



The Sizewell C Project

6.14 Environmental Statement Addendum- Non-Technical Summary

January 2021

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

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

CONTENTS

| | | |
|-----|---|----|
| 1 | INTRODUCTION..... | 1 |
| 1.1 | Introduction to the Non-Technical Summary | 1 |
| 2 | MAIN DEVELOPMENT SITE | 5 |
| 2.1 | Relevant Additional Information | 5 |
| 2.2 | Proposed changes | 8 |
| 2.3 | Updated assessments..... | 15 |
| 3 | NORTHERN PARK AND RIDE | 31 |
| 3.1 | Relevant Additional Information and Changes | 31 |
| 3.2 | Updated assessments..... | 31 |
| 4 | SOUTHERN PARK AND RIDE | 33 |
| 4.1 | Relevant Additional Information and Changes | 33 |
| 4.2 | Updated assessments..... | 35 |
| 5 | TWO VILLAGE BYPASS..... | 36 |
| 5.1 | Relevant Additional Information | 36 |
| 5.2 | Proposed changes | 36 |
| 5.3 | Updated assessments..... | 37 |
| 6 | SIZEWELL LINK ROAD | 42 |

| | | |
|------|---|----|
| 6.1 | Relevant Additional Information | 42 |
| 6.2 | Proposed changes | 42 |
| 6.3 | Updated assessments..... | 45 |
| 7 | YOXFORD ROUNDABOUT AND OTHER HIGHWAY IMPROVEMENTS | 51 |
| 7.1 | Relevant Additional Information and Changes | 51 |
| 7.2 | Updated assessments..... | 51 |
| 8 | FREIGHT MANAGEMENT FACILITY | 55 |
| 8.1 | Relevant Additional Information and Changes | 55 |
| 8.2 | Updated assessments..... | 55 |
| 9 | RAIL | 57 |
| 9.1 | Relevant Additional Information and Changes | 57 |
| 9.2 | Updated assessments..... | 57 |
| 10 | INTER-RELATIONSHIPS, PROJECT-WIDE, CUMULATIVE AND TRANSBOUNDARY EFFECTS | 63 |
| 10.1 | Inter-relationship Effects..... | 63 |
| 10.2 | Project Wide Effects..... | 64 |
| 10.3 | Cumulative effects with other plans, projects and programmes | 64 |
| 10.4 | Transboundary Effects | 65 |

TABLES

| | |
|--|----|
| Figure 4.1 Illustrative masterplan for the southern park and ride site at Wickham Market | 34 |
| Figure 6.1 Changes in the site boundary at the Sizewell link road site | 44 |

PLATES

| | |
|---|----|
| Plate 2.1: Enhanced permanent beach landing facility when not in use (for the majority of time) | 9 |
| Plate 2.2: New temporary beach landing facility | 9 |
| Plate 2.3: Landscaping scheme for Pillbox Field with the removal of outage car park | 9 |
| Plate 2.4: Indicative sketch of flood mitigation area and wet woodland habitat | 11 |
| Plate 2.5: Proposed SSSI crossing design | 11 |
| Plate 2.6: Example image of a similar marine outfall | 12 |
| Plate 2.7: Additional fen meadow habitat at Pakenham | 13 |
| Plate 2.8: Proposed bridleway link between Kenton Hills and Aldhurst Farm | 14 |
| Plate 2.9: Example of fen meadow habitat | 21 |
| Plate 2.10: Temporary beach landing facility over the Coast Path | 22 |

FIGURES

| | |
|--|----|
| Figure 4.1 Illustrative masterplan for the southern park and ride site at Wickham Market | 34 |
| Figure 6.1 Changes in the site boundary at the Sizewell link road site | 44 |

1 INTRODUCTION

1.1 Introduction to the Non-Technical Summary

NNB Generation Company (SZC) Limited (SZC Co.) submitted an application for a Development Consent Order (DCO) to the Planning Inspectorate under the Planning Act 2008 for the Sizewell C Project in May 2020 (referred to as the 'Application'). This included the submission of an Environmental Statement (ES), with an accompanying Non-Technical Summary (NTS) which explained the conclusions of the ES in non-technical language. The Application was accepted for examination in June 2020.

Since the submission of the Application, SZC Co. has continued to engage with the local authorities, environmental organisations, local stakeholder groups and the public with regard to the Application. This process has identified potential opportunities for changing the Application to further minimise impacts on the local area and environment in many cases, whilst reflecting the further design detail that has come forward in preparation for the implementation of the Sizewell C Project.

In addition to the proposed changes, SZC Co. has continued to develop the detail of its proposals and of the implementation of the Sizewell C Project (the 'Project'), and has undertaken some additional environmental assessment work in response to continuing engagement with stakeholders. This is referred to as 'Additional Information' and should assist interested parties in their understanding of matters raised by the Application.

A summary of the proposed changes Additional Information and is provided in **Table 1.1** and these are described in further detail in **Volume 1, Chapters 1 to 9** of the **ES Addendum**.

This document provides a non-technical summary of the **ES Addendum**. It has been prepared to identify any new or different significant effects that are likely to result from the Additional Information and proposed changes to the Application, including any changed or additional plans, design principles and mitigation identified, since the submission of the Application in May 2020.

Table 1.1 Summary of Additional Information and Proposed Changes considered within the ES Addendum

| Additional Information – November and December 2020, and January 2021 in response to Examining Authority requests | Additional Information – January 2021 submission | Design changes – January 2021 submission |
|---|--|---|
| <p>16 November 2020</p> <ul style="list-style-type: none"> • Clarifications on the Access and Rights of Way plans (Doc Ref. 2.4(A) [AS-013]); • Volume 2 Main Development Site Chapter 12 Air Quality Figure 12.1, version 2 (Doc Ref. 6.3(A)) [AS-015]; • Appendix 2A -2B Interrelationship effects on human and other receptors, version 2 (Doc Ref. 6.11 2A-2B) [AS-016]; • Reports Referenced in the Environmental Statement (Doc Ref. 6.12) [AS-020]; and • Additional Ecology Baseline Survey Reports (Doc Ref. 6.13) [AS-021 and AS-022]. <p>08 December 2020</p> <ul style="list-style-type: none"> • Additional Ecology Baseline Survey Reports (Doc Ref. 6.13(A)) [AS-036 and AS-037]. <p>08 January 2021</p> <ul style="list-style-type: none"> • SZC Co. also responded to the Examining Authority's procedural decision PD-009 on 8 January 2021, which included clarifications and information on previous submissions. | <p>Additional information comprises:</p> <ul style="list-style-type: none"> • Updated and new environmental baseline information that has become available from additional surveys, desk-based research and modelling since the production of the ES. This includes the following: <ul style="list-style-type: none"> — updated traffic modelling and the transport environmental assessment (Doc Ref. 8.5(A)Ad and Doc Ref. 6.14); — updated noise traffic modelling and assessment (Doc Ref. 6.14); — updated air quality traffic modelling and assessment (Doc Ref. 6.14); — additional rail noise and vibration surveys and assessment (Doc Ref. 6.14); — draft rail noise mitigation strategy (Doc Ref. 6.14); — baseline survey reports and data for terrestrial ecology and ornithology assessments (Doc Ref. 6.14); — protected species licence and method statement updates (Doc Ref. 6.14); — archaeological evaluation reports and updates to assessment (Doc Ref. 6.14); | <p>These proposed amendments include:</p> <ul style="list-style-type: none"> • Change 1: Potential to increase in the frequency of freight train movements to facilitate bulk material imports by rail. • Change 2: An enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility. • Change 3: Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field. • Change 4: Change to certain parameter heights and activities on the main development site. • Change 5: Change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk. • Change 6: Change to the Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments. • Change 7: Revisions to tree retention on the main development site. • Change 8: Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall. |

| Additional Information – November and December 2020, and January 2021 in response to Examining Authority requests | Additional Information – January 2021 submission | Design changes – January 2021 submission |
|---|--|---|
| | <ul style="list-style-type: none"> — additional information on ground conditions (Doc Ref. 6.14); — updated and additional fish assessments (Doc Ref. 6.14); — additional flood risk modelling and assessment (Doc Ref. 5.2(A)Ad and Doc Ref. 5.5Ad); — review of the Sizewell link road drainage design (Doc Ref. 6.14); — additional socio-economic baseline information on crime (Doc Ref. 6.14). • Design refinements that do not require changes to the Order Limits or parameters, including further information on assumptions, mitigation strategies and management plans: <ul style="list-style-type: none"> — update to the freight management strategy (Doc Ref. 8.18); — updates to the materials management strategy (Doc Ref. 6.14); — additional information on the water supply strategy (Doc Ref. 6.14); — the fen meadow strategy (Doc Ref. 6.14); — update to the water monitoring and response strategy (Doc Ref. 6.14); | <ul style="list-style-type: none"> • Change 9: Change to the sea defence to make the scheme more efficient and resilient to climate change. • Change 10: Extension of landscaped bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits. • Change 11: Extension of the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss. • Change 12: Extensions and reductions of the Order Limits for works on the Two village bypass, Sizewell link road and Yoxford roundabout as well as minor changes to the public right of way proposals at these sites. • Change 13: Minor extensions and reductions of the Order Limits for works on the main development site and related sites (fen meadow mitigation sites and marsh harrier improvement sites). • Change 14: Minor reductions to the Order Limits of the northern park and ride, the A12/B1119 junction at Saxmundham and the A1094/B1069 south of Knodishall. • Change 15: A new bridleway link between Aldhurst Farm and Kenton Hills. |

| Additional Information – November and December 2020, and January 2021 in response to Examining Authority requests | Additional Information – January 2021 submission | Design changes – January 2021 submission |
|---|--|--|
| | <ul style="list-style-type: none"> — draft coastal processes monitoring and management plan (Doc Ref. 6.14); — additional information on temporary contractor compound areas on the two village bypass site and Sizewell link road site (Doc Ref. 6.14); and — outline landscape and ecology management plans for two-village bypass and Sizewell link road (Doc Ref. 8.3A and Doc Ref. 8.3B). • Corrections that have been made where errors have been identified in plans or other Application documents: <ul style="list-style-type: none"> — clarifications on plans of the main development site, two-village bypass and Sizewell link road (Book 2); — corrections to pedestrian delay calculations (Doc Ref. 6.14); — corrections to noise and air quality assessments (Doc Ref. 6.14); and — corrections to soils and agricultural assessments (Doc Ref. 6.14). | |

2 MAIN DEVELOPMENT SITE

Volume 1, Chapter 2 of the **ES Addendum** provides an update to **Volume 2** of the **ES** (Doc Ref. 6.3) [[APP-160](#) to [APP-347](#)]. Subsequent sections summarise the updates to **Volume 2** of the **ES** as a result of the Additional Information submitted and the proposed changes.

2.1 Relevant Additional Information

Since the submission of the Application, Additional Information summarised in **Table 1.1** of relevance to the assessment of effects arising from the construction and operation of the main development site includes:

- additional information on design proposals at the main development site, including the materials management strategy, water supply strategy, and clarifications on plans and text;
- additional socio-economic baseline information on crime;
- updated traffic, noise and air quality modelling and assessments;
- updated ecological baseline survey information and mitigation strategies (including the fen meadow strategy);

- updated Overarching Written Scheme of Investigation for terrestrial historic environment;
- correction to soils and agriculture assessment;
- additional information on ground conditions;
- updates to the water monitoring and response strategy;
- updates to the flood risk assessment (refer to **Main Development Site Flood Risk Assessment Addendum** (Doc Ref. 5.2(A)Ad));
- additional information on the coastal processes monitoring and management plan; and
- updated and additional fish assessments.

Furthermore, Additional Information is provided on the **Freight Management Strategy** (Doc Ref. 8.18). SZC Co. recognises that there are choices to be made but proposes a preferred strategy which maximises rail and sea transport and minimises the use of Heavy Goods Vehicles (HGVs). That preferred strategy would produce an outcome in which the proportion of construction materials moved by HGVs would reduce from the figure of 61% assumed in the Application to 40%.

The preferred strategy would be delivered through the following:

- increase in the frequency of freight train movements to facilitate bulk material imports by rail (refer to **Change 1** in **section 2.2**); and
- enhancement of the permanent beach landing facility and construction of a temporary BLF to facilitate material imports by sea (refer to **Change 2** in **section 2.2**).

The changes to the freight management strategy are summarised in **Table 2.1**. Further information is provided within the **Freight Management Strategy** (Doc Ref. 8.18).

Table 2.1: Freight management strategy summary

| Rail, Heavy Goods Vehicle (HGV) and marine movements under the freight management strategy |
|---|
| Rail movements |
| <p><i>Early years (no change):</i> up to 2 movements to, and 2 movements from, land east of Eastlands Industrial Estate (LEEIE) per 24-hour period (i.e. 4 total train movements).</p> <p>Overnight movements along the East Suffolk line to and from hold points on the Saxmundham to Leiston branch line, and during the day movements along the Saxmundham to Leiston branch line from the hold points to and from the LEEIE, so that trains do not travel through Leiston at night.</p> |
| <p>DCO Application: When the rail extension route is operational: up to 3 trains would be run (resulting in 6 train movements a day) directly to and from the temporary construction area, five days per week.</p> |
| <p>Proposed Change: When the rail extension route is operational: up to 4 trains would be run (resulting in 8 train movements a day) directly to and from the temporary construction area with the potential to also run trains six days per week. For a two year period, a fifth train may also be run (resulting in a total of 10 train movements).</p> |
| HGV movements |
| <p><i>Early years (no change):</i> up to 300 HGVs per day (600 movements)</p> |
| <p>DCO Application: Typical day at peak: 325 HGVs (650 movements). Busiest day: 500 HGVs (1,000 movements)</p> |
| <p>Proposed Change: Typical day at peak: 250 HGVs (500 movements). Busiest day: 350 HGVs (700 movements)</p> |
| Marine movements |
| <p>DCO Application: Use of the permanent beach landing facility for up to 50 deliveries per year over a four-year period during construction.</p> |
| <p>Proposed Change: Use of the permanent beach landing facility for up to 100 deliveries per year over a four-year period during construction.</p> <p>Use of a new temporary beach landing facility for up to 600 deliveries per year over an eight-year period during construction.</p> |

2.2 Proposed changes

a) Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (**Change 1**)

SZC Co. has continued to engage in detailed discussions with Network Rail and with freight operating companies to investigate the full capacity for rail freight transport. This work is continuing but it has identified the following potential to increase the volume of material moved by rail:

- the potential to run four trains overnight, rather than three;
- the potential to run trains up to six days a week; and
- investigating whether a fifth daily train may be possible for a limited period at the peak of construction.

Further work is underway to assess the ability of the mainline timetable to accommodate these additional train movements, whilst joint working with Network Rail is continuing in order to establish the capacity of the East Suffolk Line. The proposed change would require no additional physical works to the rail infrastructure.

b) Enhanced permanent beach landing facility and a new, temporary facility (**Change 2**)

To increase the amount of abnormal indivisible loads that could be delivered by sea during construction, it is necessary to make the seabed in front of the permanent beach landing facility better able to receive more regular deliveries by barge without requiring additional maintenance dredging works. The proposed change would add a grounding platform, which is assumed to be made of a combination of concrete, timber and steel, or similar.

To reduce the amount of construction material that would otherwise need to be delivered by land, a new temporary beach landing facility is proposed predominantly for the delivery of bulk construction materials, such as aggregates.

The enhanced permanent beach landing facility and the new temporary beach landing facility are illustrated on **Plate 2.1** and **Plate 2.2**

Plate 2.1: Enhanced permanent beach landing facility when not in use (for the majority of time)

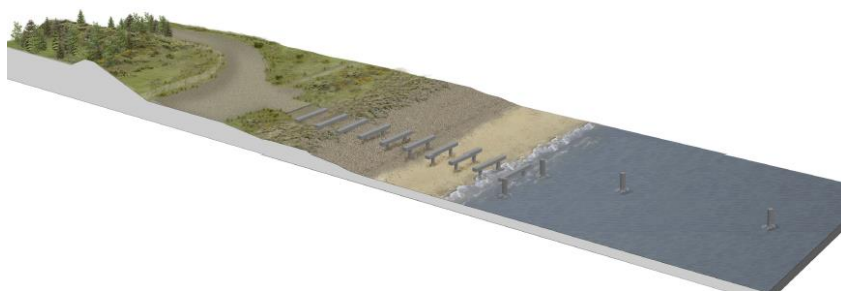
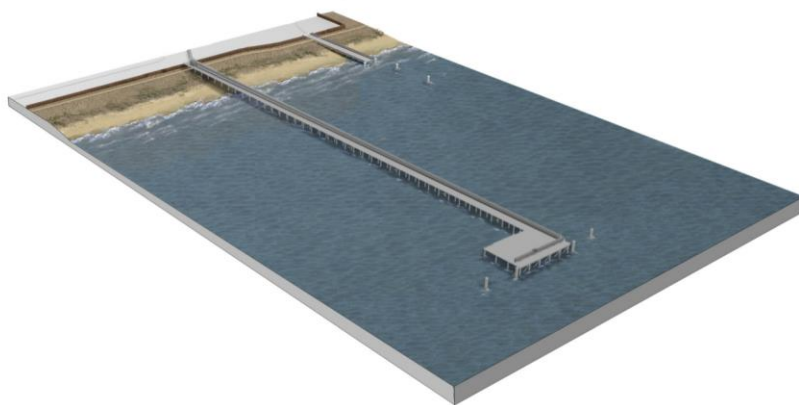


Plate 2.2: New temporary beach landing facility



- c) Greater flexibility as to where certain Sizewell B facilities are relocated (**Change 3**)

An area of land within the Sizewell A complex has potentially become available for use by the Sizewell B relocated facilities project, subject to the completion of a land agreement. If this land becomes available, it would be used for the relocated facilities project, which would allow for the proposed outage car park to be relocated from Pillbox Field (refer to the alternative landscaping scheme shown on **Plate 2.3**). In addition, following further design development, the layout of the relocated facilities has been revised to facilitate easier and more efficient construction. SZC Co. is proposing to modify the development parameters to make these changes.

Plate 2.3: Landscaping scheme for Pillbox Field with the removal of outage car park



d) **Change to certain parameter heights and activities on the main development site (Change 4)**

A number of changes to the construction and operational parameter plans are required to facilitate the proposed changes at the main development site described within this section.

In addition, increasing the amount of material that is transported by rail and sea would require different material storage solutions, especially in the early years. An additional stockpile area has been identified within the temporary construction area which would provide flexibility to extend the footprint of the stockpiles by a relatively small amount and would allow more material to be delivered earlier in the construction programme. SZC Co. is proposing to change the parameters to allow an additional stockpile up to approximately 15 metres above ground level.

A change to the temporary sea defence design allows marine tunnelling works to take place outside of the main excavation area for the power station, which is more efficient and potentially faster. A new parameter zone has been created for these tunnelling works.

The Application includes provision for electricity pylons. SZC Co. intends to reduce the height of the southernmost SZC pylon by 16m and to move the parameter zone for it approximately 30m to the south.

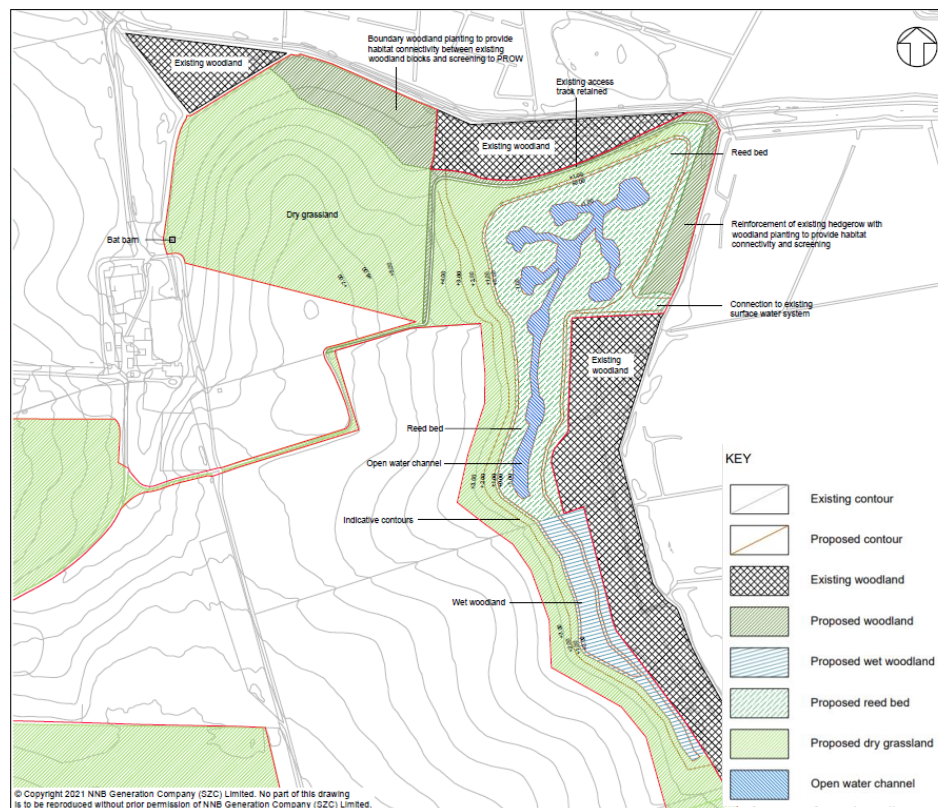
The operational parameter plans have also been revised to allow for the provision of a mammal pass under Lover's Lane and a bat barn, following engagement with stakeholders including Natural England.

e) **Change to the location of the water resource storage area and the addition of flood mitigation measures (Change 5)**

A water resource storage area was proposed in the temporary construction area in the Application to temporarily store non-potable water in the construction phase. SZC Co. is proposing to relocate the water resource storage area within the temporary construction area. This relocation would allow the storage area's original location to instead provide additional, permanent, flood mitigation. Opportunities would also be taken to create additional wetland habitats in this area. The wetland habitats would be open water channels and wet reedbeds to provide high quality foraging habitats for marsh harriers during the construction of Sizewell C.

Once the construction of Sizewell C is complete, the open water and wet reedbed habitats could be transitioned to wet woodland habitats, either through natural successional processes or through planting, as shown on **Plate 2.4**. In the long term, if progressed, this would compensate for the loss of wet woodland from the Sizewell Marshes SSSI.

Plate 2.4: Indicative sketch of flood mitigation area and wet woodland habitat



- f) Change to the SSSI crossing design to a single span bridge with embankments (**Change 6**)

SZC Co. proposes to change the design of the SSSI crossing into the main platform. The crossing would now comprise separate embankments at either end with a 30m long single-span bridge connecting them, to provide additional flood relief and ecological connectivity, alongside less permanent SSSI land-take, compared with the design in the Application, which included a more solid causeway with a culvert. Additionally, the gradient of the embankments has been changed to allow taller and more substantial trees to establish on the seaward embankment of the SSSI crossing, as shown on **Plate 2.5**.

Plate 2.5: Proposed SSSI crossing design



g) Revisions to tree retention on the main development site
(Change 7)

SZC Co. has identified three locations where minor changes are proposed to vegetation clearance and retention along access routes and the proposed alignment of the rail extension route at the main development site. These changes have arisen from the conflicts between retained landscape and access required into various parts of the site as detailed design has progressed in preparation for implementation. In total, an additional three to four trees would be lost.

h) Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall
(Change 8)

SZC Co. is proposing to install a temporary outfall pipe to discharge surface water during flooding or storm events before the combined drainage outfall for construction discharges is constructed (see example image in **Plate 2.6**). Under normal conditions surface water would be collected in balancing ponds, treated via water treatment systems and then either infiltrated to ground or discharged to the surrounding watercourses at greenfield rates.

The temporary outfall pipe would be laid below ground as it crosses the Suffolk Coast Path and would terminate on the

beach. Once the combined drainage outfall is constructed, the new temporary outfall would be removed.

Plate 2.6: Example image of a similar marine outfall



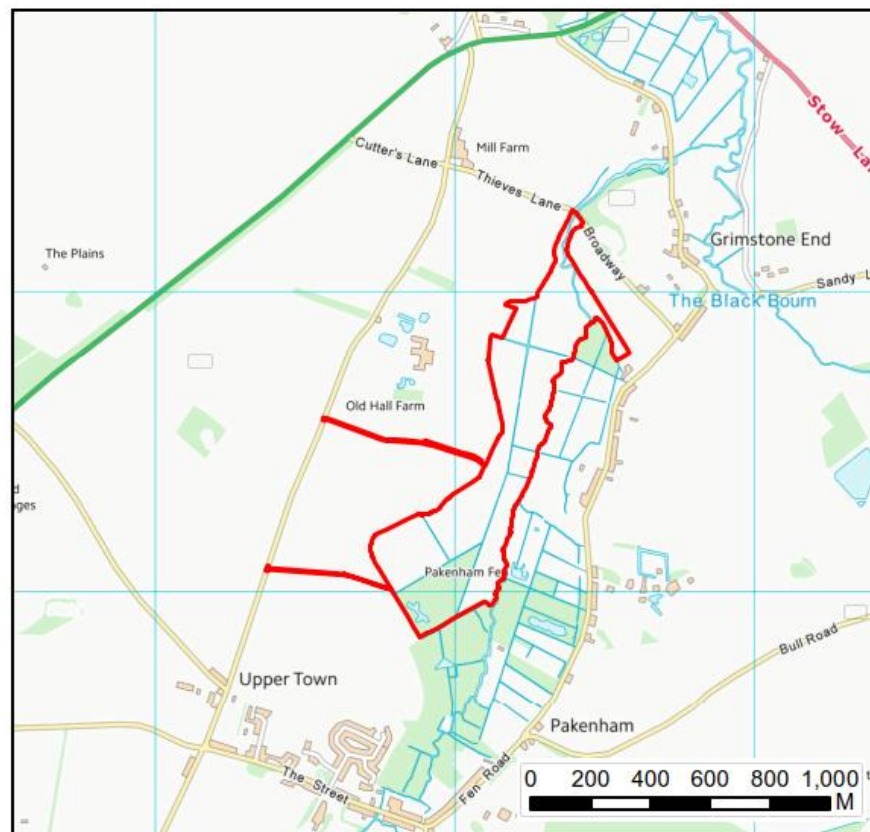
i) Change to the sea defence to make the scheme more efficient and resilient to climate change
(Change 9)

SZC Co. is proposing an alternative sheet-pile temporary sea defence which significantly increases the amount of space within the construction site, simplifies the construction process and provides greater flood defence benefits. The height of the permanent sea defence is proposed to be raised to substantially extend the period when future raising may be needed, to beyond the operational lifetime of the power station.

- j) Extension of the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (**Change 11**)

The Application identified two sites for fen meadow habitat at Benhall and Halesworth. Further advice from Natural England as a result of continued engagement, however, recommends that given the rarity of fen meadow in the UK and the known difficulty of restoring species rich fen / fen meadow habitat, that a larger extent of land should be provided in order to ensure sufficient mitigation habitat. SZC Co. is therefore proposing to include a site at Pakenham to further increase the probability of creating sufficient fen meadow habitat to mitigate for the loss of fen meadow from the Sizewell Marshes SSSI (refer to **Plate 2.7**).

Plate 2.7: Additional fen meadow habitat at Pakenham



© Copyright 2021 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

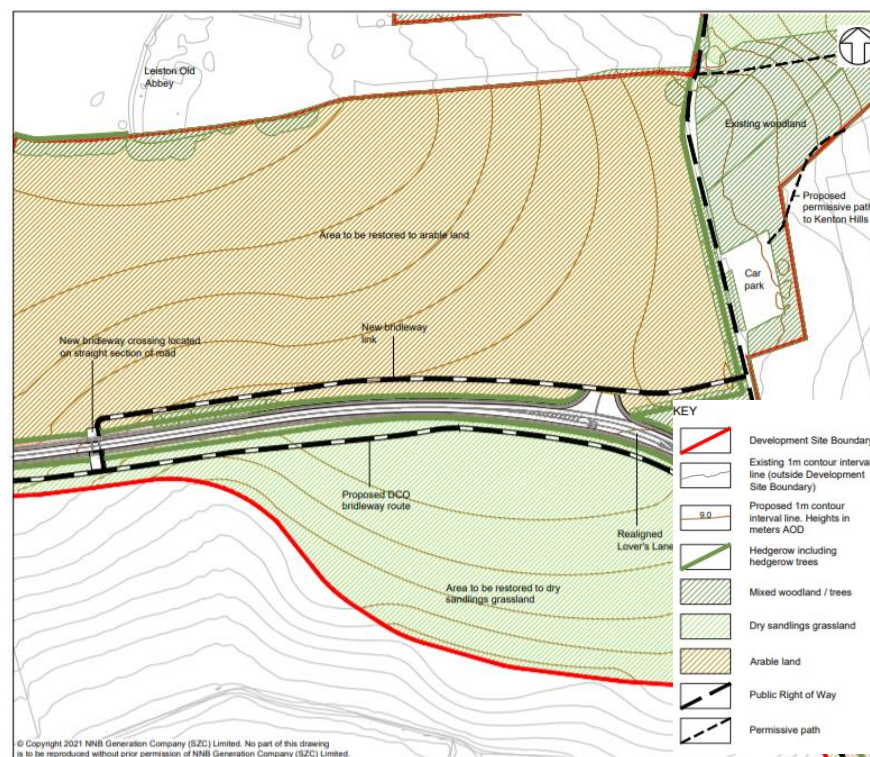
- k) Minor extensions and reductions of the Order Limits for works on the main development site and related sites (fen meadow mitigation sites and marsh harrier improvement sites) (**Change 13**)

There are a number of minor reductions and additions proposed to the site boundary for the main development site to account for mapping or boundary discrepancies, to facilitate access to surrounding sites or to optimise highway usage (refer to **Volume 1, Chapter 2** of the **ES Addendum** for further details).

- l) A new bridleway link between Aldhurst Farm and Kenton Hills (**Change 15**)

SZC Co. is proposing to deliver a new bridleway link early in the construction phase. It would run from the northern field of Aldhurst Farm towards Kenton Hills to join the existing Bridleway 19 route, including a crossing point over Lover's Lane (refer to **Plate 2.8**). The route would be provided for walkers initially and would be designated as a bridleway once construction of the power station is complete.

Plate 2.8: Proposed bridleway link between Kenton Hills and Aldhurst Farm



2.3 Updated assessments

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments presented in **Volume 2** of the **ES** (Doc Ref. 6.3) [APP-178 to APP-347]. The review concluded that these updates, whilst they may be related, are not of sufficient scale to result in new or different effects with regards to the following technical assessments reported in **Volume 1, Chapter 2** of the **ES Addendum**:

- Socio-economics (refer to **section 2.4**);
- Geology and land quality (refer to **section 2.13**);
- Marine historic environment (refer to **section 2.18**);
- Marine navigation (refer to **section 2.19**);
- Radiological considerations (refer to **section 2.20**); and
- Major accidents and disasters (refer to **section 2.22**).

Volume 1, Chapter 2 of the **ES Addendum** provides further explanation and assessment of the Additional Information and proposed changes of relevance to the technical assessments listed above.

Changes were identified to the effects reported in all other technical assessments; these are summarised below.

a) Conventional waste management and material resources

The conventional waste management and material resources assessment was updated to consider the Additional Information on materials management and the proposed changes across the Sizewell C Project.

i. Additional Information

The estimates for material quantities required for the construction of the main development site have been updated. Overall, the estimated material quantities required for construction have increased. However, the revised estimates slightly reduce the total quantity of bitumen required. This means that the effect on the availability of this resource locally in Suffolk would reduce from **significant** to **not significant**. All other effects on the availability of resources in Suffolk and nationally would remain as reported in **Volume 2, Chapter 8** of the **ES** (Doc Ref. 6.3) [APP-193]. **Significant** effects would remain on the resource availability of concrete and steel, and **no significant** effects would occur on the resource demand for gravel.

ii. Proposed Changes

The proposed changes were also reviewed to estimate the change in waste quantities produced during construction. Overall, the effect on waste management infrastructure with the proposed changes would remain **not significant**.

b) Transport

i. Additional Information

The transport environmental assessment has been updated to account for the Additional Information on the refined strategic traffic model, micro-simulation of journey times, a new ‘typical-day’ scenario during peak construction and sensitivity testing.

Minor changes were identified to the effects on severance, pedestrian delay, fear and intimidation, amenity, driver and passenger delay, accidents and road safety. The following changes to the conclusions of the assessment presented within **Volume 2, Chapter 10** of the **ES** (Doc Ref. 6.3) [[APP-198](#)] were identified:

- The effects during the busiest day of peak construction on the severance and amenity of the eastbound Main Road and the amenity of B1069 are predicted to reduce to **not significant**.

- The effects on fear and intimidation on the A12 at Marlesford become **significant** during the busiest day of peak construction, however, these effects would be **not significant** during a typical day of peak construction;
- The effects on fear and intimidation on the A12 south of Wickham Market, and the southbound and northbound A12, which are **significant** during the busiest day of peak construction, would be **not significant** during a typical day of the peak construction period.
- During operation, **no significant** effect on severance would occur on the eastbound Main Road.
- Additional road links were also screened into the transport environmental assessment, however, none of these would experience significant transport environmental effects.

Whilst there are minor changes to the effects on other road links, the significance of these effects would remain as reported within **Volume 2, Chapter 10** of the **ES** (Doc Ref. 6.3) [[APP-198](#)].

Sensitivity testing was undertaken to consider an alternative scenario to construction traffic movements, where all of the HGVs come from the south on the A12. This scenario was found to result in no change to the significance of transport environmental effects, as summarised above.

ii. Proposed Changes

The reduction in HGV numbers as a result of the increased rail (**Change 1**) and vessel movements by sea (**Change 2**) would reduce the significant effect on the amenity of B1122 and various sections of the A12 to **not significant**. In addition, the effect on fear and intimidation on A12 at Marlesford would be reduced to **not significant** during the busiest day of peak construction.

The effect on severance of A12 at Lowestoft and the effect on journey time on the southbound and northbound A12 would also be reduced slightly. However, these effects would continue to be **not significant**, as reported within the assessment updated with the Additional Information.

With the proposed change to introduce greater flexibility to where Sizewell B facilities could be relocated, the option to remove the proposed outage car park from Pillbox Field would also remove any effects associated with the use of the junction to Pillbox Field. In addition, the provision of a new bridleway link between Aldhurst Farm and Kenton Hills would provide improvements to the connectivity of the public rights of way network as well as improve safety for pedestrians and cyclists by providing an off-road route adjacent to the road. However overall, these changes would not alter the conclusions of the assessment presented within **Volume 2, Chapter 10** of the **ES** (Doc Ref. 6.3) [[APP-198](#)].

On Sizewell link road, the minor changes to the public right of way proposals would not alter the conclusions of the transport environmental assessment presented within Volume 2, Chapter 10 of the **ES** (Doc Ref. 6.3) [[APP-198](#)].

c) Noise and vibration

i. Additional Information

The road traffic noise modelling has been updated following refinements to the strategic traffic model. These updates would alter the overall conclusions of the assessment presented in **Volume 2, Chapter 11** of the **ES** (Doc Ref. 6.3) [[APP-202](#)] as follows:

- Kings Road in Leiston, which would experience a reduction in noise levels during the modelled typical day and busiest day in 2028 (assumed peak year of construction), reducing from **significant** to **not significant**.

Furthermore, sensitivity testing has been undertaken to investigate an alternative scenario to construction traffic movements, where all of the HGVs come from the south on the A12. This scenario was found to result in no change to the significance of road traffic noise effects.

ii. Proposed Changes

The reduction in HGV numbers as a result of the increased rail (**Change 1**) and vessel movements by sea (**Change 2**) would lead to a reduction in noise levels during the typical day of peak construction (2028) on various sections of the A12. The overall effect on these sections of the A12 would remain **not significant**. Updates to the rail noise assessment as a result of **Change 1** are described within **section 9.2a)** of this **NTS Addendum**.

Furthermore, the construction noise and vibration assessment was reviewed to consider how the proposed changes at the main development site and the associated off-site habitat sites would alter the assessment. The review concluded that the construction noise and vibration effects would remain as reported in **Volume 2, Chapter 11** of the **ES** (Doc Ref. 6.3) [[APP-202](#)], with the exception of the introduction of effects associated with the works proposed at the Pakenham fen meadow site. However, the effects associated with these works would be short-term, and assessed as **not significant**.

d) Air quality

i. Additional Information

The air quality modelling has been updated to account for new information published by Defra and updated traffic estimates.

The updated modelling identified changes to the magnitude of effect for some receptors. However, the updated modelling does not change the overall conclusion of the effects, which remain **not significant**, as set out within **Volume 2, Chapter 12** of the **ES** (Doc Ref. 6.3) [[APP-212](#)].

Furthermore, sensitivity testing has been undertaken to investigate an alternative scenario where all of the HGVs come from the south on the A12 and to vary modelling parameters for the assessment of effects on Stratford St Andrew air quality management area. There would be no change to assessment conclusions as a result of these sensitivity tests.

ii. Proposed Changes

The reduction in HGV movements as a result of the increased rail (**Change 1**) and vessel movements by sea (**Change 2**) would not alter the effects on air quality reported within **Volume 2, Chapter 12** of the **ES** (Doc Ref. 6.3) [[APP-212](#)], with all effects remaining **not significant**. Furthermore, the increase in rail and shipping emissions have been assessed; however, **no significant** effects would arise.

The construction dust assessment has also been reviewed to consider how the proposed changes at the main development site and the associated off-site habitat sites would alter the assessment. **No new significant** effects are identified.

e) Landscape and visual

There is no Additional Information of relevance to the landscape and visual assessment presented within **Volume 2, Chapter 13** of the **ES** (Doc Ref. 6.3) [\[APP-216\]](#).

However, several of the proposed changes would occur during the construction phase and alter the nature of effects on landscape and seascape character, visual receptors and the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast along the coastline.

The new temporary beach landing facility would impact on the Coastal Dunes and Shingle Ridges landscape character type and Nearshore Waters seascape character. Furthermore, it would be visible from views along the coastline between Dunwich, Minsmere, Sizewell, Thorpe Ness and offshore. The temporary beach landing facility would be seen within the context of construction works on the main development site, the effects of which were already determined as **significant** within **Volume 2, Chapter 13** of the **ES** (Doc Ref. 6.3) [\[APP-216\]](#). A new localised **significant adverse effect** has also been identified for receptor group 20 (Sizewell to Thorpeness Coast) from the south. There would be no other changes to the conclusions of the assessment.

Several of the proposed changes are considered to provide benefits by marginally reducing the visibility of Sizewell C structures, including through the option to remove the

proposed outage car park from Pillbox Field, change to the SSSI crossing design, increase in the sea defence height and reduction in the height of one of the pylons. However overall, these changes would not alter the level of significance of effects arising during the construction and operational phases of the Sizewell C Project on landscape and visual receptors reported in **Volume 2, Chapter 13** of the **ES** (Doc Ref. 6.3) [\[APP-216\]](#) and **Volume 2, Appendix 13G** (Doc Ref. 6.3) [\[APP-217\]](#).

Whilst the Pakenham fen meadow site would introduce new landscape and visual receptors, the effects associated with these works would be limited and **no new significant** effects would arise. As a result, there would be no change to the overall conclusions of the assessment presented within **Volume 2, Chapter 13** of the **ES** (Doc Ref. 6.3) [\[APP-216\]](#).

f) Terrestrial ecology and ornithology

i. Additional Information

The updated terrestrial ecology and ornithology assessment presents the results for the following baseline surveys at the main development site completed in 2020: habitats and vegetation, badgers, otters, water voles, bats, breeding birds, terns, marsh harriers, reptiles, great crested newts, natterjack toads, fish and invertebrates. The updated 2020 ecological surveys continued to identify the same habitat types,

protected or invasive species, as those considered within **Volume 2, Chapter 14** of the **ES** (Doc Ref. 6.3) [\[AS-033\]](#). Additional Information is also provided on the protected species licence and method statements and the fen meadow strategy. The Additional Information does not change the conclusions of the assessment presented within **Volume 2, Chapter 14** of the **ES** (Doc Ref. 6.3) [\[AS-033\]](#).

ii. Proposed Changes

The proposed change of design for the SSSI crossing from a 70m culvert structure to a single span bridge would result in a number of improvements for protected species and habitats. The amount of permanent SSSI land take would be reduced by 0.08ha and the bridge design would reduce the potential for habitat fragmentation around the Leiston Drain. Overall, the effects associated with the SSSI crossing on protected species and habitats are assessed as **not significant**, as reported within **Volume 2, Chapter 14** of the **ES** (Doc Ref. 6.3) [\[AS-033\]](#).

The option for the removal of outage car park from Pillbox Field as part of the proposed change for Sizewell B relocated facilities would provide an opportunity for the delivery of an enhanced landscaping scheme on Pillbox Field, which would benefit invertebrates, bats, bird species and reptiles.

In addition, the proposed change for the relocation of the water resource storage area and the provision of a flood mitigation area in its place would enable the creation of reedbed and open water habitats. These additions to the scheme design will create a new area of permanent habitat which is optimal for foraging marsh harriers and will be safeguarded in the long term as part of EDF Energy Estate.

A new fen meadow habitat mitigation area has been identified at Pakenham (refer to **Plate 2.7** and **Plate 2.9**). Within the site identified, a total of 4.9ha is considered the primary locus for the creation of new fen meadow habitat, and some of the wider areas on the site may also have the potential for the creation of new fen meadow habitat. The provision of this site would provide further beneficial effects and mitigate for the fen meadow habitat lost in the Sizewell Marshes SSSI. In the event that all of the three offsite areas for fen meadow habitats proposed by SZC Co. (including the sites at Pakenham, Benhall and Halesworth) are successfully established, the Sizewell C Project would provide an overall total of 8.1ha of new fen meadow habitat compared to 0.46ha of habitat lost.

Overall, the proposed changes would result in a number of improvements and benefits for ecological receptors. However, the significance of effects on ecological receptors is considered to remain as reported within **Volume 2, Chapter 14** of the **ES** (Doc Ref. 6.3) [\[AS-033\]](#).

Plate 2.9: Example of fen meadow habitat



g) Amenity and recreation

i. Additional Information

The assessment for amenity and recreation considered changes to effects as a result of corrections to Access and Rights of Way Plans and updates to the transport, noise and vibration and air quality assessments to account for Additional Information. Overall, the updates were found to result in no change to the assessment presented within **Volume 2, Chapter 15** of the **ES** (Doc Ref. 6.3) [[APP-267](#)].

ii. Proposed Changes

For the construction of the permanent beach landing facility and the new temporary beach landing facility, further detailed design work has been undertaken since the submission of the Application to enable the Suffolk Coast Path and the beach to mostly be kept open throughout the construction and operation of the beach landing facilities. This would be achieved by moving the path west and east as the beach landing facilities are constructed in sections, avoiding areas where construction is occurring. In rare circumstances when it may be considered unsafe to keep the path open, a temporary inland diversion would be provided. The temporary beach landing facility includes a covered conveyor to transport materials into the construction site. The conveyor would pass over the Coast Path on the deck of the temporary beach landing facility as shown on **Plate 2.10**. The underside of the deck would be at least 3.7m above the ground level of the Coast Path, allowing equestrians to ride underneath without dismounting. When the permanent beach landing facility is in use for the delivery of abnormal indivisible loads, pedestrians would be able to pass underneath the deck of the facility. However, even with the improvements to access since the submission of the Application, the effect is considered to remain **significant** on the users of the Coast Path, as identified within the ES.

The option for the removal of the outage car park from Pillbox Field as part of the proposed change for Sizewell B relocated facilities would remove the crossing between the outage car park vehicular access route and Bridleway 19. Furthermore, the new footpath link between Aldhurst Farm and Kenton Hills would provide an off-road pedestrian connection from west of Lover's Lane to the permissive footpath network in Kenton Hills and south of Kenton Hills, Leiston Common, Bridleway 19 on Sandy Lane, and further afield, thereby enhancing access to recreational resources for pedestrians. Following the construction of the Sizewell C Project, this new link would be designated as a Bridleway.

The proposed change to the sea defence design would alter the nature of effects experienced by the users of the Coast Path. However, these effects would remain consistent with the assessment reported within **Volume 2, Chapter 15** of the **ES** (Doc Ref. 6.3) [[APP-267](#)].

Overall, the significance of effects on amenity and recreation resources is considered to remain as reported within **Volume 2, Chapter 15** of the **ES** (Doc Ref. 6.3) [[APP-267](#)] for all proposed changes.

Plate 2.10: Temporary beach landing facility over the Coast Path



h) Terrestrial historic environment

i. Additional Information

An updated Overarching Written Scheme of Investigation is provided within **Volume 3, Appendix 2.11.A** of this **ES Addendum**. The revised document addresses comments received from statutory stakeholders. However, the updates to the document do not change the assessment presented within **Volume 2, Chapter 16** of the **ES** (Doc Ref. 6.3) [[APP-272](#)].

ii. Proposed Changes

The proposed changes would increase the visibility of construction phase activities on the coast and in the immediate offshore environment from locations along the coast, including the non-designated Coastguard Cottages, Leiston Abbey first site, the edges of Aldeburgh and Southwold Conservation Areas. However, these activities would be seen within the context of other construction activities along the coast and at the main development site. As such, effects associated with the proposed changes would remain as assessed within **Volume 2, Chapter 16** of the **ES** (Ref 6.3) [[APP-272](#)].

Furthermore, a desk-based assessment of the Pakenham fen meadow site has been undertaken. Given the known archaeology in the immediate vicinity of the site, there is a high potential for further as yet unknown remains dating to multiple periods to be present within the site boundary. These would likely be associated with the known assets including the settlement at Grimstone End and the Roman Road. Works at the site would be undertaken in line with the **Overarching Written Scheme of Investigation** (refer to **Volume 3, Appendix 2.11.A** of this **ES Addendum**), and a site-specific written scheme of investigation would also be produced to supplement this. With appropriate archaeological investigation and recording undertaken, the effects are assessed as **not significant**. Whilst these would be new effects, they would

not change the overall conclusions of the assessment presented within **Volume 2, Chapter 16** of the **ES** (Doc Ref. 6.3) [[APP-272](#)].

i) Soils and agriculture

i. Additional Information

Updates to the soils and agriculture assessment have been presented to correct errors in land use areas. However, these updates do not change the conclusions of **Volume 2, Chapter 17** of the **ES** (Doc Ref. 6.3) [[APP-277](#)].

ii. Proposed Changes

The proposed fen meadow site at Pakenham comprises approximately 32ha of agricultural land. This land is mapped as Grade 4 (poor quality agricultural land).

During habitat improvement works, the site would be temporarily excluded from agricultural use. However, due to the short duration of any works required, the effects are considered to be **not significant**. Following completion of the works, it is anticipated that grazing of the land would continue, albeit with a possible reduction in intensity. This is not considered likely to result in a significant effect on existing farming operations. Whilst these would be new effects, they would not change the overall conclusions of the assessment

presented within **Volume 2, Chapter 17** of the **ES** (Doc Ref. 6.3) [[APP-277](#)].

All other proposed changes would result in no change to the assessment reported within **Volume 2, Chapter 17** of the **ES** (Doc Ref. 6.3) [[APP-277](#)].

j) Groundwater and surface water

i. Additional Information

Relevant Additional Information for the assessment of effects on groundwater and surface water includes updates to the flood risk assessment and modelling (as presented within the **Main Development Site Flood Risk Assessment Addendum** (Doc Ref. 5.2(A)Ad) and an updated water monitoring and response strategy (provided within **Volume 3, Appendix 2.14.A** of this **ES Addendum**). However, these updates do not alter the conclusions of **Volume 2, Chapter 19** of the **ES** (Doc Ref. 6.3) [[APP-297](#)].

ii. Proposed Changes

The proposed change to the design of the sea defence would remove a significant flood risk effect to the main construction area from wave overtopping during the construction phase. To mitigate the flood risk, a temporary defence (sheet pile wall) is included within the proposed change.

In addition, the proposed changes for the relocation of the water resource storage area and the provision of a flood mitigation area in its place, and the provision of a single span bridge for the SSSI crossing would all provide improvements in terms of reducing flood risk. However, overall effects associated with these changes on groundwater and surface water receptors would remain as assessed within **Volume 2, Chapter 19** of the **ES** (Ref 6.3) [[APP-297](#)].

The proposed fen meadow site at Pakenham forms part of the functional floodplain of the Pakenham Stream, which is classified as a main river by the Environment Agency. Works at this site would create a mosaic of habitats, with small-scale water management controls in place to maximise the area of fen meadow created. The effect on groundwater and surface water receptors is assessed as **not significant**. Whilst these would be new effects, they would not change the overall conclusions of the assessment presented within **Volume 2, Chapter 19** of the **ES** (Doc Ref. 6.3) [[APP-297](#)].

k) Coastal geomorphology and hydrodynamics

i. Additional Information

The draft **Coastal Processes Monitoring and Mitigation Plan** is provided within **Volume 3, Appendix 2.15.A** of this **ES Addendum**. This document includes information on the monitoring and mitigation of any potential significant effects on

coastal geomorphic features. Whilst the document provides information on mitigation proposed, it does not alter the conclusions of **Volume 2, Chapter 20** of the **ES** (Doc Ref. 6.3) [[APP-311](#)].

ii. Proposed Changes

The updated assessment considered effects associated with the construction and operation of the enhanced permanent beach landing facility, the new temporary beach landing facility, the temporary discharge outfall and the change to the sea defence design. With mitigation in place, as set out within the **Coastal Processes Monitoring and Mitigation Plan**, all effects on coastal processes associated with the proposed changes are assessed as **not significant**, as described within **Volume 2, Chapter 20** of the **ES** (Doc Ref. 6.3) [[APP-311](#)].

This is with the exception of a new **significant beneficial effect** associated with the proposed change to the sea defence design. With this proposed change, the soft coastal defence feature would move closer to the sea and its erosion would begin earlier in the operational phase of the proposed development. As a result, a substantially larger volume of additional sediments would be introduced to the coast at Sizewell C, over its lifetime. Neighbouring beaches would experience a reduction in erosion rates as a result of the additional sediment supplied by the soft coastal defence feature at Sizewell C.

l) Marine water quality and sediments

i. Additional Information

There is no Additional Information of relevance to the marine water quality and sediments assessment presented within **Volume 2, Chapter 21** of the **ES** (Doc Ref. 6.3) [[AS-034](#)].

ii. Proposed Changes

With regards to the proposed changes, additional dredging would be required for the enhancement of the permanent beach landing facility. The impact of increased suspended sediment concentrations resulting from dredging activities is predicted to remain **not significant**, as identified within **Volume 2, Chapter 21** of the **ES** (Doc Ref. 6.3) [[AS-034](#)]. Any effects are predicted to be short-lived and **not significant** relative to the natural variation in background suspended sediment concentrations. The temporary beach landing facility would not require dredging and, therefore, would result in no effects in this regard.

Furthermore, the proposed temporary outfall for surface water discharges would be operated under the terms of an Environmental Permit issued by the Environment Agency. Considering the predicted discharge rate and that the outfall would only be used infrequently during flooding or storm events, it is assessed that **not significant** effects on marine

water quality would occur. As such, there would be no change to the conclusions of the assessment presented within **Volume 2, Chapter 21** of the **ES** (Doc Ref. 6.3) [[AS-034](#)].

m) Marine ecology and fisheries

i. Additional Information

Additional Information on fish assessment is provided within **Volume 3, Appendix 2.17.A** of this **ES Addendum**. This includes a number of technical reports to update the evidence base that underpins the revised impingement¹ predictions for the proposed development, following meetings and written comments from statutory stakeholders. The updated evidence does not change the conclusions of the assessment presented within **Volume 2, Chapter 22** of the **ES** (Doc Ref. 6.3) [[AS-035](#)].

ii. Proposed Changes

Underwater noise from piling and the removal of piles (where appropriate) associated with the enhancement of the permanent beach landing facility and the construction of the new temporary beach landing facility may cause localised behavioural responses and changes in swimming behaviour in

marine mammals and fish. However, due to the short duration of these activities and alternative foraging areas available, these effects would be **not significant**. There would be no change to the conclusions of the assessment presented within **Volume 2, Chapter 22** of the **ES** (Doc Ref. 6.3) [[AS-035](#)].

Impacts from piling and the removal of piles (where appropriate) on benthic ecology and zooplankton and impacts due to the change in the seabed type would be restricted to a very small area (<0.1ha). While any behavioural effects may occur over a larger area, these effects are considered to remain **not significant**, as presented within **Volume 2, Chapter 22** of the **ES** (Doc Ref. 6.3) [[AS-035](#)].

During the operation of the permanent beach landing facility, effects from dredging would be limited and remain **not significant** on any marine ecology receptors, as presented within **Volume 2, Chapter 22** of the **ES** (Doc Ref. 6.3) [[AS-035](#)].

Effects associated with the operation of the temporary beach landing facility, due to increased vessel traffic, underwater noise from vessels, spread of invasive species and impacts on access to fishing areas have also been assessed. These effects would be **not significant** on any marine ecology

¹ Impingement is the term used to refer to fish and other marine organisms that become trapped on cooling water filtrations screens and are returned to the sea via the fish recovery and return system.

receptors. Whilst these would be new effects, they would not change the overall conclusions of the assessment presented within **Volume 2, Chapter 22** of the **ES** (Doc Ref. 6.3) [[AS-035](#)].

n) Climate change

The proposed changes and Additional Information on materials management have been used to re-calculate the construction emissions and lifecycle emissions from the Sizewell C Project. Over the 60-year operational life of the Sizewell C Project, the lifecycle greenhouse gas emissions would equate to 4.8g CO₂e/kWh per reactor (9.6g CO₂e/kWh in total) following the update to construction emissions. This is in comparison to 4.5g CO₂e/kWh per reactor (9g CO₂e/kWh in total) previously stated in **Volume 2, Chapter 26** of the **ES** (Doc Ref. 6.3) [[APP-342](#)].

However, as reported within **Volume 2, Chapter 26** of the **ES** (Doc Ref. 6.3) [[APP-342](#)], the updated construction greenhouse gas emissions would still be offset within the first six years of operation by emissions displaced, assuming the equivalent energy were otherwise to be generated by the anticipated mix of grid electricity generation sources.

When comparing the greenhouse gas impact of electricity generated at Sizewell C against the impact of generating the equivalent energy from the anticipated future mix of

alternative generation, Sizewell C would provide a **significant beneficial effect**. GHG emissions reduced as a result of Sizewell C would remain over 3% of the total UK energy sector emissions in 2034.

The proposed changes for the relocation of the water resource storage area and the provision of a flood mitigation area in its place, the provision of a single span bridge for the SSSI crossing and the changes to the sea defence would all provide improvements in terms of reducing flood risk and thereby increase resilience to climate change. Furthermore, climate change resilience and adaptation have been considered in the development of the Sizewell link road drainage proposals and the outline landscape and ecology management plans for two-village bypass and Sizewell link road (Doc Ref. 8.3A and 8.3B).

Overall, the effects are considered to remain as reported within **Volume 2, Chapter 26** of the **ES** (Doc Ref. 6.3) [[APP-342](#)].

o) Health and wellbeing

The health and wellbeing assessment has been updated to account for the Additional Information for transport, noise and air quality assessments and the proposed changes.

i. Additional Information

The following conclusions were drawn from the assessment updated with Additional Information:

- The road traffic noise levels have decreased for more residential receptors than increased, compared to the assessment reported within the ES. The overall road traffic noise effects are therefore likely to be reduced, as would the resulting health and wellbeing effect at the population level. While an improvement, this would not change the overall conclusions of the health and wellbeing assessment reported within the ES (**Volume 2, Chapter 28** of the **ES** (Doc Ref. 6.3) [[APP-346](#)]).
- Changes to the air quality assessment associated with the Additional Information do not substantially differ from what was reported in the ES. Therefore, there would be no change to the conclusions of the health and wellbeing assessment.
- With mitigation in place, as set out within the ES, **no significant** effects on road safety would occur. In addition, impact on journey delays would be a maximum of up to 62 seconds, which would be imperceptible to drivers and would

not affect scheduling or delivery of community health services and emergency response. Therefore, there would be no change to the conclusions of the health and wellbeing assessment.

ii. Proposed Changes

The increase in the frequency of freight train movements (**Change 1**) would increase instances of significant rail noise effects at residential properties (refer to **section 9.2a**) of this **NTS Addendum**). However, all significantly affected properties would fall under the provisions of the Noise Mitigation Scheme, which would be used to confirm measures required to avoid the significant adverse health and wellbeing effects.

The reduction in HGV numbers as a result of the increased rail (**Change 1**) and vessel movements by sea (**Change 2**), would reduce effects associated with road traffic noise, air pollutant emissions, road safety and journey delays. While an improvement, this would not change the overall conclusions of the health and wellbeing assessment reported within the ES (**Volume 2, Chapter 28** of the **ES** (Doc Ref. 6.3) [[APP-346](#)]).

Summary of changes to significant effects reported within Volume 2 of the ES

Additional Information

- *Conventional Waste Management and Material Resources:* With the updates to the Materials Management Strategy, the revised estimates slightly reduce the total quantity of bitumen required. This means that the effect on the availability of this resource locally in Suffolk would reduce from **significant** to **not significant**.
- *Transport:* The effects during the busiest day of peak construction on the severance and amenity of the eastbound Main Road and the amenity of B1069 are reduced from **significant** to **not significant** as a result of the updated transport environmental assessment.
- *Transport:* The effects on fear and intimidation on the A12 at Marlesford become **significant** during the busiest day of peak construction, however, these effects would be **not significant** during a typical day of peak construction;
- *Transport:* The effects on fear and intimidation on the A12 south of Wickham Market, and the southbound and northbound A12, which are **significant** during the busiest day of peak construction, would be **not significant** during a typical day of the peak construction period.
- *Transport:* During operation, the **significant** effect on severance on the eastbound Main Road would reduce to **not significant** as a result of the updated transport environmental assessment.
- *Noise and Vibration:* Road traffic noise impacts would reduce from **significant** to **not significant** on Kings Road in Leiston in the assumed peak year of construction (2028) as a result of the refinements to the strategic traffic model.

Proposed Changes

- *Transport:* The **significant** adverse effect on the amenity of B1122 and various sections of the A12 would reduce to **not significant** with the reduction in HGV movements as a result of **Changes 1 and 2**.
- *Transport:* The effect on fear and intimidation on A12 at Marlesford would be reduced to **not significant** during the busiest day of peak construction with the reduction in HGV movements as a result of **Changes 1 and 2**.

Summary of changes to significant effects reported within Volume 2 of the ES

- *Landscape and visual:* A new localised **significant adverse effect** has been identified for receptor group 20 (Sizewell to Thorpeness Coast) from the south as a result of the new, temporary beach landing facility.
- *Flood risk:* The proposed change to the design of the sea defence would remove a **significant** flood risk effect to the main construction area from wave overtopping during the construction phase.
- *Coastal geomorphology and hydrodynamics:* With the proposed change to the sea defence design (**Change 9**) and the moving of the soft coastal defence feature closer to the sea, more sediment would be introduced into the system sooner, in comparison to the design presented within the Application, resulting in a **new significant beneficial effect** on maintaining the existing position of the shoreline.

Whilst there are other changes to the environmental effects reported within **Volume 2** of the **ES** (Doc Ref. 6.3) [[APP-178](#) to [APP-347](#)], as a result of the Additional Information and proposed changes, these would not reduce or introduce any new significant effects.

3 NORTHERN PARK AND RIDE

Volume 1, Chapter 3 of the **ES Addendum** provides an update to **Volume 3** of the **ES** (Doc Ref. 6.4) [[APP-348](#) to [APP-377](#)]. Subsequent sections summarise the Additional Information and proposed changes considered to update this volume of the **ES**.

3.1 Relevant Additional Information and Changes

Since the submission of the Application, Additional Information summarised in **Table 1.1** of relevance to the assessment of effects arising from the construction, operation and removal and reinstatement of the northern park and ride has been prepared. This includes:

- updates made to air quality modelling to account for new information published by Defra and updated traffic estimates; and
- updated ecological baseline information submitted in December 2020 (refer to Doc Ref. 6.13(A) [[AS-036](#)]).

SZC Co. is also proposing to reduce the site boundary of the northern park and ride site (as part of **Change 14**). Furthermore, there are forecast reductions to the HGV movements on the roads in the vicinity of the northern park

and road site, associated with **Change 1** (potential to increase in the frequency of freight train movements to facilitate bulk material imports by rail) and **Change 2** (an enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (refer to **Chapter 2** of this **NTS Addendum** for further description).

3.2 Updated assessments

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments presented in **Volume 3** of the **ES** (Doc Ref. 6.4) [[APP-348](#) to [APP-377](#)].

The review concluded there would be no change to the following technical assessments presented in **Volume 3** of the **ES**: noise and vibration, landscape and visual, amenity and recreation, soils and agriculture, geology and land quality and groundwater and surface water as a result of the Additional Information and proposed changes (refer to Doc Ref. 6.4, [[APP-354](#) to [APP-356](#), [APP-350](#) to [APP-363](#) and [APP-366](#) to [APP-377](#)]).

Volume 1, Chapter 3 of the **ES Addendum** has provided further explanation and assessment of the Additional Information and proposed changes for air quality (provided in **section 3.3**) and terrestrial ecology and ornithology (provided in **section 3.4**). However, the conclusions of the updated

assessment identified that there would be no change to the effects reported in **Volume 3** of the **ES** (Doc Ref. 6.4) [APP-357 to APP-359 and APP-363 to AP-365].

Summary of changes to significant effects reported within Volume 3 of the ES

There are no changes to the environmental effects reported within **Volume 3** of the **ES** (Doc Ref. 6.4) [[APP-348](#) to [APP-377](#)].

4 SOUTHERN PARK AND RIDE

Volume 1, Chapter 4 of the **ES Addendum** provides an update to **Volume 4** of the **ES** (Doc Ref. 6.5) [[APP-378](#) to [APP-408](#)]. Subsequent sections summarise the Additional Information and proposed changes considered to update this volume of the **ES**.

4.1 Relevant Additional Information and Changes

Since the submission of the Application, Additional Information summarised in **Table 1.1** of relevance to the assessment of effects arising from the construction, operation and removal and reinstatement of the southern park and ride has been prepared. This includes:

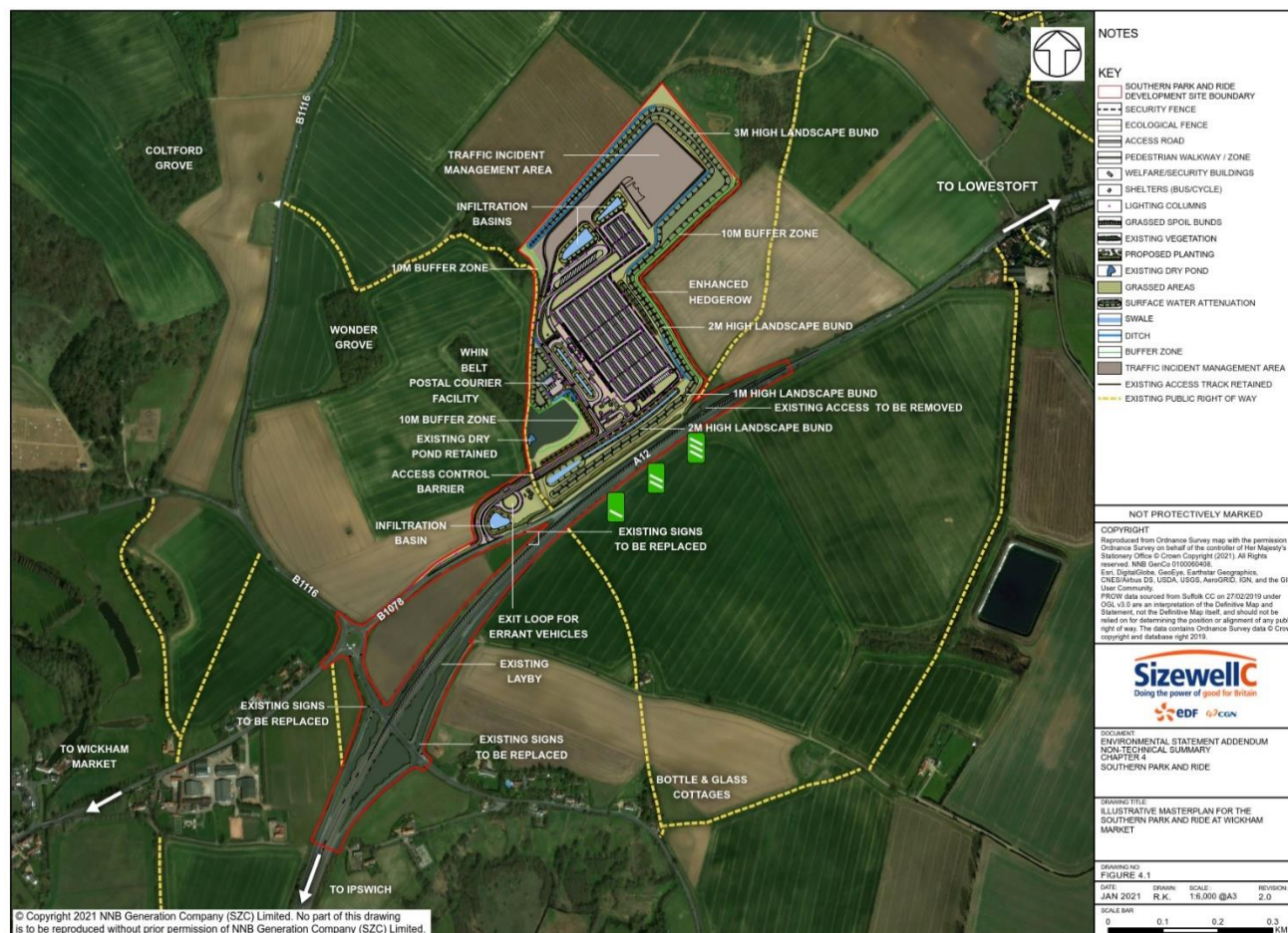
- updates made to air quality modelling to account for new information published by Defra and updated traffic estimates; and

- updated ecological baseline information submitted in December 2020 (refer to Doc Ref. 6.13(A) [[AS-036](#)]).

SZC Co. is also proposing to extend the landscape bund adjacent to the north-west boundary and make other minor changes to the site layout and site boundary (**Change 10**). The updated illustrative masterplan is provided in **Figure 4.1**.

Furthermore, there are forecast reductions to the HGV movements on the roads in the vicinity of the southern park and road site, associated with **Change 1** (potential to increase in the frequency of freight train movements to facilitate bulk material imports by rail) and **Change 2** (an enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility). Refer to **Chapter 2** of this **NTS Addendum** for further description.

Figure 4.1 Illustrative masterplan for the southern park and ride site at Wickham Market



4.2 Updated assessments

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments presented in **Volume 4** of the **ES** (Doc Ref. 6.5) [APP-384 to APP-408].

The review concluded there would be no change to the following technical assessments presented in **Volume 4** of the **ES**: soils and agriculture, geology and land quality and groundwater and surface water (refer to Doc Ref. 6.5) [APP-402 to APP-408].

Volume 1, Chapter 4 of the **ES Addendum** has provided further explanation and assessment of the Additional Information and proposed changes for noise and vibration (provided in **section 4.3**), air quality (provided in **section 4.4**), landscape and visual (provided in **section 4.5**), and terrestrial ecology and ornithology (provided in **section 4.6**), amenity and recreation (provided in **section 4.7**) and terrestrial historic environment (provided in **section 4.8**). However, the conclusions of the updated assessment identified that there would be no change to the effects reported in **Volume 4** of the **ES** (Doc Ref. 6.5) [APP-384 to APP-401].

Summary of changes to significant effects reported within Volume 4 of the ES

There are no changes to the environmental effects reported within **Volume 4** of the **ES** (Doc Ref. 6.5) [[APP-384](#) to [APP-408](#)].

5 TWO VILLAGE BYPASS

Volume 1, Chapter 5 of the **ES Addendum** provides an update to **Volume 5** of the **ES** (Doc Ref. 6.6) [[APP-409](#) to [APP-443](#)]. Subsequent sections summarise the Additional Information and proposed changes considered to update this volume of the **ES**.

5.1 Relevant Additional Information

Since the submission of the Application, Additional Information summarised in **Table 1.1** of relevance to the assessment of effects arising from the construction and operation of the two village bypass has been prepared. This includes:

- Additional Information on the location of the temporary construction compound;
- updates to traffic noise modelling to account for a correction and refined strategic traffic model;
- refinements to the air quality modelling to account for new information published by Defra and updated traffic estimates from refinements to the strategic traffic model;
- updates to ecological baseline information as a result of stakeholder engagement;

- updated archaeological evaluation report for part of the site;
- production of an Outline Landscape and Ecological Mitigation Plan (OLEMP) for the two village bypass site
- corrections to the **Access and Rights of Way plans** (Doc Ref. 2.4(A) [[AS-013](#)] submitted in November 2020; and
- updates to **Two Village Bypass Flood Risk Assessment** (Doc Ref. 5.5 Ad).

5.2 Proposed changes

SZC Co. is also proposing a change to the two village bypass site which comprises an extension to the site boundary (and thereby extension of the Order Limits) (part of **Change 12**). This additional land is required to accommodate changes to highway works and to improve the alignment of a public footpath (PRoW E-243/011/0). In addition, enhancement of floodplain grazing marsh and provision of additional floodplain habitat mitigation is proposed.

Furthermore, there are forecast reductions to the HGV movements on the proposed bypass once operational during peak construction of the Sizewell C Project, associated with **Change 1** (potential to increase in the frequency of freight train movements to facilitate bulk material imports by rail) and **Change 2** (an enhancement of the permanent beach landing

facility and construction of a new, temporary beach landing facility). Refer to **Chapter 2** of this **NTS Addendum** for further description.

5.3 Updated assessments

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments report in presented in **Volume 5** of the **ES** (Doc Ref. 6.6) [APP-415 to APP-443].

The review concluded there would be no change to the geology and land quality technical assessment presented in **Volume 5** of the **ES** (Doc Ref. 6.6) [APP-438 to APP-440].

Volume 1, Chapter 5 of the **ES Addendum** has provided further explanation of the Additional Information and proposed changes for noise and vibration (provided in **section 5.3**), air quality (provided in **section 5.4**), landscape and visual (provided in **section 5.5**), terrestrial ecology and ornithology (provided in **section 5.6**), amenity and recreation (provided in **section 5.7**), terrestrial historic environment (provided in **section 5.8**), soils and agriculture (provided in **section 5.9**), and groundwater and surface water (provided in **section 5.10**).

The updated assessments for landscape and visual, amenity and recreation, terrestrial historic environment, soils and agriculture and groundwater and surface water would not alter

the baseline or the effects reported in **Volume 5** of the **ES** (refer to Doc Ref. 6.6 [APP-421 to APP-424, APP-429 to APP-437 and APP-441 to APP-443]).

There would be changes to the assessment for the noise and vibration, air quality, and terrestrial ecology and ornithology (reported in **Volume 5** of the **ES** (Doc Ref. 6.6) [APP-415 to APP-420 and APP-425 to APP-428]) which are reported below.

a) Noise and Vibration

i. Additional information

The noise assessment was updated to

- assess the provision on a new temporary contractor compound area at the western end of the site;
- correct the road traffic noise calculations presented in **Volume 5, Chapter 4** of the **ES** (refer to (Doc Ref. 6.6) [APP-415]). This was required to correct an error in the earlier noise prediction model; and
- to reflect refinements to the strategic traffic model.

The addition of an indicative area for a temporary contractor compound would result in a change to the assessment of construction noise at five nearby noise sensitive receptors

(Chapel Cottages, Parkgate Farm, The Stables, The Red House and Stratford Grange). However, with mitigation measures, as set out in the **CoCP** (Doc Ref. 8.11(A)), there would be **no new significant** effects as a result of construction noise compared to **Volume 5, Chapter 4** of the **ES** (Doc Ref. 6.6) [[APP-415](#)].

The updates to the road traffic noise modelling would change the conclusions of the assessment presented in **Volume 5, Chapter 4** of the **ES** (Doc Ref. 6.6) [[APP-415](#)] at the following locations (reference codes relating to **Figure 4.1** of **Volume 5, Chapter 4** of the **ES** (Doc Ref. 6.6) [[APP-417](#)]):

- Mill Lane Houses (28) - would experience a reduction in the predicted adverse effect during a typical day in 2028 (remaining **not significant**) and Mill Lane West on the busiest day (reducing from **significant** to **not significant**).
- Friday Street Farm (17) - would experience a reduction in the predicted adverse effect during a typical day and busiest day in 2028 (reducing from **significant** to **not significant**); and during a typical day in 2034 (remaining **not significant**).
- Chapel Cottages (1) and Rosehill Cottages (19) - would experience a reduction in the predicted adverse effect during the busiest day in 2028 (reducing from **significant** to **not significant**). However, Chapel Cottages would

experience a greater adverse effect during a typical night in 2028 (resulting in a change from **not significant** to **significant**).

- Molletts Farm (15) - which would experience a reduction in the predicted adverse effect during the busiest night in 2028 (reducing from **significant** to **not significant**). This receptor would also experience a greater predicted adverse effect during a typical day in 2034 (remaining **not significant**).
- 51 Friday Street (18) - would experience a reduction in the predicted adverse effect during a typical day in 2034 (remaining **not significant**).

Measures are proposed to address identified impacts in a proportionate way in the 'Noise Mitigation Scheme' (**Volume 2, Appendix 11H** of the **ES** (Doc Ref 6.3) [[APP-210](#)]), which provides a mechanism through which affected properties can obtain improvements to their glazing to better keep out sound, subject to certain qualifying noise criteria.

ii. Proposed Changes

The reduction of HGV numbers as a result of **Changes 1** and **2** would lead to a reduction in the predicted adverse effect during the busiest day (2028) at Church Hill Cottages (24) (creating a new **beneficial significant** effect), Mill Lane

Houses (28) (remaining **not significant** effect) and at Church Bungalow (25) (remaining a **significant** effect) when compared to the predicted effects resulting from the update to road traffic noise assessment.

Although the effect categories are not predicted to change at other receptors, all of the changes in traffic noise are either beneficial (i.e. a smaller increase in traffic noise or a greater reduction in traffic noise), or there is expected to be no change, relative to the outcomes that result from the updated assessment.

The minor revisions to the site boundary, change to the PRow and habitat creation do not change the assessment of noise and vibration effects reported in **Volume 5, Chapter 4** of the **ES** (Doc Ref. 6.6) [[APP-415](#)].

b) Air Quality

i. Additional information

The air quality modelling was updated to account for new information published by Defra and updated traffic estimates. The updated modelling identified a worsening in the effect descriptor at three representative receptor locations adjacent to the two village bypass during peak year of operation. However, the updated modelling does not change the overall effect being **not significant**, compared to **Volume 5, Chapter 5** of the **ES** (Doc Ref. 6.6) [[APP-418](#)].

ii. Proposed Changes

The reduction of HGV numbers as a result of **Changes 1** and **2** would not alter magnitude of change to emissions for all scenarios, with the exception of at one representative receptor location along the A1094 which would have a slight worsening. However, the reduction in HGV movements does not change the overall effect being **not significant**.

c) Terrestrial Ecology and Ornithology

i. Additional Information

Relevant additional ecological information includes: changes by Natural England to the boundary of the ancient woodland at Foxburrow Wood.

The updates to the baseline do not alter the conclusions of the assessment presented in **Volume 5, Chapter 7** of the **ES** (Doc Ref. 6.6) [[APP-425](#)].

ii. Proposed Changes

As reported in the Terrestrial Ecology and Ornithology assessment in **Volume 5, Chapter 7** of the **ES** (Doc Ref. 6.6) [[APP-425](#)], the two village bypass would result in the permanent loss of floodplain grassland. Whilst the assessment reported the effect on the floodplain grasslands was minor adverse and thus **not significant**, SZC Co.

recognises that the site provides a linkage to the wider, higher quality floodplain grazing marsh habitats on the River Alde network. Therefore, SZC Co. proposes the creation of new and enhanced habitats to mitigate the loss of the floodplain grazing marsh habitat

The improvements proposed including the creation of new habitats to mitigate the loss of floodplain grazing marsh will provide benefits for local biodiversity through improving both the diversity of the grassland sward and the habitats within ditches close to the River Alde. New wetland channels to be created in this area would mitigate the loss of approximately 143m of ditch associated with the land take from the proposed bypass footprint in this location (as reported in **Volume 5, Chapter 7** of the **ES** (Doc Ref. 6.6) [[APP-425](#)]) which form the most valuable element of the existing floodplain grassland,

However, whilst there will be benefits for local biodiversity, the impact assessment outcome presented within **Volume 5, Chapter 7** of the **ES** (Doc Ref. 6.6) [[APP-425](#)] remains unchanged.

Summary of changes to significant effects reported within Volume 5 of the ES

Additional Information

Noise and Vibration: Road traffic noise would reduce to **not significant** at Mill Lane Houses on the busiest day (2028), at Molletts Farm during the busiest night in 2028, and at Friday Street Farm during a typical day and busiest day in 2028.

However, road traffic noise effects at Chapel Cottages would become **significant** during a typical night in 2028.

Proposed Changes

Noise and Vibration: The reduction of HGV numbers as a result of **Changes 1 and 2** would lead to a reduction in the predicted adverse effect during the busiest day (2028) at Church Hill Cottages creating a **new beneficial significant effect** when compared to the predicted effects resulting from the update to road traffic noise assessment presented in Additional Information.

Whilst there are other changes to the environmental effects reported within **Volume 5** of the **ES** (Doc Ref. 6.6) [[APP-409](#) to [APP-443](#)] as a result of the Additional Information and proposed changes, these would not reduce or introduce any new significant effects.

6 SIZEWELL LINK ROAD

Volume 1, Chapter 6 of the **ES Addendum** provides an update to **Volume 6** of the **ES** (Doc Ref. 6.7) [[APP-444](#) to [APP-477](#)]. Subsequent sections summarise the Additional Information and proposed changes considered to update this volume of the **ES**.

6.1 Relevant Additional Information

Since the submission of the Application, Additional Information summarised in **Table 1.1** of relevance to the assessment of effects arising from the construction and operation of the Sizewell link road has been prepared. This includes:

- Information on design and construction assumptions of the proposed Sizewell link road including:
 - Additional Information on the location of two temporary construction compound;
 - minor corrections to **Access and Rights of Way plans** (Doc Ref. 2.4(A)) [[AS-013](#)] submitted in November 2020;
 - a review of Sizewell link road drainage design ;

- updates to traffic noise modelling to account for a correction and refined strategic traffic model;
- refinements to the air quality modelling to account for new information published by Defra and updated traffic estimates from refinements to the strategic traffic model;
- updates to ecological baseline information submitted December 2020 (Doc Ref. 6.13(A)) [[AS-036](#)];
- update to the terrestrial historic environment assessment to include Yoxford Conservation Area; and
- update to the soils and agricultural assessment presented in **Volume 6, Chapter 10** of the **ES** (refer to Doc Ref. 6.7 [[APP-360](#)] to correct an error.

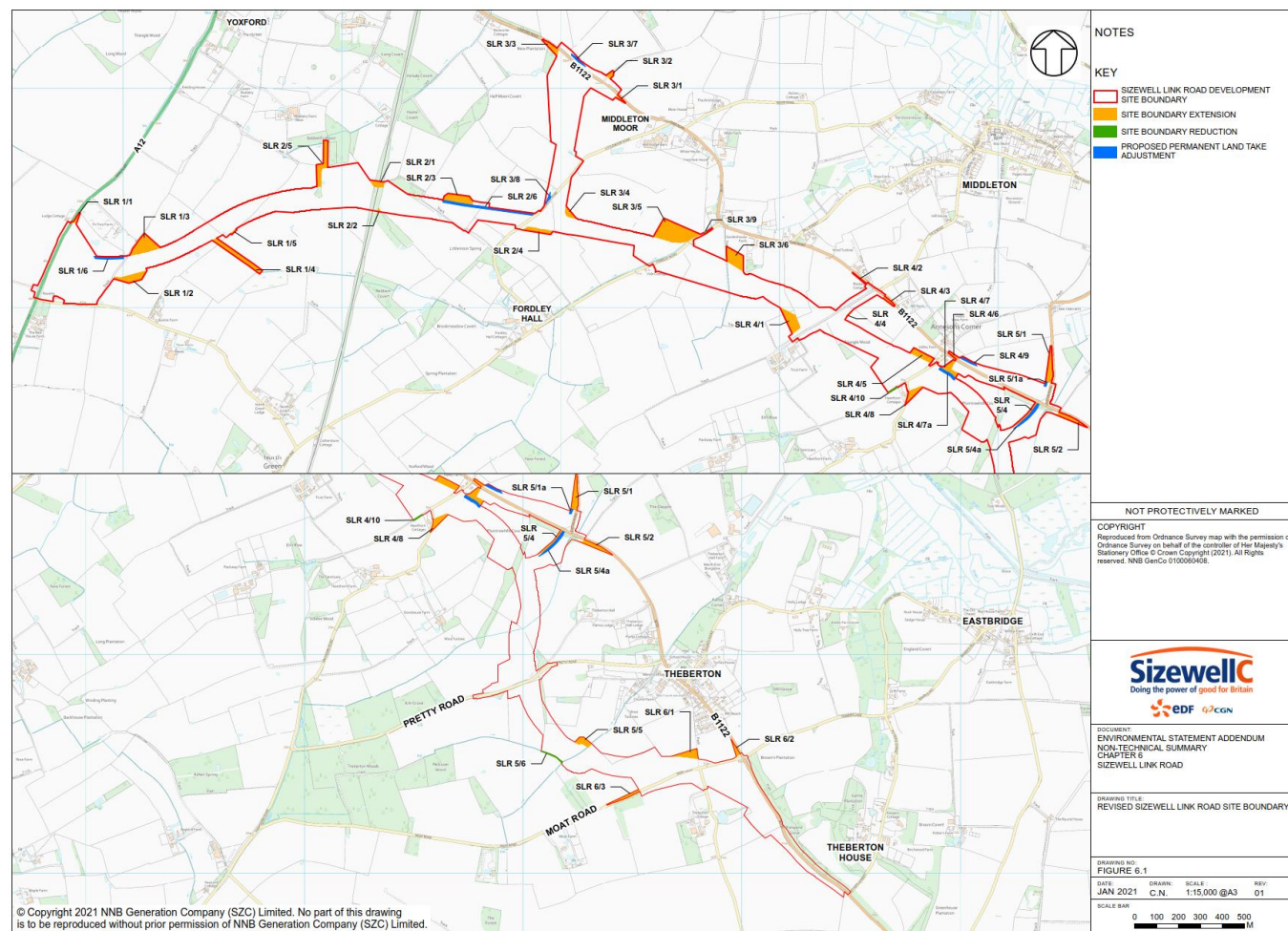
6.2 Proposed changes

SZC Co. is also proposing a change to the Sizewell link road site which comprises an extension to the site boundary (and thereby an extension of the Order Limits) for additional land as well as minor changes to the public right of way proposals (part of **Change 12**), as shown on **Figure 6.1** (with further detail on reference numbers provided in **Volume 1, Chapter 6** of the **ES Addendum**). These changes are to accommodate updates to drainage design assumptions, highway works and in response to topographic survey information. **Change 12**

also includes a reduction of the site boundary at specific locations where the land has been identified as no longer being required. There are also minor revisions to the Public Rights of Way (PRoW) proposals. **Figure 6.1** illustrates the location and extent of the proposed changes to the site boundary.

Furthermore, there are forecast reductions to the HGV movements on the proposed bypass once operational during peak construction of the Sizewell C Project, associated with **Change 1** (potential to increase in the frequency of freight train movements to facilitate bulk material imports by rail) and **Change 2** (an enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility). Refer to **Chapter 2** of this **NTS Addendum** for further description.

Figure 6.1 Changes in the site boundary at the Sizewell link road site



6.3 Updated assessments

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments report in presented in **Volume 6** of the **ES** (Doc Ref. 6.7) [APP-451 to APP-477].

The review concluded there would be no change to the following geology and land quality technical assessment presented in **Volume 6** of the **ES** (refer to Doc Ref. 6.7) [APP-473 to APP-475].

Volume 1, Chapter 6 of the **ES Addendum** has provided further explanation of the Additional Information and proposed changes for noise and vibration (provided in **section 6.3**), air quality (provided in **section 6.4**), landscape and visual (provided in **section 6.5**), terrestrial ecology and ornithology (provided in **section 6.6**), amenity and recreation (provided in **section 6.7**), terrestrial historic environment (provided in **section 6.8**), soils and agriculture (provided in **section 6.9**), and groundwater and surface water (provided in **section 6.10**).

The updated assessments for landscape and visual, amenity and recreation, and soils and agriculture would not alter the baseline or the effects reported in **Volume 6** of the **ES** (Doc Ref. 6.7) [APP-457 to APP-460, APP-464 to APP-466 and APP-470 to APP-472].

There would be changes to the baseline or assessment for noise and vibration, air quality, terrestrial ecology and ornithology, terrestrial historic environment, and groundwater and surface water (reported in **Volume 6** of the **ES** (Doc Ref. 6.7) [APP-451 to APP-456, APP-461 to APP-463, APP-467 to APP-469 and APP-476 to APP-477] which are reported below.

a) Noise and Vibration

i. Additional Information

The noise assessment was updated to:

- assess the provision on a new temporary contractor's compound area at the western end of the site;
- correct the road traffic noise calculations presented in **Volume 6, Chapter 4** of the **ES** (Doc Ref. 6.7) [[APP-451](#)]. This was required to correct an error in the earlier noise prediction model; and
- to reflect refinements to the strategic traffic model.

Further details of construction assumptions identified the need for two indicative areas for temporary contractor compounds to facilitate construction, one adjacent to Pretty Road and one to the eastern end of the Sizewell link road site. The addition

of a temporary contractor compound at Pretty Road would not alter the assessment outcomes presented in **Volume 6, Chapter 4** of the **ES** (Doc Ref 6.7) [APP-451] during construction. The additional contractors' compound proposed at the eastern end of Sizewell link road would result in a change to the assessment of construction noise at three nearby noise sensitive receptors (Doughty Wylie Crescent, Theberton Grange and south of Theberton Grange). However, with mitigation measures, as set out in the **CoCP** (Doc Ref. 8.11(A)), it is considered there would be **no new significant** effects as a result of construction noise are anticipated compared to the effects reports in **Volume 6, Chapter 4** of the **ES** (Doc Ref 6.7) [APP-451].

The updates to the road traffic noise modelling would alter the overall conclusions of the assessment presented in **Volume 6, Chapter 4** of the **ES**. Location coding is as shown in **Figure 4.1** of **Volume 6, Chapter 4** of the **ES** (Doc Ref 6.7) [APP-453]. This includes:

- a **new significant adverse** effect at south of Theberton Grange (38) and Town Farm (35) during 2028 typical day scenario;
- a **new significant beneficial** effect at Valley Farm (10), Annesons Cottage (11), Coronation Cottages (21) and Annesons Corner (22) during 2028 typical and busiest night, and at Hill Farm (9) during the 2028 busiest night scenario.

In addition, Annesons Corner (22) and Annesons Cottage (11) would experience a significant beneficial effect during the 2034 typical day scenario;

- a **removal of significant adverse** effect at Town Farm (35) during the 2028 typical day scenario, Fir Tree Farm (1) during the 2028 typical and busiest night scenarios, Doughty Wylie Crescent (16) at the 2028 busiest night scenario; and
- a reduction from **significant beneficial** effect to **not significant beneficial** effect at Annesons Corner (22) during 2028 busiest day.

Measures are proposed to address identified impacts in a proportionate way in the 'Noise Mitigation Scheme' (**Volume 2, Appendix 11H** of the **ES** (Doc Ref 6.3) [APP-210]), which provides a mechanism through which affected properties can obtain improvements to their glazing to better keep out sound, subject to certain qualifying noise criteria.

ii. Proposed changes

The predicted effects at three receptors would change in significance as a result of the change in HGV numbers as a result of **Changes 1** and **2**, where Annesons Corner (22) had a **significant beneficial** effect (previously it was a non-significant benefit), and at two receptors where **significant**

adverse effects become **not significant adverse** effects (Town Farm (35) and Buskie Farm (2)). The effect categories are predicted to reduce at eight further receptors, although without changing the significance of those effects.

Although the effect categories are not predicted to change at other receptors, all of the changes in traffic noise are either beneficial, i.e. a smaller increase in traffic noise or a greater reduction in traffic noise, or there is expected to be no change, relative to the outcomes that result from the updated assessment.

The other changes proposed would not change the assessment of noise and vibration effects reported in **Volume 6, Chapter 4** of the **ES** (Doc Ref 6.7) [[APP-453](#)].

b) Air Quality

i. Additional Information

The air quality modelling was updated to account for new information published by Defra and updated traffic estimates. The updated modelling identified changes to the magnitude of effect for some receptors. However, the updated modelling does not change the overall effect being **not significant**, compared to **Volume 6, Chapter 5** of the **ES** (Doc Ref. 6.7) [[APP-454](#)].

ii. Proposed Changes

The reduction of HGV numbers as a result of **Changes 1** and **2** would not alter the magnitude of change for all scenarios, with the exception of the representative receptor location at Fir Tree Farm (YX9 on **Volume 6, Figure 5.1** of the **ES** (Doc Ref. 6.7) [[APP-456](#)]) which had a slight improvement during the busiest day 2028.

c) Terrestrial Ecology and Ornithology

i. Additional Information

An extended Phase 1 habitat survey was undertaken in areas not previously surveyed of the land surrounding the B1122 at Theberton.

This survey identified several habitats present within and adjacent to the site boundary including broadleaved semi-natural woodland, arable fields, hedgerows, grassland, scattered trees, scrub, ruderal vegetation, a quarry, waterbodies and areas of hard standing. A large dense patch of the non-native invasive species Japanese Knotweed was recorded within the site boundary.

The quarry habitat and Japanese knotweed are not considered to be of nature conservation value or a level of importance and, therefore, not assessed further. However, tertiary mitigation measures, as set out in the CoCP (refer to

Doc Ref 8.11 (A)), would be implemented to avoid the potential spread of the non-native species during construction. It is considered overall, the Additional Information presents no material change to the assessment presented within **Volume 6, Chapter 7** of the **ES** (Doc Ref. 6.7) [[APP-461](#)].

ii. Proposed Changes

The proposed design change would result in the loss of short additional lengths of hedgerow and additional areas of woodland and arable fields. However, overall although there will be some relatively minor changes to the site boundary, taking account of the mitigation identified in the **Volume 6, Chapter 7** of the **ES** (Doc Ref. 6.7) [[APP-461](#)] including the extensive planting of replacement woodland, hedgerow habitats to compensate for habitat loss, and measures presented in the **CoCP** (Doc Ref. 8.11(A)), the overall magnitude of impact and significance of effects would be the same as reported in **Volume 6, Chapter 7** of the **ES** (Doc Ref. 6.7) [[APP-461](#)].

d) Terrestrial Historic Environment

i. Additional Information

The Additional Information would change the baseline for the terrestrial historic environment as described in **Volume 6 Chapter 9** of the **ES** (Doc Ref. 6.7) [[APP- 467](#)] to include the

Yoxford Conservation Area within the study area. The Yoxford Conservation Area Appraisal divides Yoxford Conservation Area into three character areas, and identifies Grove Park, Cockfield Hall and Rookery Park as the ‘extension areas’.

The proposed development lies to the south and south-east of Rookery Park and no direct effects will occur. Views from the southern part of Rookery Park and from the southern elevation of The Rookery, towards Rookery Farmhouse and Bobbett’s Wood may include construction of the proposed Sizewell link road development. However, views of works would be screened and construction noise would be low, and would not alter the understanding of the asset or ability to appreciate its historical function, such that **no significant effects** are anticipated. The operation of the proposed Sizewell link road development to the south of the conservation area would introduce new visible and perceptual elements to its setting including vehicle movements. However, views would be screened by intervening features. Whilst there would be change to the setting, any limited visibility of the proposed development from this part of Rookery Park (and therefore the conservation area) would result in effects that are **not significant**.

ii. Proposed Changes

While there may be small additional areas of ground disturbance, these are immediately adjacent to land

considered within **Volume 6, Chapter 9** of the **ES** (Doc Ref. 6.7) [APP- 467]. The proposed changes are not anticipated to result in new or different significant effects compared to the **ES**.

e) Groundwater and surface water

i. Additional Information

The Additional Information would not result in new or different significant effects compared to the **Volume 6, Chapter 12** of the **ES** (Doc Ref. 6.7) [APP-476].

ii. Proposed Changes

The proposed change to extend the site boundary of the Sizewell link road, in part due to changes to the drainage assumptions, has been driven by recent ground investigation undertaken at the Sizewell link road site which provided site-specific data. The infiltration rates were found to be insufficient to flow to ground the anticipated volumes of highway surface water runoff. This suggests that the infiltration rates are low within superficial deposits at the site.

The changes to the proposed drainage design will enable the Sizewell link road to cater for highway surface water runoff following a 100-year flood event

Based on the infiltration rates and proposed drainage design changes only limited surface water runoff will discharge to geology beneath the site via attenuation basins, and, therefore any infiltration losses as a result of the Sizewell link road would be **not significant**. The proposed changes to the drainage design will not change the level of significance of the effects on groundwater or surface water, as a result of a reduction in the rate/volume of water discharging to ground compared to the **Volume 6, Chapter 12** of the **ES** (Doc Ref. 6.7) [APP-476].

Summary of changes to significant effects reported within Volume 6 of the ES

Additional Information

Noise and Vibration: Road traffic noise effects would introduce a **new significant adverse** effect at south of Theberton Grange and Town Farm during 2028 typical day scenario.

In addition, a **new significant beneficial** effect would be introduced at Valley Farm, Annesons Cottage, Coronation Cottages and Annesons Corner during 2028 typical and busiest night, and at Hill Farm during the 2028 busiest night scenario. Annesons Corner and Annesons Cottage would also experience a **significant beneficial** effect during the 2034 typical day scenario.

Road traffic noise effects at Town Farm (35) during the 2028 typical day scenario and Fir Tree Farm during the 2028 typical and busiest night scenarios, Doughty Wylie Crescent at the 2028 busiest night scenario would reduce to **not significant**.

In addition, there would be a reduction from **significant beneficial** effect to **not significant beneficial** effect at Annesons Corner during 2028 busiest day.

Proposed Changes

Noise and Vibration: The reduction of HGV numbers as a result of **Changes 1 and 2** would lead to the removal of a predicted significant adverse effect at two receptors where **significant adverse** effects become **not significant adverse** effects (Town Farm and Buskie Farm) when compared to the predicted effects resulting from the update to road traffic noise assessment presented in Additional Information.

In addition, a **new significant beneficial** effect would be introduced at Annesons Corner when compared to the predicted effects resulting from the update to road traffic noise assessment presented in Additional Information.

Whilst there are other changes to the environmental effects reported within **Volume 6** of the **ES** (Doc Ref. 6.7) [[APP-444](#) to [APP-477](#)], as a result of the Additional Information and proposed changes, these would not reduce or introduce any new significant effects.

7 YOXFORD ROUNDABOUT AND OTHER HIGHWAY IMPROVEMENTS

Volume 1, Chapter 7 of the **ES Addendum** provides an update to **Volume 7** of the **ES** (Doc Ref. 6.8) [[APP-478](#) to [APP-508](#)]. Subsequent sections summarise the Additional Information and proposed changes considered to update this volume of the **ES**.

7.1 Relevant Additional Information and Changes

Since the submission of the Application, Additional Information summarised in **Table 1.1** of relevance to the assessment of effects arising from the construction and operation of the Yoxford roundabout and other highway improvement sites has been prepared. This includes:

- updates to traffic noise modelling to account for a correction and refined strategic traffic model;
- refinements to the air quality modelling to account for new information published by Defra and updated traffic estimates from refinements to the strategic traffic model; and
- updated archaeological evaluation report.

SZC Co. is also proposing to reduce the site boundary at the following locations

- Yoxford roundabout (**Change 12**);
- A12/B1119 junction at Saxmundham (**Change 14**); and
- A1094/B1069 south of Knodishall (**Change 14**).

Furthermore, there are forecast reductions to the HGV movements on the proposed bypass once operational during peak construction of the Sizewell C Project, associated with **Change 1** (potential to increase in the frequency of freight train movements to facilitate bulk material imports by rail) and **Change 2** (an enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility). Refer to **Chapter 2** of this **NTS Addendum** for further description.

7.2 Updated assessments

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments report in presented in **Volume 7** of the **ES** (Doc Ref. 6.8) [[APP-484](#) to [APP-508](#)].

The review concluded there would be no change to the following technical assessments presented in **Volume 7** of the

ES: landscape and visual, terrestrial ecology and ornithology, amenity and recreation, soils and agriculture, geology and land quality and groundwater and surface water (Doc Ref. 6.8) [APP-490 to APP-489 and APP-502 to APP-508].

Further assessment of the Additional Information and proposed changes is reported in **Volume 1, Chapter 7** of this **ES Addendum** and is provided for noise and vibration (provided in **section 7.3**), air quality (provided in **section 7.4**), and terrestrial historic environment (provided in **section 7.5**).

The updated assessment for terrestrial historic environment would not alter the baseline or the effects reported in **Volume 7** of the **ES** (Doc Ref. 6.8) [APP-499 to APP-501].

There would be changes to the noise and vibration and air quality assessments (reported in **Volume 7** of the **ES** (Doc Ref. 6.8) [APP-484 to APP-489] which are reported below.

a) Noise and Vibration

i. Additional Information

The road traffic noise modelling was updated to

- correct the road traffic noise calculations presented in the assessment report in **Volume 7, Chapter 4** of the **ES** (Doc Ref. 6.8) [APP-484]. This was required to correct an error in the earlier noise prediction model; and

- to reflect refinements to the strategic traffic flow model.

The updates to the road traffic noise modelling would alter the overall conclusions of the assessment presented in **Volume 7, Chapter 4** of the **ES** at the following locations for night-time noise effects. Location codes are as shown in **Figure 4.1** in **Volume 7, Chapter 4** of the **ES** (Doc Ref. 6.8) [APP-486]:

- The Cottage (8), Sunnypatch (9), Rookery Cottages (15), , Garden Cottage and Clock House (20), Meadowbarn (23) and Honey Croft (25), which would experience a reduction in the predicted noise effects, and would remain **not significant**.
- However, The Old Barn (14) would experience a greater adverse noise effects during a typical night and busiest night in 2028 which would be **significant**.

Measures are proposed to address identified impacts in a proportionate way in the 'Noise Mitigation Scheme' (**Volume 2, Appendix 11H** of the **ES** (Doc Ref 6.3) [APP-210]), which provides a mechanism through which affected properties can obtain improvements to their glazing to better keep out sound, subject to certain qualifying noise criteria.

ii. Proposed Changes

The proposed changes would lead to a reduction in the number of HGVs on the road network by up to 150 HGVs per day (up to 300 daily HGV movements) at the peak of construction.

There are no predicted changes to the significance of effects as a result of the reduction of HGV numbers compared to the effects from the update to road traffic noise from Additional Information. All effects would remain **not significant**, with the exception of the **significant** effect at night-time during peak construction at the Old Barn, as discussed in section above.

Although the effect categories are not predicted to change at any of the receptors considered, all of the changes in traffic noise are either beneficial, i.e. a smaller increase in traffic noise or a greater reduction in traffic noise, or there is expected to be no change, relative to the outcomes that result from the updated assessment.

The minor revisions to the site boundaries do not change the assessment of noise and vibration effects report in **Volume 7, Chapter 4** of the **ES** (Doc Ref. 6.8) [[APP-486](#)].

b) Air Quality

i. Additional information

The air quality modelling was updated to account for new information published by Defra and updated traffic estimates. The updated modelling identified an improvement in the effect descriptor at receptors along the A12 and B1122 junction in the vicinity of the proposed Yoxford roundabout site during construction (2023) and at one representative receptor location during the peak year of operation (along the A12, north of the proposed Yoxford roundabout). However, the updated modelling does not change the overall effect of **not significant**, compared to **Volume 7, Chapter 5** of the **ES** (Doc Ref. 6.8) [[APP-487](#)].

ii. Proposed Changes

The reduction of HGV numbers as a result of **Changes 1 and 2** would not alter magnitude of change to of emissions for all scenarios and effects would remain **not significant**.

Summary of changes to significant effects reported within Volume 7 of the ES

Additional Information

Noise and Vibration: Road traffic noise effects would become **significant** at the Old Barn during a typical night and busiest night in 2028.

Proposed Changes

The proposed changes would not reduce or introduce any new significant effects compared to the effects from the update to road traffic noise from Additional Information set out above.

Whilst there are other changes to the environmental effects reported within **Volume 7** of the **ES** (Doc Ref. 6.8) [[APP-478](#) to [APP-508](#)], as a result of the Additional Information and proposed changes, these would not reduce or introduce any new significant effects.

8 FREIGHT MANAGEMENT FACILITY

Volume 1, Chapter 8 of the **ES Addendum** provides an update to **Volume 8** of the **ES** (Doc Ref. 6.9) [[APP-509](#) to [APP-537](#)]. Subsequent sections summarise the Additional Information and proposed changes considered to update this volume of the **ES**.

8.1 Relevant Additional Information and Changes

Since the submission of the Application, Additional Information summarised in **Table 1.1** of relevance to the assessment of effects arising from the construction, operation and removal and reinstatement of the freight management facility has been prepared. This includes:

- updates made to air quality modelling to account for new information published by Defra and updated traffic estimates; and
- updated archaeological evaluation report for the freight management facility site.

SZC Co. is proposing no changes to freight management facility site. However, there are forecast reductions to the HGV movements on the roads in the vicinity of the freight management facility site, associated with **Change 1** (potential

to increase in the frequency of freight train movements to facilitate bulk material imports by rail) and **Change 2** (an enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility). Refer to **Chapter 2** of this **NTS Addendum** for further description.

8.2 Updated assessments

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments report in presented in **Volume 8** of the **ES** (Doc Ref. 6.9) [APP-514 to APP-537].

The review concluded there would be no change to the following technical assessments presented in **Volume 8** of the **ES**: noise and vibration, landscape and visual, terrestrial ecology and ornithology, amenity and recreation, soils and agriculture, geology and land quality, and groundwater and surface water as a result of the Additional Information and proposed changes (refer to Doc Ref. 6.4, [APP-515, APP-516, APP-520 to APP-527, APP-531 to APP-537]).

Further explanation and assessment of the Additional Information and proposed changes for air quality (provided in **section 8.3** of **Volume 1, Chapter 8** of this **ES Addendum**) and terrestrial historic environment (provided in **section 8.4** of **Volume 1, Chapter 8** of this **ES Addendum**) was prepared. However, the conclusions of the updated assessments

identified that there would be no change to the effects reported in **Volume 8** of the **ES** (Doc Ref. 6.9) [APP-517 to APP-519 and APP-528 to APP-530].

Summary of changes to significant effects reported within Volume 8 of the ES

There are no changes to the environmental effects **Volume 8** of the **ES** (Doc Ref. 6.9) [[APP-514](#) to [APP-537](#)].

9 RAIL

Volume 1, Chapter 9 of the **ES Addendum** provides an update to **Volume 9** of the **ES** (Doc Ref. 6.10) [[APP-538](#) to [APP-571](#)]. Subsequent sections summarise the Additional Information and proposed changes considered to update this volume of the **ES**.

9.1 Relevant Additional Information and Changes

Since the submission of the Application, Additional Information summarised in **Table 1.1** of relevance to the assessment of effects arising from the construction, operation and removal and reinstatement of the freight management facility has been prepared. This includes:

- further noise and vibration baseline and assessment work (including development of the rail noise mitigation strategy) undertaken since the submission of the Application.
- updates made to air quality modelling to account for new information published by Defra and the refined strategic traffic model;
- updated ecological baseline information; and
- updated archaeological evaluation report.

No changes are proposed to the rail extension route or Saxmundham to Leiston branch line improvements. However, there is the potential to increase the number of rail deliveries to the main development site (**Change 1**) which have been assessed, together with forecast reductions to HGV movements on the roads in the vicinity of the site, associated with **Change 1** and **Change 2** (an enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility). Refer to **Chapter 2** of this **NTS Addendum** for further description.

9.2 Updated assessments

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments presented in **Volume 9** of the **ES** (Doc Ref. 6.10) [[APP-545](#) to [APP-571](#)].

The review concluded that there would be no change to the following technical assessments presented in **Volume 9** of the **ES**: soils and agriculture, geology and land quality and groundwater and surface water (refer to Doc Ref. 6.10) [[APP-552](#) to [APP-554](#), [APP-558](#) to [APP-559](#) and [APP-563](#) to [APP-571](#)].

Volume 1, Chapter 9 of the **ES Addendum** has provided further explanation and assessment of the Additional Information and proposed changes for noise and vibration (provided in **section 9.3**), air quality (provided in **section 9.4**), terrestrial ecology and ornithology (provided in **section 9.5**), and terrestrial historic environment (provided in **section 9.6**).

The updated assessment for terrestrial historic environment concluded that there would be no change to the baseline or the effects reported in **Volume 9** of the **ES** (Doc Ref. 6.10) [APP-528 to APP-530].

There would be changes to the assessments of noise and vibration, air quality, and terrestrial ecology and ornithology (reported in **Volume 9** of the **ES** (Doc Ref. 6.10) [APP-545 to APP-550 and APP-555 to APP-557]) which are reported below.

a) Noise and vibration

i. Additional Information

Since the Application was submitted in May 2020, further baseline work has been undertaken to increase SZC Co.'s understanding of how much noise and vibration the trains used to transport construction materials for the Sizewell C Project ('construction trains') are likely to generate, and how that noise spreads away from railway as part of the airborne noise assessment. In addition, work has been undertaken to

understand how railway noise and vibration interact with buildings along the railway line as part of the groundborne noise and vibration assessment.

Additional Information of relevance to the assessment of noise and vibration effects from rail movements includes:

- the results of airborne noise, and groundborne noise and vibration measurements undertaken in August 2020 using a test train commissioned by SZC Co. along the Saxmundham to Leiston branch line and the East Suffolk line in Woodbridge (presented in **Volume 3, Appendix 9.3.A** of this **ES Addendum**); and
- the results of noise and vibration measurements of existing railway noise and vibration measurements at Woodbridge, which have been carried out between March 2020 and 1st November 2020, and remain ongoing (presented in **Volume 3, Appendix 9.3.B** of this **ES Addendum**).

The additional surveys and assessment have informed the draft 'Rail Noise Mitigation Strategy' (included in **Volume 3, Appendix 9.3.E** of this **ES Addendum**) which contains the proposed mitigation to reduce railway noise and vibration. These proposed mitigation measures will be developed through further engagement with Network Rail and freight operating companies and include measures, such as upgrading the Saxmundham to Leiston branch line with a

refurbished trackbed, concrete or steel sleepers and welded rail, installation of a crossover north of Saxmundham station and upgrades to the signalling system to permit trains to join or leave the Saxmundham to Leiston branch line without stopping, installation of under-ballast mats on the Saxmundham to Leiston branch line where there are receptors within 15 metres of the track, adoption of speed limits, and timing of trains.

Airborne noise

- As reported in the **Volume 9, Chapter 4** of the **ES** (Doc Ref. 6.10) [[APP-545](#)], operation of the Saxmundham to Leiston branch line would result in **significant adverse** effects on Kelsale Covert, Westhouse Crossing Cottages, Crossing East, and Crossing Cottages. As a result of the Additional Information, the previously-predicted **significant adverse** effect at Crossing Cottages has become **not significant** in the later years. The **significant adverse** effects at Kelsale Covert, Crossing East and Westhouse Crossing Cottage will remain.
- Up to 120 properties would experience **significant** effects from the operation of the East Suffolk line, assuming that arrangements are changed at Saxmundham junction to avoid stopping of trains to change points. This is the same outcome as set out in **Volume 9, Chapter 4** of the **ES** (Doc Ref 6.10) [[APP-545](#)].

Groundborne noise and vibration

The approach to the assessment of groundborne noise has been amended to provide a more stringent test, where the same assessment thresholds are applied to combined night-time groundborne noise and low frequency airborne noise, not just to groundborne noise in isolation. This has resulted in the following clarifications to the assessment:

- With the proposed modifications and operational controls on the Saxmundham to Leiston branch line, (as proposed in the draft 'Rail Noise Mitigation Strategy' (**Volume 3, Appendix 9.3.E** of the **ES Addendum**)), no major adverse groundborne noise and vibration effects are anticipated at existing properties along the Saxmundham to Leiston branch line. Moderate adverse effects may still occur at the closest properties, which will be **significant**.
- There are two properties within 7m of the centreline of the East Suffolk line where the construction trains are likely to be travelling at 20mph: Crossing Cottage and an Unnamed property on Blackstock Crossing Road. The operation of the construction trains at night-time is expected to result in major adverse effects at these properties, which is **significant**. This effect was also identified within **Volume 9, Chapter 4** of the **ES** (Doc Ref. 6.10) [[APP-545](#)].

For those properties expected to have the highest level of significant adverse effect from airborne noise, it is expected that enhanced sound insulation or enhanced glazing would be available under the 'Noise Mitigation Scheme' (**Volume 2, Appendix 11H** of the **ES** (Doc Ref 6.3) [[APP-210](#)]) so that the internal noise levels are reduced.

For properties subject to major adverse effects from airborne noise, the internal noise levels will be reduced to below the threshold where a significant adverse effect on health and quality of life would occur, once the provisions of the 'Noise Mitigation Scheme' are taken into account.

For properties subject to high levels of groundborne noise, improvements to the sound insulation or glazing under the 'Noise Mitigation Scheme' will reduce the internal level of low frequency airborne noise, which will in turn reduce the combined groundborne / low frequency airborne noise to below the threshold where a significant adverse effect on health and quality of life would occur.

In both instances, significant adverse effects on health and quality of life will be avoided.

ii. Proposed Changes

The potential increase in rail movements proposed in **Change 1** would not introduce any new or materially different airborne noise and groundborne noise and vibration effects compared

to the updated assessment in response to the Additional Information. Train frequency would increase but the effects of each train would be the same.

b) Air Quality

i. Additional information

The air quality modelling was updated to account for new information published by Defra and updated traffic estimates. The updated modelling identified a improvement in the effect descriptor at a representative receptor along the B1121 Main Road and B1119 Church Hill junction during construction (2023)) and at three representative receptors in the vicinity of the railway in Leiston during the peak year of operation . However, the updated modelling does not change the overall effect from being **not significant**, compared to **Volume 9, Chapter 5** of the **ES** (Doc Ref. 6.10) [[APP-548](#)].

ii. Proposed Changes

The increase in rail movements (**Change 1**) and associated reduction of HGV numbers as a result of **Changes 1** and **2** would not alter magnitude of change to of emissions for all scenarios, with the exception of a reduction in emissions at receptors at seven representative receptors in the vicinity of the railway in Leiston and Saxmundham. The proposed changes do not change the overall effect from being **not**

significant report in the **Volume 9, Chapter 5** of the **ES** (Doc Ref. 6.10) [[APP-548](#)].

c) Terrestrial Ecology and Ornithology

An updated extended Phase 1 habitat survey was undertaken along the green rail route in 2020.

This survey confirmed that the majority of habitat types on site have not changed since the previous surveys. However, the survey identified the invasive species Himalayan Cotoneaster (*Cotoneaster simonsii*) which was not identified previously within **Volume 9, Appendix 7A** of the **ES** (Doc Ref. 6.10) [[APP-556](#)].

The invasive species is not considered to be of nature conservation value or a level of importance and therefore not assessed further. However, tertiary mitigation measures, as set out in the CoCP (refer to Doc Ref 8.11 (A)), would be implemented to avoid the potential spread of the non-native species during construction. It is considered overall, the Additional Information presents no material change to the assessment presented within **Volume 9, Chapter 7** of the **ES** (Doc Ref. 6.10) [[APP-555](#)].

Summary of changes to significant effects reported within Volume 9 of the ES

Additional Information

Noise and Vibration: Airborne rail effects at Crossing Cottages would reduce to **not significant** in the later years as a result of the Additional Information.

Proposed Changes

Noise and Vibration: The potential increase in rail movements proposed in **Change 1** would not introduce any new or materially different airborne noise and groundborne noise and vibration effects compared to the updated assessment in response to the Additional Information. Train frequency would increase but the effects of each train would be the same.

Whilst there are other changes to the environmental effects reported within **Volume 9** of the **ES** (Doc Ref. 6.10) [[APP-538](#) to [APP-571](#)], as a result of the Additional Information and proposed changes, these would not reduce or introduce any new significant effects.

10 INTER-RELATIONSHIPS, PROJECT-WIDE, CUMULATIVE AND TRANSBOUNDARY EFFECTS

Volume 1, Chapter 10 of the **ES Addendum** provides an update to **Volume 10** of the **ES** (Doc Ref. 6.11) [[APP-572](#) to [APP-582](#)]. Subsequent sections summarise the Additional Information and proposed changes considered to update this volume of the **ES**.

The scope and methodology applied within this assessment is consistent with that presented within **Volume 10, Chapter 1** of the **ES** (Doc Ref. 6.11) [[APP-572](#)].

10.1 Inter-relationship Effects

The assessment of inter-relationships identifies where the different environmental impacts could combine with one another with the potential to result in significant effects on a resource or receptor (for example noise, dust and changes to visual amenity impacting a single property).

a) Relevant Additional Information and/or relevant proposed changes

All of the proposed changes and sources of Additional Information relevant to the Sizewell C Project as described in

Sections 2 to 9 of this **NTS**, have been reviewed to determine the potential for new or different significant effects to occur with regards to the assessment of inter-relationship effects, presented within **Volume 10, Chapter 2** of the **ES** (Doc Ref 6.11) [[APP-575](#)].

b) Updated Assessment

A review of the Additional Information and the proposed changes has been undertaken and it is concluded that there is one receptor for which the likelihood of inter-relationship effects has the potential to change when compared to the original conclusions of the inter-relationship effects (the Old Barn). This is as a result of the updates to the noise assessment with the Additional Information. A new **significant** noise effect is identified at this property during peak construction, which has the potential to combine with the **not significant** air quality effects and **not significant** visual effects.

Whilst there are some instances of residual effects improving for individual topic areas at specific residential receptors, when considered in combination, there is no change to the likelihood of inter-relationship effects experienced at these receptors. Therefore all other inter-relationship effects are considered to be no worse than predicted within **Volume 10, Chapter 2** of the **ES** (Doc Ref. 6.11) [[APP-575](#)].

10.2 Project Wide Effects

The assessment of project-wide effects identifies the worst-case environmental effects of the proposed development and considers where a single resource or receptor may experience impacts from more than one component of the Sizewell C Project. For example, during construction, resources and receptors in proximity to the rail proposals could also be affected by impacts from construction activity at the main development site.

a) Relevant Additional Information and/or relevant proposed changes

All of the Additional Information and proposed changes described in **Sections 2 to 9** of this **NTS**, have been reviewed to determine the potential for new or different significant effects to occur with regards to the assessment of project-wide effects, presented within **Volume 10, Chapter 3** of the **ES** (Doc Ref 6.11) [[APP-577](#)].

b) Updated Assessment

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments presented in the project-wide assessment (**Volume 10, Chapter 3** of the **ES** (Doc Ref 6.11) [[APP-577](#)]). The review concluded that none of the Additional

Information and proposed changes would change the conclusions of the project-wide effects assessment.

10.3 Cumulative effects with other plans, projects and programmes

The EIA Regulations require that the EIA considers 'cumulative effects' which may arise as a result of the proposed development in combination with other projects that are either planned or under construction in the vicinity of the site. These projects may, on an individual basis not result in significant effects but, cumulatively, have a significant effect on a resource or receptor.

a) Relevant Additional Information and/or relevant proposed changes

All of the Additional Information and proposed changes have been reviewed to determine the potential for new or different significant effects to occur with regards to the assessment of cumulative effects with other plans, projects and programmes presented within **Volume 10, Chapter 4** of the **ES** (Doc Ref 6.11) [[APP-578](#)]. This includes the preferred water supply proposal.

The current preferred water supply strategy provides potable water through a direct link from Barsham to Sizewell. The proposals would require an upgrade to some existing water

treatment plants and a new high capacity water main. In addition, a number of other water supply measures are proposed to be retained in the water supply strategy, further detail of these measures is available within **Chapter 2** and **Volume 3, Appendix 2.2.D** of this **ES Addendum**.

b) Updated assessment – Additional Information and proposed changes

A review of the Additional Information and the proposed changes has been undertaken by EIA specialists across all technical assessments presented in the cumulative effects assessment (**Volume 10, Chapter 4** of the **ES** (Doc Ref 6.11) [[APP-578](#)]). The review concluded that the Additional Information and proposed changes would result in **no new or different significant cumulative effects** with other plans, projects and programmes than those reported in **Volume 10, Chapter 4** of the **ES** (Doc Ref 6.11) [[APP-578](#)].

c) Updated assessment – Water Supply Strategy

A review of the water supply strategy been undertaken by EIA specialists across all technical assessments presented in the cumulative effects assessment (**Volume 10, Chapter 4** of the **ES** (Doc Ref 6.11) [[APP-578](#)]). The review concluded the preferred water supply connection strategy would result in **no new or different significant cumulative effects** than those

reported in **Volume 10, Chapter 4** of the **ES** (Doc Ref 6.11) [[APP-578](#)].

10.4 Transboundary Effects

The EIA Regulations require that the potential for transboundary effects (effects on the environment in other European Economic Area states) from the construction and operation of Sizewell C is considered.

a) Relevant Additional Information and/or relevant proposed changes

All of the Additional Information and proposed changes to the Sizewell C Project have been reviewed to determine the potential for new or different significant effects to occur with regards to the assessment of transboundary effects, presented within **Volume 10, Chapter 5** of the **ES** (Doc Ref 6.11) [[APP-580](#)].

Additional Information of relevance to the transboundary assessment includes the following reports included within **Volume 3, Appendix 2.17.A** of the **ES Addendum**:

- SPP 100: Estimates of European populations of twaite shad and cucumber smelt of relevance to Sizewell;
- SPP103: Consideration of potential effects on selected fish stocks at Sizewell; and

- TR406: Impingement predictions based upon specific cooling water system design.

b) Updated Assessment

A review of the Additional Information and the proposed changes has been undertaken and concluded that these updates are not of sufficient scale change the consultations of the original assessment within **Volume 10, Chapter 5** of the **ES** (Doc Ref 6.11) [[APP-580](#)]. **No significant** transboundary effects are therefore likely.

Summary of changes to significant effects reported within Volume 10 of the ES

Additional Information

Inter-relationship effects: There is potential for a new significant inter-relationship effect at the Old Barn during peak construction of the Sizewell C Project.

Whilst there are other changes to the environmental effects reported within **Volume 10** of the **ES** (Doc Ref. 6.11) [APP-572 to APP-582], as a result of the Additional Information and proposed changes, these would not reduce or introduce any new significant effects.