some of its proposals and additional technical information. This has been developed in response to continuing engagement with stakeholders as part of the process of agreeing common ground and as a result of ongoing contractor involvement, which has continued to refine the detail of Project implementation.
- 6.1.2 SZC Co. also intends to address minor errata in plans and documents, and omissions, including reports which are referenced in the DCO but which are not publicly available.
- 6.1.3 It is intended this information is provided to stakeholders and the ExA prior to the start of the examination.
- 6.1.4 Submission of the information summarised in this section of the Notification Report is not considered to constitute a Project change and is provided for information purposes only.
- 6.1.5 Further information to that identified in this section may ultimately be submitted, in response to factors such as the Relevant Representations and ongoing stakeholder discussions.

Update 1: Revised transport assumptions

- 6.1.6 Detailed contractor site investigations are continuing as part of preparation for project implementation. As part of that work, construction materials quantities are being finalised, including soils testing to conclude the proportions of excavated materials that can be reused on site. This may result in a change to project assumptions set out in the DCO but is not in itself a change to the application. It is not expected to affect the site parameters beyond the changes described in this Report and the extent to which HGV movements can be reduced will be assessed through the changes to rail and sea movements.

Update 2: Project water supply

- 6.1.7 SZC Co. stated in the application that the principal supply of water for the Project would come from mains water, provided by Essex and Suffolk Water (ESW).
- 6.1.8 ESW and SZC Co continue to work closely together to plan for the delivery of sections of new and replacement water mains, plus associated

infrastructure, to transfer water into the area from a nearby Water Resource Zone (WRZ) without breaching licensed abstraction volumes. Linking WRZs in this way would help to provide more resilience in the network in future, which would be of long-term benefit to the local community.

- 6.1.9 ESW has undertaken initial feasibility work and SZC Co. intends to assess its likely environmental effects as part of its revised cumulative assessments for documents including the Environmental Statement and shadow Habitats Regulations Assessment. Other water supply strategies continue to be explored as contingencies.

[Update 3: Confirmation of a bat house to compensate for potential disturbance for bats](#)

- 6.1.10 To compensate for the potential for noise and/or lighting to disturb bats, the application confirms that either a purpose-built ‘bat house’ or modifications to existing buildings would be provided. Following engagement with Natural England, SZC Co. will propose a bat house in a specific location as part of the Project. This is not identified as a Project change as SZC Co. is simply confirming which of the originally identified options would be delivered.

[Update 4: Confirmation of the sea defence design at its coastal extent](#)

- 6.1.11 Following further stakeholder engagement, SZC Co. will provide greater certainty to the design assumptions that have underpinned the assessment and mitigation proposed. This is not identified as a Project change as SZC Co. is simply confirming design details.

[Update 5: Confirmation of the SSSI crossing embankment gradients](#)

- 6.1.12 The application assumes that vegetation would establish on the SSSI crossing embankments, to contribute to the screening of vehicle movements from locations along Sizewell Beach and to help soften the appearance of the crossing in the landscape. SZC Co. will commit to maximum gradients to help ensure that such vegetation establishes successfully without extending the footprint of the crossing. This is not identified as a Project change as SZC Co. is simply confirming design details.

[Update 6: Provision of further strategies and plans](#)

- 6.1.13 In response to stakeholder feedback and further development of proposals, additional or updated strategies and plans will be submitted, including:
- Fen meadow and wet woodland strategies.

- Additional Outline Landscape and Ecology Management Plans.
- Additional design principles.
- Various updated management plans.

Update 7: Provision of further surveys and assessments

6.1.14 Additional surveys and assessments have been completed to supplement the assessments presented in the DCO and in response to stakeholder feedback. Details of these would be submitted and include:

- Additional baseline environmental surveys to provide the most up-to-date data for examination, following engagement with Natural England and other stakeholders.
- Updated written schemes of archaeological investigation and associated archaeological evaluation reports following further engagement with Suffolk County Council.
- Addenda to the Flood Risk Assessments to provide further modelling outputs and technical information, following engagement with the Environment Agency and Suffolk County Council.
- Addendum to the Transport Assessment to include updated VISUM modelling, following engagement with Suffolk County Council and other stakeholders.
- Additional assessments relating to the assessment of impacts on fish species, following engagement with the Environment Agency and other stakeholders.

Update 8: Provision of outstanding referenced reports

6.1.15 SZC Co. intends to make available reports referenced in the application that are not in the public domain and were unintentionally omitted from the application, including:

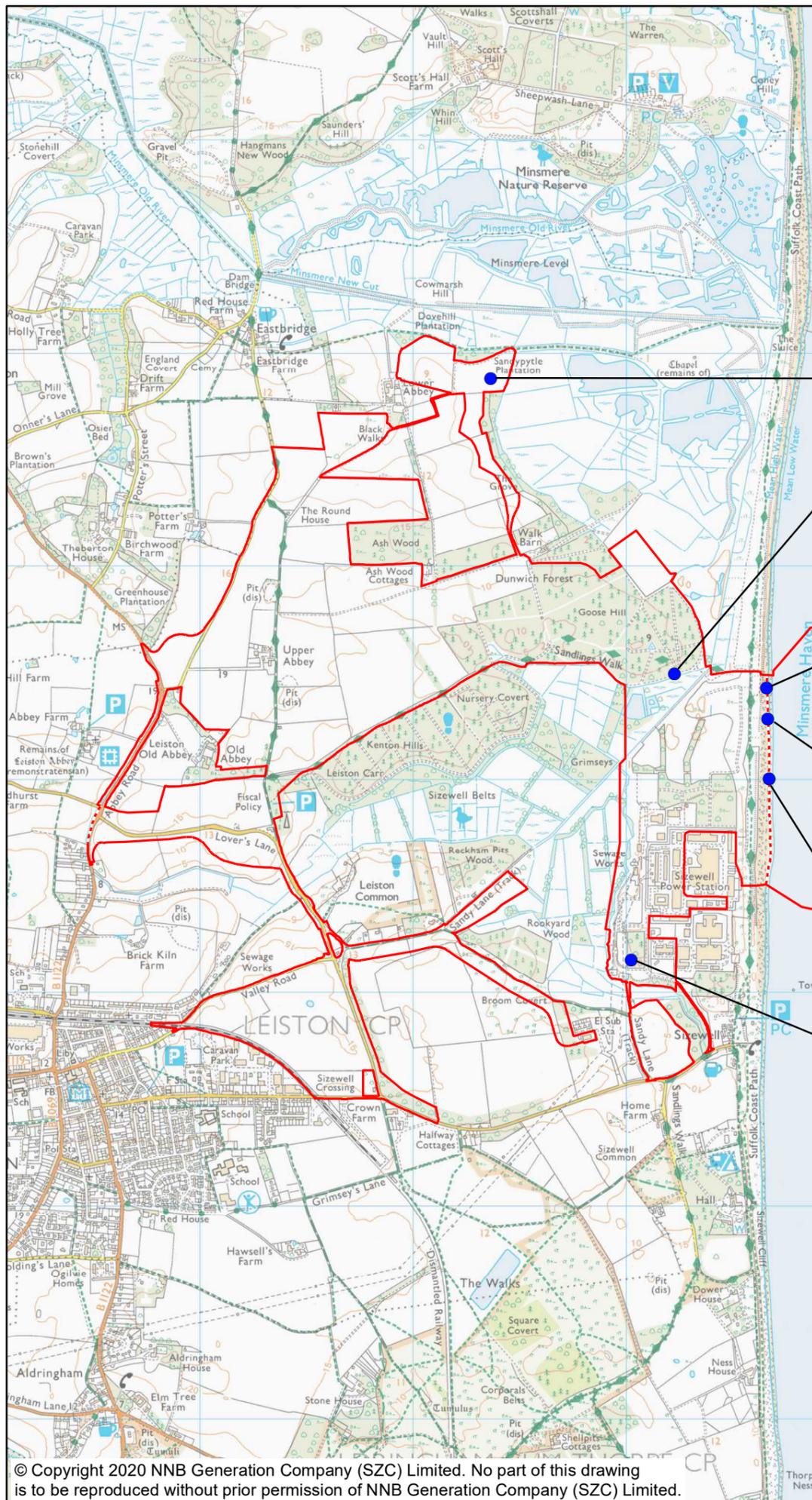
- SZC Co. 2016. Eco-hydrology Conditions in Sizewell Marshes SSSI: An Overarching Review of Factors Influencing Vegetation Composition and Distribution. Version 2 (July 2016).
- SZC Co. 2016. The M22 Vegetation Community: Hydrological tolerances and sensitivities: A proposed approach for assessing hydrological impacts.

- SZC Co. 2017. The M22 Vegetation Community: Hydrological tolerances and sensitivities: A revised approach for assessing hydrological impacts.
- Atkins, 2019. Technical Note Sizewell C. Hydrological impacts on the Minsmere SSSI.
- RHDHV, 2019. Sizewell C - overtopping comparison calculation on design profile (with beach erosion).
- Cefas, 2014. BEEMS Technical Report TR319 Edition 1: Derivation of extreme waves and surge and initial results of coastal wave model.
- Cefas, 2015. BEEMS Technical Report TR319 Edition 2: Results from Modelling of extreme waves and surge events at Sizewell with Tomowac,
- RHDHV, 2018. SZC MDS Coastal Overtopping Modelling – Summary and Anticipated Deliverables.
- BECC, 2014 – BECC Scoping Paper: How to Define Credible Maximum Sea Level Change Scenarios for the UK Coast.
- RHDHV, 2020. EDF Energy. UK Climate Change Projections 2018 – Review and Proposed Response.
- RHDHV, 2014. Sizewell C Flood Risk Assessment - Amazon Sensitivity Tests.
- Cefas, 2014. BEEMS Technical Report TR322: Update on Estimation of extreme sea levels at Sizewell.

Update 9: Correcting minor errata

- 6.1.16 SZC Co. has collected a short list of errata following further reviews of the submitted application and wishes to clarify the position prior to the start of the Examination. The errata are typically minor in nature and relate to a small number of drawings and documents.

APPENDIX A: PLANS SHOWING LOCATIONS OF SPATIAL CHANGES



CHANGE TO THE DETAILED LOCATION OF THE WATER RESOURCE STORAGE AREA AND THE ADDITION OF FLOOD MITIGATION MEASURES

CHANGE TO PART OF THE SSSI CROSSING STRUCTURE TO INTRODUCE FLOOD RELIEF CULVERTS

CHANGE TO THE BEACH LANDING FACILITY DESIGN

POTENTIAL FOR MORE CONTROLLED PARAMETER HEIGHTS FOR THE HARD COASTAL DEFENCE FEATURE

SURFACE WATER TO BE DISCHARGED TO SEA VIA A TEMPORARY MARINE OUTFALL

GREATER FLEXIBILITY AS TO WHERE CERTAIN SIZEWELL B FACILITIES ARE RELOCATED



NOTES

KEY

- SIZEWELL C MAIN DEVELOPMENT SITE BOUNDARY
- - - DEMARCATION LINE
- PROJECT CHANGES

CHANGES THAT ARE NOT FIXED TO A SPECIFIC LOCATION ARE EXCLUDED FROM THIS FIGURE. ALL LOCATIONS ARE APPROXIMATE.

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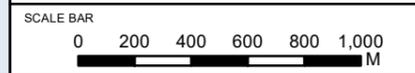


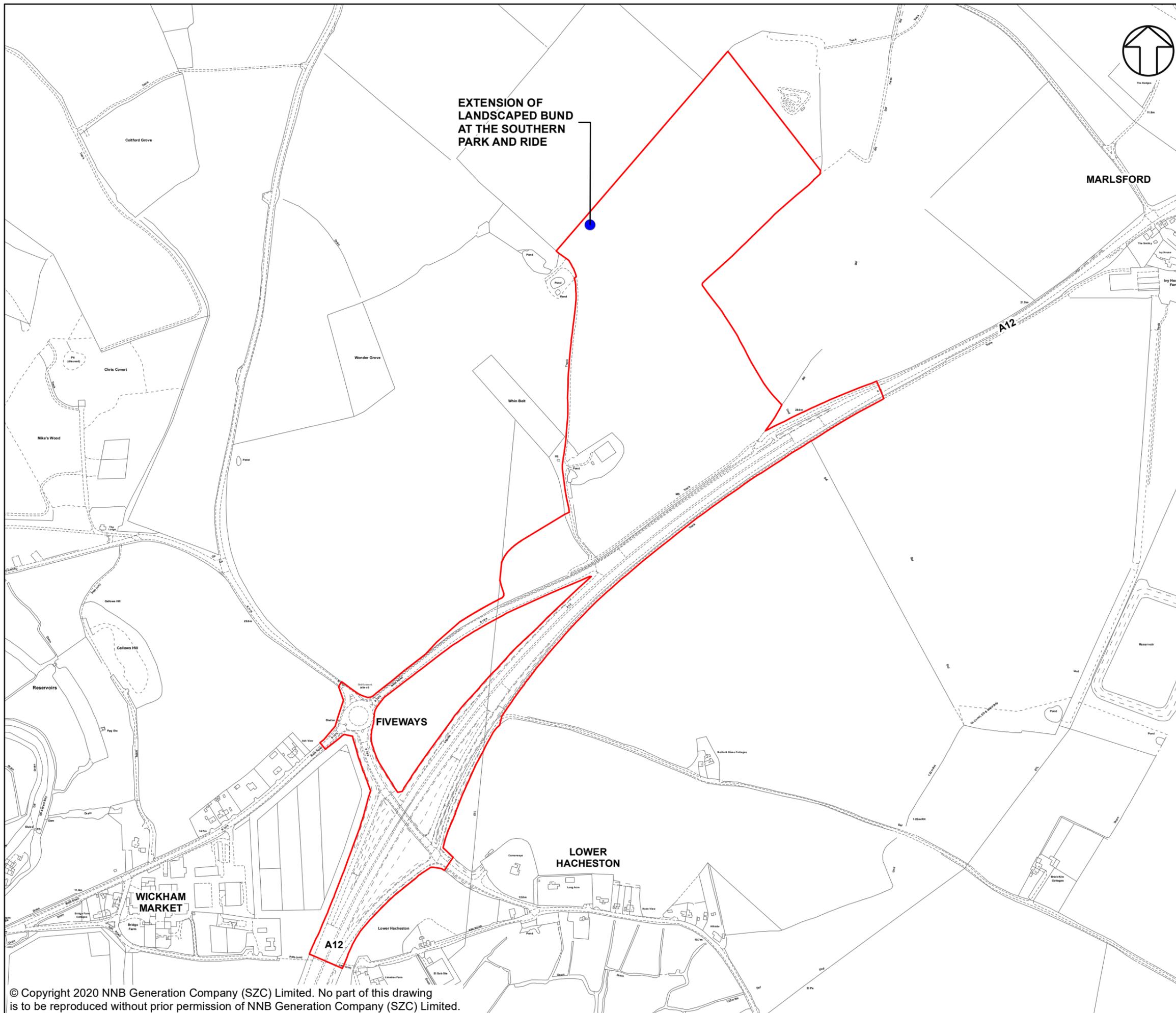
DOCUMENT:
 SIZEWELL C
 NOTIFICATION OF PROPOSED CHANGES

DRAWING TITLE:
 MAIN DEVELOPMENT SITE
 PROPOSED PROJECT CHANGES

DRAWING NO:
 FIGURE 1

DATE: OCT 2020 **DRAWN:** J.W. **SCALE:** 1:25,000 @A3





**EXTENSION OF
LANDSCAPED BUND
AT THE SOUTHERN
PARK AND RIDE**



NOTES

KEY

- SOUTHERN PARK AND RIDE DEVELOPMENT SITE BOUNDARY
- PROJECT CHANGES (APPROXIMATE LOCATION)

OTHER MINOR POTENTIAL DESIGN CHANGES TO BE CONFIRMED

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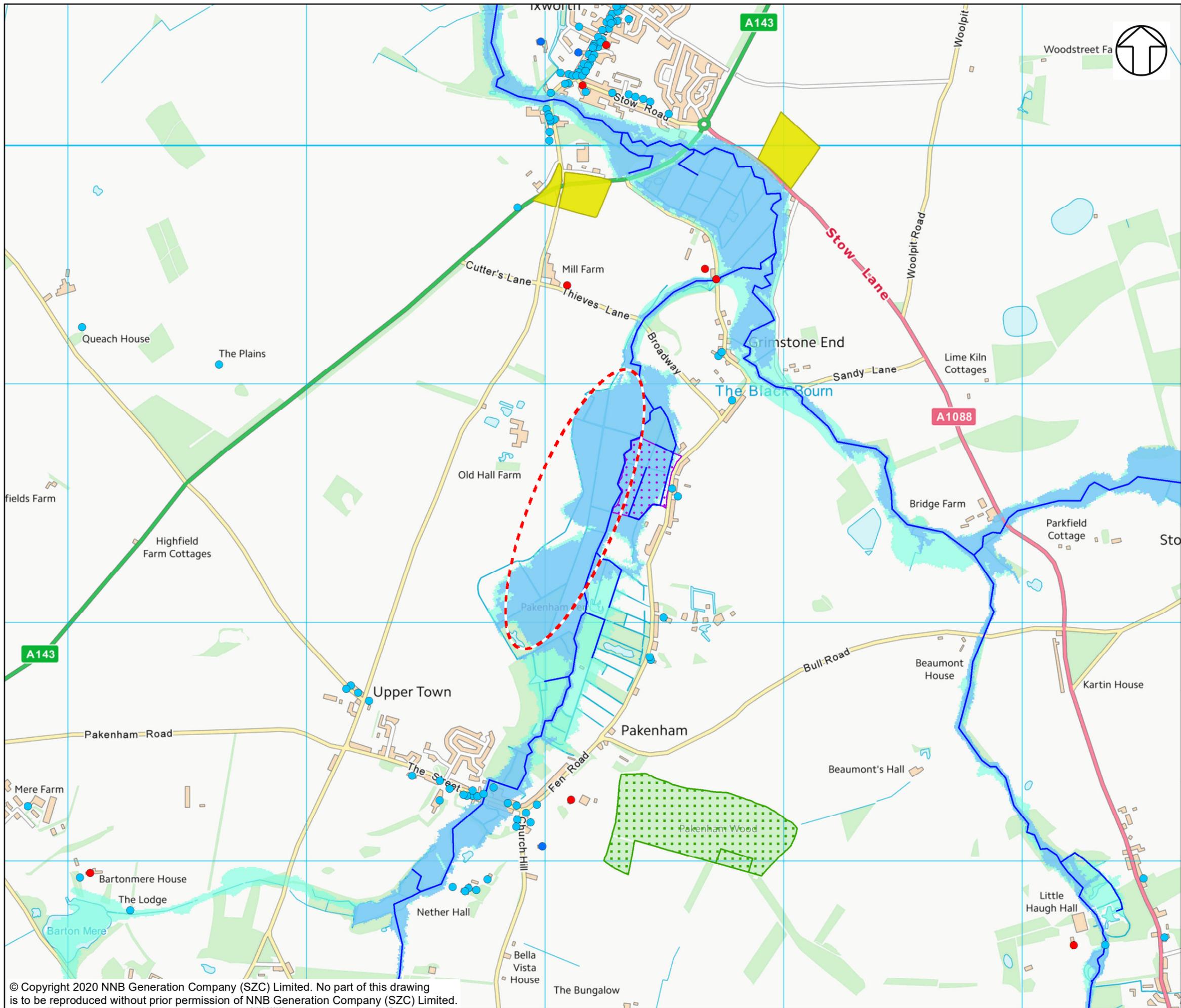
DOCUMENT:
SIZEWELL C
NOTIFICATION OF PROPOSED CHANGES

DRAWING TITLE:
SOUTHERN PARK AND RIDE
PROPOSED PROJECT CHANGES

DRAWING NO:
FIGURE 2

DATE: OCT 2020 **DRAWN:** J.W. **SCALE:** 1:5,500 @A3





NOTES

KEY

- - - INDICATIVE LOCATION OF PAKENHAM FEN MEADOW COMPENSATION SITE
- LISTED BUILDING GRADE I
- LISTED BUILDING GRADE II*
- LISTED BUILDING GRADE II
- WATERCOURSE
- ANCIENT WOODLAND
- SCHEDULED MONUMENT
- SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
- FLOOD ZONE 2
- FLOOD ZONE 3
- WOODLAND

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DOCUMENT:
 SIZEWELL C
 NOTIFICATION OF PROPOSED CHANGES

DRAWING TITLE:
 PAKENHAM FEN MEADOW COMPENSATION SITE
 INDICATIVE LOCATION

DRAWING NO:
 FIGURE 3

DATE: OCT 2020 DRAWN: J.W. SCALE: 1:15,000 @A3

