



The Sizewell C Project

8.19 Part 1 of the Proposed Changes to the Application

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EXECUTIVE SUMMARY

This document forms the first of two parts (Part 1) of SZC. Co's request to make changes to the Sizewell C Application and to submit Additional Information.

Since submission of the Application in May 2020, 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 additional design detail that has come forward in preparation for implementation of the Sizewell C Project.

In October 2020 SZC. Co notified the Planning Inspectorate of its intention to propose changes to the application and, during the period 18 November to 18 December 2020, the proposed changes were the subject of non-statutory public consultation. With the benefit of continuing engagement with stakeholders and feedback from the consultation, SZC. Co now proposed 15 changes to the application.

Chapter 2 of this document:

- identifies and describes each proposed change;
- identifies how each proposed change has been the subject of engagement and consultation and explains the issues arising from stakeholders and respondents;
- provides details of any implications of each proposed change for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010;
- explains whether there are any new or different likely significant environmental effects arising from each proposed change; and
- explains why each proposed change is considered necessary.

The following table provides a high-level summary of the proposed changes and their principal effects.

Overview of Proposed Changes

Proposed Change Number	Proposed Change (January 2021)	New or different significant effects
Change 1	Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail.	Changes 1 and 2 in combination are assessed to reduce HGV movements which would result in minor improvements in road noise and air quality. There is no change in the significance of effects for air quality. However, new significant beneficial effects are introduced and previously

		<p>significant adverse effects are removed as a result of the reduction in road traffic noise on two-village bypass and Sizewell link road.</p> <p>There would also be minor enhancements in road traffic related severance and amenity. The significant adverse effect on amenity affecting parts of the B1122 and A12 would reduce to not significant. In addition, the effect on A12 at Marlesford due to fear and intimidation during the busiest day of construction would be reduced to not significant.</p> <p>No significant change in the effects of rail noise.</p>
Change 2	<p>An enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility.</p> <p><i>[Note: This includes changes to parameters]</i></p>	<p>An increase in some localised landscape and visual effects but not a change in significance except a new significant adverse localised effect for receptor group 20 from the south.</p> <p>The traffic-related effects of Change 2 are summarised above in combination with the effects assessed for Change 1.</p> <p>An increased adverse effect on recreational water users but no change in significance.</p> <p>Minor adverse (not significant) effects on coastal morphology.</p> <p>Minor adverse marine ecology effects – not significant.</p>
Change 3	<p>Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field.</p> <p><i>[Note: This includes changes to parameters]</i></p>	<p>Reduction in traffic severance – not significant.</p> <p>Reduced landscape impact – not significant.</p>
Change 4	<p>Change to certain parameter heights and activities on the main development site.</p>	<p>No new or different significant effects.</p>
Change 5	<p>Change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk.</p>	<p>Benefits for flood risk and ecology but no change in significance.</p>

Change 6	Change to the Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments. <i>[Note: This includes changes to parameters]</i>	Benefits for flood risk, landscape and terrestrial ecology– not significant.
Change 7	Revisions to tree retention on the main development site.	No new or different significant effects.
Change 8	Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall. <i>[Note: This includes changes to parameters]</i>	No new or different significant effects.
Change 9	Change to the sea defence to make the scheme more efficient and resilient to climate change. <i>[Note: This includes changes to parameters]</i>	Reduction in flood risk during the construction phase from significant to not significant. Change from minor beneficial (not significant) to major beneficial effect (significant) for coastal erosion.
Change 10	Extension of landscaped bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits.	No new or different significant effects.
Change 11*	Extension of the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss.	New minor beneficial effects from habitat creation and new minor adverse effects on surface water and archaeology during construction, but no significant effects.
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. <i>[Note: This includes the change to the public right of way around walk barn farm and also accommodation]</i>	Some localised adverse effects from increased land take and some localised improvements in habitat creation and rights of way, but no new or different significant effects.

	<i>works, previously described as part of Change 13]</i>	
Change 13*	<p>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).</p> <p><i>[Note: Reductions to the main development site were previously included in Change 14, and extensions described in the Consultation Document. The Accommodation works are associated with the southern park and ride, two village bypass and Sizewell link road only and are therefore covered in the Changes 10 and 12].</i></p>	No new or different significant effects.
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).	No new or different significant effects.
Change 15	A new bridleway link between Aldhurst Farm and Kenton Hills.	Minor enhancement for recreation and amenity during the construction phase and an addition to beneficial effects during operation but no overall change in significance.

In the majority, the effects of the proposed changes are beneficial and none of the proposed changes is so material that it constitutes a materially different project.

Without exception, the proposed changes are intended to improve the Application. Some facilitate the delivery of the Project, others respond directly to requests from stakeholders, including landowners. All the changes would enhance the sustainable delivery of the Project and SZC. Co formally requests that each change is accepted for examination.

Chapter 3 of this document introduces and explains the Additional Information. That information relates to:

- updated designs, i.e. further development of the design of elements of the Project, rather than changes to those designs;

- updates to project strategies and plans; and
- provision of further surveys and assessments.

None of the Additional Information is considered to represent a change to the Application. Much of the Additional Information has arisen through further engagement with stakeholders and its acceptance by the Planning Inspectorate should assist the examination of the Application.

Part 2 of this submission comprises the updates and addenda to the Application documents which would be appropriate if the proposed changes and the Additional Information were accepted.

1 INTRODUCTION

1.1 Introduction

a) Purpose of this submission

- 1.1.1 The Sizewell C Project ('the Project') Development Consent Order application ('the Application') was submitted by the applicant ('SZC Co.') on 27 May 2020 and accepted for examination by the Planning Inspectorate on 24 June 2020.
- 1.1.2 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 additional design detail that has come forward in preparation for implementation of the Sizewell C Project.
- 1.1.3 On 6 October 2020, SZC Co. wrote to the Planning Inspectorate providing notification that it wished to propose changes to the Application [\[AS-004\]](#). In accordance with the Planning Inspectorate's 'Advice note sixteen: How to request a change which may be material' ('Advice note 16'), a **Notification Report** (a report entitled 'Notification of Proposed Project Changes') [\[AS-005\]](#) was provided which identified the nature of the changes proposed and advised SZC Co.'s intention to request that changes of the nature described in the Notification Report be accepted as changes to the Application.
- 1.1.4 In addition, the **Notification Report** [\[AS-005\]](#) advised that SZC Co. intended to submit revised and additional information ('Additional Information') prior to the start of the examination to address minor errata, omissions and qualitative issues relating to the submitted Application documents, together with Additional Information in the form of updates on relevant topics which the applicant considered would assist the examination of the Application.
- 1.1.5 SZC Co. explained in the letter and the **Notification Report** [\[AS-005\]](#) its intention to undertake consultation on the proposed changes in accordance with the requirements of the Advice note 16.
- 1.1.6 On 23 October 2020, the Planning Inspectorate responded to SZC Co.'s letter and Notification Report [\[PD-006\]](#), noting SZC Co.'s intention to submit a request for changes to the Application and to submit Additional Information. The letter provided advice on the procedural arrangements which SZC Co. should undertake (including in relation to consultation) and

set out the information which the Examining Authority would require before it could consider whether to accept the proposed changes and the submission of the Additional Information either in whole or in part.

- 1.1.7 SZC Co. has followed closely the advice provided by the Planning Inspectorate and this document forms the first of two parts (Part 1) of SZC Co.'s request to make changes to the Application and to submit the Additional Information. Details of the structure of this submission are provided in **Section 1.3**.

b) **Scope of the submission**

- 1.1.8 This submission provides the information necessary to support a formal request to the Planning Inspectorate to make changes (including material changes) to the Application. It also provides and explains the Additional Information relevant to the Application which SZC Co. considers would assist the examination of the Application and which SZC Co. requests is accepted by the Planning Inspectorate for the purposes of the examination.
- 1.1.9 In its **Notification Report** [\[AS-005\]](#) SZC Co. identified its intention to request a number of changes to the Application. Further work and engagement with stakeholders identified the potential merit of a further change: the establishment of a new bridleway between Aldhurst Farm and Kenton Hills. That change was included in the consultation on the proposed changes.
- 1.1.10 Each of the changes, therefore, has been the subject of non-statutory consultation undertaken between 18 November and 18 December 2020. For some of the proposed changes, options were presented in the Consultation Document (the Consultation Document is provided as **Appendix E** to the **Consultation Report Addendum** (Doc. Ref. 5.1Ad)).
- 1.1.11 **Chapter 2** of this document:
- identifies and describes each proposed change;
 - identifies how each proposed change has been the subject of engagement and consultation and explains the issues arising from stakeholders and respondents;
 - provides details of any implications of each proposed change for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010;
 - explains whether there are any new or different likely significant environmental effects arising from each proposed change; and

- explains why each change is considered necessary.
- 1.1.12 In particular, this submission provides the information requested in the Planning Inspectorate's letter of 23 October 2020 [\[PD-006\]](#) and includes the information required by Figure 3 of Advice note 16.
- 1.1.13 Part 2 of this submission includes the updates and addenda to the Application documents necessary to describe, explain and assess the proposed changes. It also introduces and explains the Additional Information.
- 1.1.14 SZC Co. formally requests that each of the proposed changes to the Application is accepted.
- 1.1.15 Chapter 3 of this document introduces and explains the Additional Information which is also submitted in Part 2 of this submission. The nature of that Additional Information is consistent with the explanation provided by SZC Co. in its **Notification Report** [\[AS-005\]](#), namely information relating to:
- updated designs (i.e. the further development of the design of elements of the Project), rather than changes to those designs;
 - updates to Project strategies and plans; and
 - provision of further surveys and assessments.
- 1.1.16 As explained in **Section 1.2**, some of that (and other) Additional Information was also directly requested by the Examining Authority in its letters of 23 October [\[PD-006\]](#) and 24 November 2020 [\[PD-008\]](#), in response to which Additional Information was provided by SZC Co. on 16 November 2020 [\[AS-006\]](#) and 8 December 2020 [\[AS-031\]](#). In addition, the Examining Authority wrote to the applicant on 20 December 2020 requesting further material [\[PD-009\]](#) and that further material was provided by SZC Co. with a letter dated 8 January 2021. That further material also comprises Additional Information which would be of value to the examination.
- 1.1.17 None of the Additional Information is considered to represent a change to the Application. Much of it has arisen through further engagement with stakeholders and its acceptance by the Planning Inspectorate should assist the examination of the Application. The Additional Information provides further detail, support and refinement in relation to the strategies and the assessments presented in the Application.
- 1.1.18 SZC Co. formally requests that each element of the Additional Information is accepted.

- 1.1.19 The scope of this submission, therefore, covers all material necessary to provide a full understanding of the nature and effects of the proposed changes to the Application along with the remaining Additional Information anticipated in SZC Co.'s **Notification Report** [\[AS-005\]](#).

c) **Approach to Submission**

- 1.1.20 SZC Co.'s intention is to ensure that this submission is as clear and helpful to the Examining Authority and interested parties as it can be. The submission is strictly limited to the proposed changes and their implications, together with the identified Additional Information. It does not otherwise seek to update or amend the Application.

- 1.1.21 The submission does not presume that the proposed changes or Additional Information will be accepted by the Planning Inspectorate. The submission, including its supporting information, seeks to clearly identify and differentiate each proposed change, the Additional Information and the implications of each for the submitted Application documents. Whilst all of the proposed changes seek to enhance the sustainable delivery of the Project, the proposed changes can be considered on their own merits and only two of the proposed changes are physically dependent on each other.¹

- 1.1.22 Apart from a limited number of key documents, for instance where full updated and track changed documents are required by Advice note 16, the proposed changes, the Additional Information and the effects of both on the Application documents are set out in addenda documents. Each document is clearly identified to relate to (and be read alongside) referenced Application documents. Each addendum is drafted to a template approach which ensures a common format. The format requires that each proposed change or each element of Additional Information is clearly described and its consequences for the Application documents are separately identified.

1.2 **Other submissions to PINS and their relationship to this submission**

- 1.2.1 On 23 October 2020, the Planning Inspectorate wrote two letters to SZC Co. The first responded to the notification by SZC Co. of its intention to submit a request for changes to the Application [\[PD-006\]](#). The second letter contained requests for a number of updated documents and clarifications in relation to the submitted Application [\[PD-005\]](#). As

¹ This is explained further in Chapter 2 and it relates to the proposed changes numbered as Changes 4 and 9.

requested, SZC Co. responded to that letter in detail on 16 November 2020 [\[AS-006\]](#)

- 1.2.2 The Planning Inspectorate wrote again to SZC Co. on 24 November 2020 [\[PD-008\]](#) confirming its decision to accept the provided information for the purposes of the examination, whilst also requesting further clarification and documentation. SZC Co. responded to that letter on 8 December 2020 [\[AS-031\]](#).
- 1.2.3 The Planning Inspectorate wrote to SZC Co. on 20 December 2020 [\[PD-009\]](#) confirming its decision to accept the information provided on 8 December and requesting further material. That further material was provided by SZC Co. under cover of a letter dated 8 January 2021.
- 1.2.4 To some extent, there is an overlap between the information flagged by SZC Co. in its **Notification Report** [\[AS-005\]](#) and that separately requested by the Planning Inspectorate. In particular, for example, some of the updated environmental surveys that were identified in the **Notification Report** [\[AS-005\]](#) as proposed Additional Information to be submitted in January 2021 were requested by the Planning Inspectorate in its letter of 23 October 2020 [\[PD-005\]](#). The Planning Inspectorate asked for such information to be submitted sooner if practical and a number of survey reports were submitted as part of SZC Co.'s response on 16 November 2020 [\[AS-021\]](#) [\[AS-022\]](#) and also as part of the response on 8 December 2020 [\[AS-036\]](#).
- 1.2.5 SZC Co. does not intend to re-submit that information and, to that extent, the scale of Additional Information provided as part of this submission is less than that anticipated in SZC Co.'s **Notification Report** [\[AS-005\]](#). Where relevant, however, the submitted material is referred to within this submission.
- 1.2.6 A definitive document list identifying which documents are unaffected, which have been updated or made subject to addenda is provided at Appendix A of the updated application **Navigation Document** (Doc Ref. 1.3(D)).

1.3 Contents and navigating the submission

- 1.3.1 This submission is divided into two parts:
- **Part 1:** introduces, describes and justifies the proposed changes (**Chapter 2**) and the Additional Information (**Chapter 3**); and

- **Part 2:** comprises the updates and addenda to the Application documents which would be appropriate if the proposed changes and Additional Information were accepted.

- 1.3.2 The **Navigation Document** (Doc Ref. 1.3(D)), the **draft Development Consent Order** (Doc Ref. 3.1(B)) and the **Explanatory Memorandum** (Doc Ref. 3.2(A)) are submitted as updated, track changed versions of the Application documents. The **Environmental Statement Addendum** (Doc Ref. 6.14) provides details of the changes and also provides updated, track changed versions of the descriptions of development. Any affected plans, for example, land plans, works plans and plans for approval, are provided as new revisions.
- 1.3.3 Where other Application documents are affected by the proposed changes or the Additional Information, an addendum has been provided to be read alongside the original Application document. The addenda include a short description of the changes and the consequence of each change. A schedule of new and updated plans, documents and addenda included in Part 2 is provided in **Appendix A** of this chapter.
- 1.3.4 In addition, an updated **Navigation Document** (Doc Ref. 1.3(D)) is provided in Part 2 which presents a full schedule of the Application documents and plans identifying those which have been changed or which are subject to no change.

2 PROPOSED CHANGES

2.1 Introduction to the proposed changes

2.1.1 SZC Co. proposes 15 changes to the Application. The principle of 14 of these changes was identified in the **Notification Report** [\[AS-005\]](#) and a further proposed change (a bridleway linking Aldhurst Farm and Kenton Hills) emerged subsequently through continuing stakeholder engagement. All of the changes have been the subject of a non-statutory public consultation exercise undertaken between 18 November and 18 December 2020. That consultation (titled the Sizewell C Project: Consultation on Proposed Changes) is referred to here as the Sizewell C Changes Consultation (**Appendix E** to the **Consultation Report Addendum**: Doc. Ref 5.1Ad).

2.1.2 This chapter introduces and explains the proposed changes and signposts to where material relating to them can be found within Part 2 of this submission.

2.1.3 Material relating to each proposed change is presented in detail in Part 2 and this chapter provides a summary only of each proposed change. This chapter explains the reasons for each proposed change, taking account of feedback from engagement and consultation and the implications of each proposed change in relation to land interests. It also explains whether the changes give rise to any additional or different likely significant environmental effects from those identified in the **Environmental Statement** (Doc. Ref. Book 6) submitted with the Application.

2.1.4 To assist with navigation, the proposed changes are listed in **Table 2.1** before being dealt with separately. The numbering used here to identify each change is used throughout the submission.

Table 2.1: List of proposed changes

Proposed Change Number	Proposed Change (January 2021 submission)
Change 1	Potential to increase 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. <i>[Note: This includes changes to parameters]</i>

Change 3	Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field. <i>[Note: This includes changes to parameters]</i>
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. <i>[Note: This includes changes to parameters]</i>
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. <i>[Note: This includes changes to parameters]</i>
Change 9	Change to the sea defence to make the scheme more efficient and resilient to climate change. <i>[Note: This includes changes to parameters]</i>
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. <i>[Note: This includes the change to the public right of way around walk barn farm and also accommodation works, previously described as part of Change 13]</i>
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). <i>[Note: Reductions to the main development site were previous including in Change 14, and extensions described in</i>

	<i>the Consultation Document. The Accommodation works are associated with the Southern park and ride, two village bypass and Sizewell link road only and are therefore covered in the Changes 10 and 12].</i>
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.

2.1.5 As the notes in the table explain, there has been some rationalising of the way in which the changes are described, as a result of design development, engagement and response to the outcome of the Sizewell C Changes Consultation. In substance, however, (with the addition of Change 15) these are the changes identified in the **Notification Report [AS-005]** and they are the changes which have been the subject of consultation. As each proposed change is dealt with in turn below, any evolution in them is explained.

2.1.6 A detailed description of each change is provided in the relevant chapter of the **Environmental Statement (ES) Addendum** (Doc Ref. 6.14), whilst appendices to the **ES Addendum** provide track changed versions of the Descriptions of Development contained in the submitted **ES** (Book 6).

2.2 The proposed changes

2.2.1 Each proposed change is introduced and explained in turn below.

Change 1: Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail

Description and reason for the proposed change

2.2.2 A detailed description of the proposed change is set out in **Section 2.2** of the **ES Addendum** (Doc Ref. 6.14) and the description of development for the main development site has been track changed as part of **Appendix 2.2.B** of the **ES Addendum**.

2.2.3 Following the consultation that took place in November to December 2020, SZC Co. is proposing a change to the operational assumptions in the Application to allow for an increase in the frequency of freight train movements during the construction of Sizewell C.

2.2.4 No changes are proposed to the rail infrastructure applied for within the Application. The existing and proposed rail infrastructure is illustrated in

Figure 3.1 of the updated **Freight Management Strategy** (Doc Ref. 8.18).

- 2.2.5 The revised assumptions relating to increased train movements do not require a change to the Application in the sense that the proposals for development remain unchanged. However, they do assume the rail infrastructure applied for may be used more intensively than was assumed and assessed in the Application. Therefore, it is appropriate that the implications of that revised assumption are assessed.
- 2.2.6 The Application assumes that the Sizewell C Project would be served by up to two freight trains per day during the early years (approximately the first two years of construction) pending the construction of the green rail route, following which the number of freight trains would increase to up to three trains per day for the peak years of construction. Trains were assumed to operate 5 days a week.
- 2.2.7 It is now proposed that the assumption should be revised to allow up to five trains per day (ten train movements). SZC Co. considers it most likely that capacity will be confirmed to enable four daily trains, but investigations are being undertaken with Network Rail to test whether there may be capacity for a fifth train to operate for approximately two years at the peak of the construction period.
- 2.2.8 For resilience purposes, SZC Co. proposes that the trains may operate 6 days a week.
- 2.2.9 As in the submitted Application, train movements would operate predominantly at night, after 23:00. Trains would be likely to arrive in the early morning (before 07:00). If there are four daily trains, it is possible that one of the eight train movements would take place during the day but, for the purposes of the assessment of the proposed change, a worst-case assumption has been modelled in the Noise and Vibration assessment that either seven or all eight all movements take place overnight. The Air Quality and Transport assessments have assessed the likely significant effects of one of the movements being during the day (after 07:00).
- 2.2.10 In the event of five daily trains, two or three of the movements would be during the day.
- 2.2.11 SZC Co. has examined the availability of train paths on the East Suffolk line and the wider network and satisfied itself that sufficient capacity exists to accommodate four overnight trains. That issue is also being examined by Network Rail so, pending their agreement, it is possible that a fourth train cannot be achieved. A fifth train is more speculative but cannot be ruled out at this stage.

- 2.2.12 Partly for this reason, this change is described as a ‘potential’ increase in train movements. Additionally, as explained in the updated **Freight Management Strategy** (Doc Ref. 8.18), there are potential choices to be made between the principal modes of transport for some construction materials (by rail, by sea or by road). Therefore, for this reason also, together with the fact that the volume of construction materials changes year by year over the peak construction period, four trains per day may not always be required or practical.
- 2.2.13 SZC Co., however, wishes to secure the opportunity for the fourth and fifth trains and has therefore assessed their effects.
- 2.2.14 The reasons for proposing this change are principally as follows:
- through engagement and through submitted Relevant Representations, a number of stakeholders have urged SZC Co. to optimise the use of rail and sea transport in order to reduce HGV movements on the local road network. SZC Co. wishes to respond to that feedback and, therefore, has closely re-examined the potential to increase the movement of material by more sustainable modes;
 - more detailed design development and site investigations have caused SZC Co. to revise the preliminary estimate of bulk materials necessary for the construction of Sizewell C. This has resulted in an increase in the estimated construction materials volumes, which are set out and explained in the **Materials Management Strategy Update** provided in **Appendix 2.2.C of the ES Addendum** (Doc Ref. 6.14). The increased volumes would make it impractical for SZC Co. to observe the limitations on HGV movements set out in the Application unless more capacity can be provided for movement of materials by rail or sea; and
 - planning policy set out in NPS EN-1 (at paragraph 5.13.10) makes clear that water-borne or rail transport is to be preferred over road transport where it is cost effective (Ref. 1.1). SZC Co. is satisfied that the movement of bulk construction materials by rail is cost effective. The work described above to investigate train path capacity on the East Suffolk line suggests that more capacity may exist compared with that assumed in the Application. Planning policy, therefore, requires that potential to be secured if practical.

Consultation on the proposed change

- 2.2.15 The potential increase in train movements was the subject of consultation as part of the Sizewell C Changes Consultation. Details of the consultation exercise, the results of the consultation and SZC Co.’s

response to the consultation are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).

- 2.2.16 The principle of the proposed **Changes 1 and 2** to increase the movement of construction materials by sustainable modes was widely supported by respondents to the consultation. Suffolk County Council (SCC) (the strategic transport authority) was “*very supportive*” of the principles set out in the proposed, updated freight management strategy and “*strongly support*” the proposed changes, including the principle of increased use of rail. Similarly, East Suffolk Council (ESC) welcomed the principle of the changes proposed to rail and marine capacity if they would result in less HGV movements.
- 2.2.17 Eastbridge and Theberton Parish Council were very clear that HGV traffic must be reduced.
- 2.2.18 Of the responses received from all respondents, 35 considered the approach to freight management set out in the Application (the Integrated Strategy with up to three trains per day) to be appropriate, whilst 107 thought it inappropriate. 92 respondents supported the principle of moving more material by rail, compared with 61 who thought it inappropriate.
- 2.2.19 When asked about the increased frequency of train movements, the number of responses broke down as follows:

Table 2.2: Responses relating to train frequency (no. of responses)

Views sought on:	Appropriate	Inappropriate	Not sure
Option 1: 4 trains per day rather than 3	71	72	16
Option 2: running trains 6 days a week	71	75	13
Option 3: the possibility of operating a fifth train for a short period at the peak of construction	40	94	25

- 2.2.20 Both SCC and ESC and a number of respondents made clear that a balance would need to be struck between increased capacity and the impacts of providing that capacity. ESC in particular expressed concerns about the night-time noise impacts of train movements – both those proposed in the Application and the proposed change to increase train numbers. A number of detailed points were raised in particular about the approach to minimising and mitigating noise impacts and about the importance of preventing long term impacts on sleep disturbance. There

was less explicit concern for these issues from others, however, including from parish councils of potentially affected communities and more explicit support for measures that may reduce road traffic in the area.

- 2.2.21 SZC Co.'s understanding of the environmental issues raised by respondents is set out further below.

Impact on compulsory acquisition and temporary possession

- 2.2.22 **Change 1** relates to the use of existing infrastructure or infrastructure already proposed in the Application. It requires no addition or removal of land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010.

Environmental impacts of the proposed change

- 2.2.23 The potential for any new or different likely significant environmental effects arising from **Change 1** is assessed in Part 2 of this submission; particularly as follows:
- the **ES Addendum** (Doc Ref. 6.14) at **Sections 9.3** and **9.4** considers the noise and vibration and air quality implications of increased rail movements; and
 - the **ES Addendum** (Doc Ref. 6.14) considers the transport, noise and air quality effects likely to arise as a result of a reduction in HGV numbers on relevant roads due to changes in the use of rail and marine transport across **Chapters 2** to **9**.
- 2.2.24 A summary of the assessments is provided in **Table 2.3**.

Table 2.3: Summary of changes to assessment conclusions from the potential to increase the frequency of freight train movements (Change 1) - including the combined impacts with Change 2.

Impact	DCO Application Environmental Statement (as amended by Additional Information)	ES Addendum
Transport		
Impacts of severance from typical day flows in 2028 from the reduced HGV flows resulting from Change 1 and Change 2 on the A12 Lowestoft (link 19b).	Minor adverse effect (Not significant)	No effect (screened out)

Impact	DCO Application Environmental Statement (as amended by Additional Information)	ES Addendum
<p>Impacts on amenity from typical day and busiest day flows in 2028 from the reduced HGV flows resulting from Change 1 and Change 2 on the following links:</p> <ul style="list-style-type: none"> - 13b: B1122 - 21b: A12 (north of B1119) - 21c: A12 (middle) - 21e: A12 (south of B1119) - 78: A12 (north of B1121) - 19b: A12, Lowestoft 	<p>Minor adverse effects (Not significant) (19b)</p> <p>Moderate adverse effects (Significant) (13b, 21c, 21e, 78)</p> <p>Major adverse effects (Significant) (21b)</p>	<p>No effect (screened out) (19b)</p> <p>Minor adverse effects (Not significant) (13b, 21c, 21e, 78)</p> <p>Moderate adverse effects (Significant) (21b)</p>
<p>Impacts on fear and intimidation from busiest day flows in 2028 from the reduced HGV flows resulting from Change 1 and Change 2 on the following links:</p> <ul style="list-style-type: none"> - 26: A12, Marlesford 	<p>Moderate adverse (Significant)</p>	<p>Minor adverse (Not significant)</p>
Noise and Vibration		
<p>Noise impacts on residential receptors from typical day and busiest day flows in 2028 from the reduced HGV flows resulting from Change 1 and Change 2 on the following links:</p> <ul style="list-style-type: none"> - 21c: A12 (middle) - 21e: A12 (south of B1119) - 26: A12 Marlesford - 78: A12 (north of B1121) - 24: Church Hill Cottages - 25: Church Bungalow - 28: Mill Lane Houses - 33: Rookery Farm - 35: Town Farm - 38: South of Theberton Grange - 2: Buskie Farm - 4: Norwood House - 10: Valley Farm - 11: Annesons Cottage 	<p>Minor adverse effects (Not significant) (21c, 21e, 26, 78, 4)</p> <p>Minor beneficial (Not significant) (24, 22)</p> <p>Major adverse (Significant) (25, 33, 38, 42)</p> <p>Negligible (Not significant) (28, 11)</p> <p>Moderate adverse (Significant) (35, 2)</p> <p>Moderate beneficial (Significant) (10)</p> <p>Major adverse (Significant) (34)</p>	<p>Negligible effects (Not significant) (21c, 21e, 26, 78, 4)</p> <p>Moderate beneficial (Significant) (24, 22)</p> <p>Moderate adverse (Significant) (25, 33, 38, 42)</p> <p>Minor beneficial (Not significant) (28, 11)</p> <p>Minor adverse (Not significant) (35, 2)</p> <p>Major beneficial (Significant) (10)</p> <p>Moderate adverse (Significant) (34)</p>

Impact	DCO Application Environmental Statement (as amended by Additional Information)	ES Addendum
<ul style="list-style-type: none"> - 22: Annesons Corner - 38: South of Theberton Grange - 42: Rose Farm <p>Changes to typical night-time noise during peak construction:</p> <ul style="list-style-type: none"> - 34: Keepers Cottage 		

Notes:

The potential for new or different effects to arise as a result of the reduced the additional train movements from **Change 1** has been assessed for noise and vibration; terrestrial ecology and ornithology; terrestrial historic environment and health and wellbeing. In conclusion, the proposed change is not assessed to result in any different, or new effects compared to the **ES** (Doc Ref. 6.3). This is explained further below.

The potential for new or different effects to arise as a result of the reduced HGV or HDV flows from **Change 1** and **Change 2** has been also been assessed for amenity and recreation; climate change and health and wellbeing. In conclusion, the proposed change is not assessed to result in any different, or new effects compared to the **ES** (Doc Ref. 6.3).

There would be no change to the severance, pedestrian delay, or amenity as a result of the reduced HGV numbers on all other links assessed during the peak construction on the typical day and the busiest day in 2028. There would be no change to the overall conclusions for the assessment of driver and passenger delay and accident and road safety effects compared to the **ES** (Doc Ref. 6.3).

There would be no change or small reductions (under 1dB) in traffic noise levels on all other links in the typical day, and for all links on the busiest day in 2028 compared to the **ES** (Doc Ref. 6.3).

There would be no change, or negligible change for most air quality receptors for all links on the busiest day in 2028 compared to the **ES** (Doc Ref. 6.3) with the exception of some receptors close to the two village bypass which would experience a reduction or improvement in traffic emissions for all links on the busiest day in 2028 compared to the **ES** (Doc Ref. 6.3).

2.2.25

The assessment of potential night-time noise disturbance from the trains has been updated with the benefit of surveys of freight train effects through the affected communities. The assessment, which can be found in **Section 9.3** of the **ES Addendum** (Doc Ref 6.14) concludes that the outcomes are likely to be marginally better than was set out in the

Application (contained in **Volume 9, Chapter 4** of the **ES** (Doc Ref 6.10) [\[APP-545\]](#)).

- 2.2.26 Issues have been raised around the potential for sleep disturbance. SZC Co.'s assessment is based on appropriate guidelines and assessment methods, which have been implemented in a more stringent way than is normally the case. The most common noise assessment criterion associated with sleep disturbance is published by the World Health Organisation, and links the likelihood of sleep disturbance to the number of times per night that the noise occurs; the World Health Organisation suggests that the noise would need to occur 10 to 15 times per night to give rise to sleep disturbance. The criterion has been applied in the noise assessment, however, on the basis of a single train being sufficient to generate the outcome, i.e. rather than 10 to 15 trains per night being required to cause sleep disturbance, it is assumed that a single train may do so. Because the outcomes of the night-time noise assessment are determined by maximum sound levels, the addition of a fourth or fifth train does not alter them. The assessment criteria do not vary according to the day of the week nor according to the number of days per week; the potential for trains on six days per week does not alter the conclusions.
- 2.2.27 A package of measures is proposed to address the identified impacts in a proportionate way, including the draft '**Rail Noise Mitigation Strategy**' (**Appendix 9.3.E** of the **ES Addendum**), which contains the physical and operational measures that are to be implemented to reduce railway noise and vibration, and 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. Discussions with Network Rail are ongoing, with a view to determining whether further benefits can be implemented along the East Suffolk line to provide a legacy benefit of the project. As a result of the package of mitigation measures, the proposed **Change 1** would remain compliant with policy and the assessed outcomes will be no worse than were set out in the **ES**.
- 2.2.28 The potential benefits of fewer HGVs on the roads, in terms of lower road traffic noise levels, are considered in **Sections 2.6, 5.3, 6.3, and 7.3** of the **ES Addendum** (Doc. Ref. 6.14), based on the combined effect of **Change 1**, and the enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (**Change 2**). The assessments show benefits from the HGV reductions but not at a scale which would alter the conclusions of the assessment.
- 2.2.29 The **ES Addendum** (Doc. Ref 6.14) at **Section 2.21** considers the effect of **Change 1** and **Change 2** together on climate change. The increase in

train and vessel movements is taken into account together with the reduction in HGV movements, resulting in an overall reduction in transport related Green House Gas emissions, although the significance of effects remains unchanged.

2.2.30 The **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad) at **Section 8.3** considers the transport and traffic effects likely to arise as a result of a reduction in HGV movements on relevant roads due to changes in the use of rail and marine transport. The assessment demonstrates that the SZC traffic is a relatively small percentage of the traffic within the modelled area, including on the A12, and that the reduction in HGV movements made possible by **Changes 1 and 2** is consequently itself relatively small. **Section 9.6** of the **ES Addendum** identifies some, relatively limited savings in journey times as a result of the reduction in HGV movements. The HGV reduction does not change the conclusions of the assessment.

2.2.31 The transport related environmental consequences of the revised assessment are considered in the **ES Addendum** (Doc. Ref 6.14) at **Section 2.5**. The reduction of up to 300 HGV movements per day brings benefits, particularly for the assessment of 'amenity' on parts of the B1122 and the A12, although the overall significance of effects is unchanged.

SZC Co.'s conclusions on the case for proposed **Change 1**.

2.2.32 The policy support for the increased use of rail where practical and cost effective is consistent with the support for the principle of the use of sustainable modes from key stakeholders. Consultation also showed support for the principle of optimising sustainable modes and reducing HGV movements. Communities affected by HGV movements have urged their reduction.

2.2.33 However, SZC Co. agrees with many respondents that care has to be taken in balancing that in principle benefit with the impacts of doing so. The most significant concern expressed by respondents in relation to increased train movements relates to their noise impact at night, particularly as the trains travel through local communities close to the East Suffolk Line or the Saxmundham to Leiston branch line. SZC Co. has gone to particular lengths to study and understand those effects and to develop appropriate mitigation. As set out above, SZC Co. considers that the incremental effect of increased train movements is limited, taking into account the mitigation proposed in the Application and now developed further in the draft **Rail Noise Mitigation Strategy (Appendix 9.3.E of the ES Addendum** (Doc. Ref. 6.14)).

- 2.2.34 To implement the measures, agreement will be necessary with Network Rail but SZC Co. is working closely with Network Rail to develop proposals to enable the full potential of rail transport to be made available.
- 2.2.35 Proposed **Change 1** involves no change to the physical development proposed in the Application; it relates to how existing and proposed infrastructure is used. These matters can be scrutinised through the examination of the Application, but only with the benefit of this proposed change and the assessments which support it. Accordingly, SZC Co. requests that **Change 1** is accepted to allow these matters to be fully tested and in order to enable the Application to limit its impacts and maximise its compliance with policy.

Change 2: An enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility

Description and reason for the proposed change

- 2.2.36 A detailed description of the proposed change is set out in **Section 2.2** of the **ES Addendum** (Doc Ref. 6.14) and the description of development for the main development site has been track changed as part of **Appendix 2.2.A** and **2.2.B** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.37 The Application includes a permanent beach landing facility (BLF), for use in both the construction and operational phases of Sizewell C. It would be located on the coast at the northern end of the sea defences, with an associated private access road connecting it to the main platform. It would typically be used to transport large deliveries, known as Abnormal Indivisible Loads (AILs), to Sizewell C by sea on barges.
- 2.2.38 Annual campaign periods (approximately 1 April to 31 October) are expected for the permanent BLF during the construction phase. The Application assumes approximately 50 beach landings per annual campaign. The permanent BLF would be used infrequently during the operational phase of the power station, again for AILs.
- 2.2.39 The seabed in front of the permanent BLF, where the barges land, would need to be surveyed and potentially re-profiled between each delivery to ensure that the next barge can land safely on a reasonably smooth surface. This requirement limits the capacity of the permanent BLF.
- 2.2.40 Accordingly, SZC Co. proposes a change to the design of the BLF to provide a grounding platform on the seabed which would be made of a combination of concrete, timber and steel, or similar. The permanent BLF would be longer (100m total length) and it would require approximately 28

permanent piles in total (compared with 20 for the permanent BLF proposed in the Application).

- 2.2.41 The enhanced design would substantially increase the ability of the permanent BLF to receive AILs more regularly during the construction phase. It is assumed that this change would enable approximately 100 beach landings per annual campaign on the permanent BLF and that this level of AIL delivery would be expected for approximately four years.
- 2.2.42 In addition, a new, temporary BLF is proposed predominately for the delivery of bulk construction materials.
- 2.2.43 The temporary BLF would be in operation for approximately 8 years and be located c.165m to the south of the permanent BLF. The temporary BLF would be up to approximately 505m in length and up to approximately 12m in width with an enlarged jetty head up to approximately 62m wide for unloading vessels. A single berth (for a single vessel) is assumed at its seaward end. A temporary conveyor would be installed along the length of the temporary BLF deck and would be the primary method of unloading material from vessels. The conveyor would follow the deck to the Hard Coastal Defence Feature (HCDF) where it would continue into the secure construction area. The conveyor would pass over the Suffolk Coast Path, which it is expected could be kept open throughout the construction period except in exceptional circumstances where use of the temporary inland diversion would be necessary.
- 2.2.44 Vessels delivering up to approximately 4,500 tonnes of cargo per delivery would berth at the jetty head during the April to October campaign and it is assumed that there would be capacity for up to approximately 400 deliveries during that period. There may also be potential for up to approximately 200 additional deliveries outside the summer campaign period during the remainder of each year for each year of operation. The vessel draft would be suited to the seabed level with no dredging requirements assumed.
- 2.2.45 Approximately 114 piles would be required to construct the temporary BLF and it is assumed that the piles would be driven using a slow start procedure and a noise reduction system on the hammer. The duration of the construction period is expected to be up to approximately 9 months.
- 2.2.46 The operational constraints of the weather and the tide normally limit the marine campaign to a 7-month period annually between April and October. Based on these 29 weeks of operation each year, with two vessels of 4,500 tonnes offloading over each high tide the temporary BLF would have a theoretical capacity of 1,827,000 tonnes. Allowing for efficiency, adverse weather, tidal conditions, breakdowns, the current

assessment is that 70% utilisation is the upper limit that could be achieved, which would allow around 1,275,000 tonnes per year to be imported.

- 2.2.47 The potential for use in the remainder of the year is proposed but principally for resilience in the freight management strategy. There are logistical difficulties in being able to reliably deliver infrequently when weather conditions allow and no extra capacity from potential movements out of the summer campaign period has been assumed or relied on, although the potential effects of operating the temporary BLF throughout the year have been assessed.
- 2.2.48 The reasons for proposing this change are substantially the same as those for **Change 1** (increased rail movements). In short:
- consultation responses and engagement have urged SZC Co. to reconsider the potential to increase water borne transport of bulk materials in order to reduce HGV movements;
 - the estimated increase in construction material volumes (particularly for backfill material) means that additional marine capacity may be particularly helpful to maintain or reduce HGV movements at or below the level proposed in the Application; and
 - planning policy strongly encourages the use of water-borne transport where it is cost effective.
- 2.2.49 As the updated **Freight Management Strategy** (Doc. Ref. 8.18) identifies, there is some potential inter-changeability between the nature of materials that could be transported by rail or sea, although rail is generally preferred for its reliability and for its direct connectivity with specific construction materials (powders, sands and concrete-making aggregates). Nevertheless, marine transport offers the potential to reduce both rail and HGV movements and SZC Co. considered that the temporary BLF could be an important asset and a significant component of the freight management strategy and that it should be consulted upon as a potential change to the Application.
- 2.2.50 The updated **Freight Management Strategy** (Doc Ref. 8.18) illustrates how marine imports could interact with rail imports to account for 60% by weight of construction materials, with the potential to reduce HGV transport as a mode from 61% assumed in the Application to 40%.

Consultation on the proposed change

- 2.2.51 Proposals for the enhanced permanent BLF and the new, temporary BLF were the subject of consultation as part of the Sizewell C Changes Consultation and details of the consultation and SZC Co.'s response to it are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad). The consultation invited views on four alternative options for the new temporary BLF. The consultation document also explained that the design of the new, temporary BLF was the subject of continuing design development.
- 2.2.52 The **Consultation Report Addendum** (Doc Ref. 5.1Ad) summarises the outcome from the consultation, as follows:

Table 2.4: Responses related to BLF options (no. of responses)

Views sought on:	Appropriate	Inappropriate	Not sure
Moving more material by sea	115	38	
Enhancing the permanent BLF	74	52	26
Views on a new temporary BLF	74	44	32
New temporary BLF options:			
Option 1: lowest capacity	18	67	35
Option 2: short pier low capacity	28	65	34
Option 3: medium pier high capacity	37	61	29
Option 4: long pier highest capacity	57	48	31

- 2.2.53 As with the proposed changes to enable increased rail capacity, a number of respondents welcomed the principle of the proposed change. Increasing the amount of material moved by sea was particularly well supported (115 in favour versus 38 against; compared with 92:61 in favour of increased movement by rail).
- 2.2.54 Both SCC and ESC supported the principle of the proposed change to the permanent and the provision of a new, temporary BLF, with SCC making clear that its strong support was expressed particularly in favour of the principle of the BLF changes and that marine transport should be prioritised over both road and rail. Associated British Ports expressed an interest in engaging to facilitate marine transport.

- 2.2.55 ESC and SCC expressed a relative acceptance of the landscape and visual impacts of the change given the temporary nature of the new, extended BLF and expressed the view that its additional visual impact would be relatively contained. However, other respondents were more concerned, including the AONB Partnership.
- 2.2.56 A number of respondents called for more information about the environmental effects of the proposed changes, including the effects from dredging and, particularly on coastal processes. Further detail was requested by a number of consultees, including the MMO and the Environment Agency. RSPB and Suffolk Wildlife Trust requested more detailed information on the options and an assessment of their effects. They expressed concern on a number of issues, including the potential effects on bird species.
- 2.2.57 A number of respondents made clear the importance of a Monitoring and Management Plan to address any long-term effects on coastal erosion.
- 2.2.58 The consultation gave details of four options for the scale of the new, temporary BLF. SCC expressed support for Option 4 because its greater capacity created more opportunity to reduce HGV movements. As **Table 2.4** shows, this was the most favoured option.

Impact on compulsory acquisition and temporary possession

- 2.2.59 **Change 2** does not require the addition or removal of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. It is situated within the Order limits as provided for in the Application.

Environmental impacts of the proposed change

- 2.2.60 The potential for any new or different likely significant environmental effects arising from **Change 2** are assessed in Part 2 of this submission; particularly as follows:
- the **ES Addendum** (Doc Ref. 6.14) at **Sections 2.8, 2.9 and 2.10** considers the landscape and visual, terrestrial ecology and ornithology and the amenity and recreation implications of the enhanced permanent and new, temporary BLF;
 - the **ES Addendum** at **Section 2.6** considers the noise and vibration implications of the enhanced permanent and new, temporary BLF;
 - the **ES Addendum** at **Sections 2.15 – 2.19** considers the implications of the enhanced permanent and new, temporary BLF in relation to

marine issues, notably coastal geomorphology & hydrodynamics, marine water quality & sediments, marine ecology & fisheries as well as marine navigation; and

- the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad) at **Section 8.3** considers the transport and traffic effects likely to arise as a result of a reduction in HGV movements on relevant roads due to changes in the use of rail and marine transport. The assessment demonstrates that the SZC traffic is a relatively small percentage of the traffic within the modelled area, including the A12, and that the reduction in HGV movements made possible by **Changes 1 and 2** is consequently itself relatively small. **Section 9.6** of the ES Addendum identifies some, relatively limited savings in journey times as a result of the reduction in HGV movements. The HGV reduction does not change the conclusions of the assessment.
- the transport related environmental consequences of the revised assessment are considered in the **ES Addendum** (Doc. Ref 6.14) at **Section 2.5**. The reduction of up to 300 HGV movements per day brings benefits, particularly for the assessment of 'amenity' on parts of the B1122 and the A12, although the overall significance of effects is unchanged.
- The **shadow Habitat Regulations Assessment Addendum** (Doc Ref. 5.10Ad) confirms that there is no change to the prediction of 'adverse effects on integrity' of any designated European site.

2.2.61 A summary of the principal assessments is brought together in **Table 2.5**.

Table 2.5: Summary of changes to assessment conclusions from the proposed enhanced BLF and additional temporary BLF (Change 2)

Impact	DCO Application Environmental Statement	ES Addendum
Landscape and Visual		
Impact on landscape / seascape character of the Coastal Dunes and Shingle Ridges Landscape Character Type from the temporary BLF.	Major-moderate adverse effect (Significant)	Major-moderate adverse effect (Significant), with a greater localised effect.
Impact on landscape / seascape character of the Nearshore Waters Seascape Character	Major-moderate adverse effect (Significant)	Major-moderate adverse effect (Significant), with a greater localised and intermediate effect.

Impact	DCO Application Environmental Statement	ES Addendum
Type from the temporary BLF.		
Visual impacts on Visual Receptor Group 20: Sizewell to Thorpeness Coast from the temporary BLF.	Moderate adverse effect (Not significant)	Major-moderate to moderate adverse effect (Significant) close to the temporary BLF but remain a moderate adverse effect (Not significant) further south.
Visual impacts on Visual Receptor Group 24: Offshore from the temporary BLF.	Major to major-moderate adverse effect (Significant)	Major to major-moderate adverse effect (Significant), but over a wider extent (up to 2.5km instead of 2km)
Impacts on designated/defined landscapes and value - Suffolk Coast and Heaths AONB from the temporary BLF.	Major to major-moderate (significant)	Major to major-moderate (significant), but with a localised addition to the construction effects
Amenity and Recreation		
Impacts from the operation of the BLF and associated vessel deliveries on recreational water users (Receptor Group 24) from the temporary BLF.	Minor adverse effect (Not significant)	Moderate to minor adverse effect (Not significant)
Coastal Geomorphology and Hydrodynamics		
Impact of the presence of the temporary BLF on wave and current flows, seabed substrate, scour and sedimentation.	N/A	Minor adverse effect (Not significant)
Marine Ecology and Fisheries		
Impact from underwater noise resulting from piling activities for the installation of the temporary BLF on marine mammals (including	N/A	Minor adverse effect (Not significant)

Impact	DCO Application Environmental Statement	ES Addendum
incombination impacts with the enhanced BLF).		
Impact of the operation of the temporary BLF on marine mammals from: <ul style="list-style-type: none"> - vessel traffic noise; and - visual disturbance, (e.g artificial lighting) (including incombination impacts with the enhanced BLF). 	N/A	Minor adverse effect (Not significant)
Impact from underwater noise resulting from piling activities for the installation of the temporary BLF on fish and fish behaviour (including incombination impacts with the enhanced BLF).	N/A	Minor adverse effect (Not significant)
Impact of vessel traffic noise on fish from the operation of the temporary BLF (including incombination impacts with the enhanced BLF).	N/A	Minor adverse effect (Not significant)
Impact on benthic ecology in the area of the temporary BLF, from: <ul style="list-style-type: none"> - Piling; - Wave exposure; - Loss / change in habitat type (including incombination impacts with the enhanced BLF).	N/A	Minor adverse effect (Not significant)

Impact	DCO Application Environmental Statement	ES Addendum
Impact from piling zooplankton in the area (<0.1ha) of the temporary BLF (including incombination impacts with the enhanced BLF).	N/A	Minor adverse effect (Not significant)
Impact on local commercial fishing from loss of access to fishing areas (including incombination impacts with the enhanced BLF).	N/A	Minor adverse effect (Not significant)
Impact on benthic ecology from the spread of non-indigenous species in the area close to the enhanced BLF temporary BLF (including incombination impacts with the enhanced BLF).	N/A	Minor adverse effect (Not significant)

Notes:

The potential for new or different effects to arise as a result of Change 2 has been assessed for other topics including noise and vibration; landscape and visual; terrestrial ecology and ornithology; historic environment; marine water quality; marine navigation; major accidents and disasters; and climate change. In conclusion, the proposed change is not assessed to result in any different, or new effects compared to the ES (Doc Ref. 6.3).

SZC Co.'s conclusions on the case for proposed Change 2

- 2.2.62 Specialist advice available to SZC Co. has confirmed since the consultation was drawn up that the proposals illustrated to use self-elevating platforms for the new jetty section are unlikely to be sufficiently robust to withstand storm conditions and that the new BLF will need to be anchored to the sea bed with piles. Mitigation techniques are proposed to limit the impact of piling. The evolved design for the temporary BLF is described in **Section 2.2** of the **ES Addendum** and, particularly in **Appendix 2.2.C** of the **ES Addendum** (Doc Ref. 6.14). The scale and

performance of the new temporary BLF is comparable with the options consulted on, particularly Option 4.

- 2.2.63 Environmental assessment of the proposed change to both the permanent BLF and the new temporary BLF has been undertaken and it provides assurance that the coastal, ecology and other impacts can be managed and mitigated acceptably. The **Coastal Processes Monitoring and Management Plan** is provided in **Appendix 2.15.A** of the **ES Addendum** (Doc Ref. 6.14) and has been developed and shared with principal stakeholders.
- 2.2.64 SZC Co. agrees with SCC that Option 4 is the best option for the new, temporary BLF, partly because of its greater capacity but also because its deeper water characteristics enable it to extend beyond the outer longshore bar and, thereby reduce dredging requirements. It is notable that this was also the best supported Option in the consultation, despite its greater length. Its deep water characteristics, together with the clear benefit in maximising capacity mean that Option 4 stood out as the preferred Option.
- 2.2.65 The in-principle support expressed by a number of respondents and the strong policy support for marine transport mean that SZC Co. recognises the benefits to the Project of enhanced marine capacity, particularly where that capacity is of sufficient scale to add materially to the freight transport strategy. Accordingly, SZC Co. respectfully commends **Change 2** and formally asks that it be accepted as a change to the Application. The assessments of the likely significant effects of the proposed change provide the information necessary to test its acceptability through the examination.

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

Description and reason for the proposed change

- 2.2.66 A detailed description of the proposed change is set out in **Section 2.2** of the **ES Addendum** and the description of development for the main development site has been track changed as part of **Appendix 2.2.A** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.67 Following the consultation that took place in November to December 2020, two options have been identified for the delivery of the Sizewell B relocated facilities.

- 2.2.68 If land can be secured within the existing Sizewell A complex, the proposed changes would be principally as follows:
- removal of the replacement Sizewell B outage car park from Pillbox Field to the existing Sizewell B west car park;
 - relocation of the administration building to the Coronation Wood development area;
 - a reduction in the height and an increase in the width of the training centre to reduce the visual impact of the building;
 - optimisation of the Coronation Wood development area; and
 - redesign of the landscaping scheme on Pillbox Field.
- 2.2.69 Alternatively, if land cannot be secured within the Sizewell A complex, the same changes would be proposed except that the Sizewell B outage car park would remain located in Pillbox Field.
- 2.2.70 The reasons for proposing this change are principally as follows:
- i. the potential availability of land within the Sizewell A complex creates the opportunity to remove built development from Pillbox Field, which has been urged by a number of stakeholders. In those circumstances, the field would be used only for the provision of replacement planting for Coronation Wood and ecological enhancements;
 - ii. the relocation of the administration building would facilitate easier construction given the restrictions on construction within the operational Sizewell B station site;
 - iii. further design development has enabled changes to be identified to the training centre building to reduce its height and minimise its visual effect in response to feedback from stakeholders; and
 - iv. these changes would enable improvements to the layout of the Coronation Wood development area, which would enhance its operational performance without increasing its environmental effects.

Consultation on the proposed change

- 2.2.71 The alternative revised proposals for the Sizewell B relocated facilities project were the subject of consultation as part of the Sizewell C Changes Consultation and details of the consultation and SZC Co.'s response to

the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).

2.2.72 In principle, the proposed changes were welcomed. There was particular support for the proposal to remove car parking from Pillbox Field (which was “*greatly welcomed*” by ESC) and support for the reduced height of the training centre. The principle of removing car parking from Pillbox Field was also supported by the RSPB and Suffolk Wildlife Trust. On balance, respondents supported the option which involved greater use of the Sizewell A land and removed parking from Pillbox Field by 53 to 30, with 49 respondents “not sure”. The option without the additional land, which retained parking on Pillbox Field was not supported (8 respondent found it appropriate but 56 thought it inappropriate and 64 were not sure).

2.2.73 Some detailed issues were raised, to which responses are provided in the **Consultation Report Addendum** (Doc Ref. 5.1Ad)

[Impact on compulsory acquisition and temporary possession.](#)

2.2.74 **Change 3** does not require the addition or removal of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. It is situated within the Order limits and the necessary Sizewell land was provided for in the Application in anticipation of this opportunity.

[Environmental impacts of the proposed change](#)

2.2.75 The potential for any new or different likely significant environmental effects arising from **Change 3** are assessed in Part 2 of this submission; particularly as follows:

- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.8** considers the landscape and visual impact implications of the alternative changes for the relocated facilities project;
- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.9** considers the terrestrial ecology and ornithology implications of the alternative changes to the relocated facilities project; and
- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.10** considers the amenity and recreation implications of the alternative changes for the relocated facilities project.

2.2.76 The outcome from the assessment is summarised in **Table 2.6** below:

Table 2.6: Summary of changes to assessment conclusions from the proposed flexibility as to where certain Sizewell B facilities are relocated to (Change 3)

Impact	DCO Application Environmental Statement	ES Addendum
Transport		
Transport impacts of severance, driver delay, pedestrian, cyclist and equestrian delay, amenity, fear and intimidation, and accidents and safety on Sizewell Gap / Sandy Lane.	Negligible to minor adverse effect (Not significant)	No impact (as the use of the new Sizewell Gap/ Sandy Lane junction to Pillbox Field would be removed).

Notes

The potential for new or different effects to arise as a result of **Change 3** has been assessed for noise and vibration; landscape and visual; terrestrial ecology and ornithology; amenity and recreation; historic environment; geology and land quality, and groundwater and surface water. In conclusion, the proposed change is not assessed to result in any different, or new effects compared to the **ES** (Doc Ref. 6.3). The **ES Addendum** (Doc. Ref. 6.14) identifies a notable local benefit from the removal of the car parking and a reduced visual impact from the reduced height of the training building but the changes are not of a sufficient scale to change the overall significance of the effect.

SZC Co.'s conclusions on the case for proposed Change 3

- 2.2.77 Feedback from consultation reinforces SZC Co.'s view that this is an appropriate and worthwhile change that would enhance the Application and reduce its effects. The change would also align with the revised proposal that has been submitted to ESC and which SZC Co. anticipates is likely to be approved prior to the start of the examination. The change brings clear environmental benefits.
- 2.2.78 The optionality requested is necessary pending confirmation of formal agreement over the Sizewell A land, although SZC Co. anticipates that this will be resolved prior to the start of the examination.
- 2.2.79 SZC Co., therefore, requests that **Change 3** is accepted.

Change 4: Changes to certain parameter heights and activities on the main development site.

Description and reason for the proposed change

- 2.2.80 A detailed description of the proposed change is set out in **Section 2.2** of the ES Addendum and the description of development for the main

development site has been track changed as part of **Appendix 2.2.A** of the **ES Addendum** (Doc Ref. 6.14).

- 2.2.81 Following the consultation carried out in November to December 2020, SZC Co. is proposing changes to certain parameter heights and activities on the main development site. The proposed changes can be summarised as:
- identifying working heights of up to 40m AOD and exceptional working heights of up to 70m AOD for the construction of marine shafts and tunnelling
 - extension of the stockpile zone (Zone 5a) to allow an additional stockpile area of up to approximately 15m above ground level (35m AOD)
 - addition of a permanent bat barn to compensate for potential disturbance to bats during construction. A new parameter zone 1G would be created for a structure approximately 6m above ground level
 - addition of a mammal pass under Lover's Lane. The approximate location is shown in Main Development Site Operational Parameter Plans (Doc Ref. 2.5(A))
 - reduction in the maximum height of one pylon. The southern-most pylon would reduce from 79m AOD to 59mAOD and the parameter zone for this pylon (zone P3) would move approximately 30m to the south to facilitate the height reduction.
- 2.2.82 The zone (C21) proposed for the construction of marine shafts and tunnelling is shown in **Volume 2, Figure 2.2.2** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.83 No heights are shown in the Application for activity in this zone as the Application assumes that marine tunnelling works are carried out from within the Main Construction zone. However, in order to free up activity within that zone, SZC Co. intends to relocate the marine tunnelling works adjacent to the main construction zone, moving the works outside of the "cut off wall". The relocation allows the construction of the cut off wall to commence before the marine tunnelling work is complete, thereby assisting with the efficiency of the construction process and its programme. The parameter heights would primarily relate to the presence of cranes in this area to lift the tunnel boring machines and the individual tunnel segments into place.

- 2.2.84 The proposed change is not expected to affect the ability to retain the coast path as open to the public, except in exceptional circumstances.
- 2.2.85 The location of the existing stockpile zone is shown in **Volume 2, Figure 2.2.2** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.86 The Application already applies for construction activities up to this 15m height in this location, so that the proposed change relates to the nature of the activity rather than its scale, allowing the area to be primarily used for stockpiling.
- 2.2.87 The purpose of this change is to assist with the materials management on site, particularly given the increase in materials identified in the Materials Management Strategy Update provided in **Appendix 2.2.C** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.88 The submitted Application included a **Bat Mitigation Strategy (Appendix 14C1A of Volume 2, Chapter 14 of the ES)** (Doc Ref. 6.3) [\[APP-252\]](#), which proposed that mitigation would include either a bat barn or modification to existing buildings. Following further engagement with Natural England, a bat barn is preferred; and it is proposed to be located close to Lower Abbey Farm.
- 2.2.89 SZC Co. intends to improve connectivity between Sizewell Marshes SSSI and Aldhurst Farm by providing a new mammal culvert located in close proximity to the existing culvert at Lover's Lane north of Leiston Recycling Centre. It would be designed with features to encourage use by mammals including otters and water voles and is proposed following continued discussions with stakeholders including SCC. The connection could be secured within existing parameters and it is strongly supported by stakeholders. Greater confidence in SZC Co.'s commitment and its delivery can be secured by making the connection explicit within the DCO.
- 2.2.90 Engagement with stakeholders including SCC has included a focus on the scale of the new pylons. Detailed examination has enabled a reduction on the height of the southern-most pylon. The DCO application included 2 short pylons (c. 59m AOD) and 2 taller pylons (c. 75m AOD). As a result of ongoing dialogue with SCC and ESC, the height and location of these pylons have been reviewed with the aim of minimising the visual impact of the overhead lines within the SZC site. Moving zone P3 slightly southwards will allow sufficient flexibility to develop a design solution that includes 3 short pylons and 1 taller pylon.

Consultation on the proposed change

- 2.2.91 Proposed changes in parameters and heights were the subject of consultation as part of the Sizewell C Changes consultation. Details of the

consultation and SZC Co.'s response to the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).

- 2.2.92 The changes proposed attracted relatively little response but there was a cautious welcome for the changes. Overall, 56 respondents thought them appropriate, 50 thought them inappropriate and 42 were not sure. Some respondents noted that the change proposed in relation to the construction of the marine shafts had a relationship to the changes proposed in relation to the coastal defence but issues raised in that context are considered as part of **Change 9**. The parameter changes in themselves did not attract significant comment.

Impact on compulsory acquisition and temporary possession

- 2.2.93 **Change 4** does not require the addition or removal of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. It is situated within the Order limits as provided for in the Application.

Environmental impacts of the proposed change

- 2.2.94 The potential for any new or different likely significant environmental effects arising from **Change 4** are assessed in Part 2 of this submission; particularly as follows:
- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.8** considers the landscape and visual impact implications of the proposed changes; and
 - the **ES Addendum** (Doc Ref. 6.14) at **Section 2.10** considers the amenity and recreation implications of the proposed changes.
- 2.2.95 The potential for new or different effects to arise as a result of **Change 4** has been assessed for noise and vibration; air quality; landscape and visual; terrestrial ecology and ornithology; amenity and recreation; and historic environment. In conclusion, the proposed change is not assessed to result in any different, or new effects compared to the **ES** (Doc Ref. 6.3).

SZC Co.'s conclusions on the case for proposed **Change 4**

- 2.2.96 Each element of the proposed change would enhance the Application. The changes to parameter heights and stockpile locations would assist with the efficient delivery of the project without generating significant new environmental effects, whilst the changes to facilitate the bat barn and

mammal pass would enable optimum mitigation solutions to be delivered. The reduction in height of the pylon will limit visual impacts. Whilst the small change in the extent of the pylons parameter was not specified in the Sizewell C Changes consultation, the reduction in pylon height was and the small parameter change enables that to be achieved with optimum effect.

- 2.2.97 Each element of **Change 4** is relatively minor. No additional land interests are engaged and no new or different significant environmental effects are identified. Each element, however, would assist with the sustainable and efficient construction of the project.
- 2.2.98 Accordingly, SZC Co. commends the changes proposed, which will facilitate the construction of the Project without increasing its significant environmental effects. SZC Co requests that **Change 4** is accepted.

Change 5: Change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk.

Description and reason for the proposed change

- 2.2.99 A detailed description of the proposed change is set out in **Section 2.2** of the **ES Addendum** and the description of development for the main development site has been track changed as part of **Appendix 2.2.A** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.100 Following the consultation carried out in November to December 2020, SZC Co. is proposing changes to the location of the water storage area. Further design work has identified that the water storage area can now be temporarily located elsewhere on the construction site, adjacent to a proposed attenuation pond, also known as Water Management Zone 5, as shown in **Volume 2, Figure 2.2.20** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.101 The storage area originally proposed would instead provide additional permanent, flood storage capacity. Wetland habitat could also be created in this area, comprising open water channels and wet reedbeds to provide high quality foraging habitats for marsh harriers and other species during the construction of Sizewell C.
- 2.2.102 The reasons for proposing this change are principally as follows:
- the changes would provide approximately 100,000 cubic metres of additional flood mitigation volume which would reduce the impact of flood storage loss caused by development on the main platform;

- enhanced habitat areas would create additional foraging for marsh harriers in the short term and, if progressed, would provide additional wet woodland to help compensate for the loss of wet woodland from the Sizewell Marshes SSSI; and
- relocation of the water storage area closer to stockpiles and haul roads would enhance its ability to be used in dust suppression.

Consultation on the proposed change

- 2.2.103 The proposed change to the location of the water storage areas was the subject of consultation as part of the Sizewell C Changes Consultation and details of the consultation and SZC Co.'s response to the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).
- 2.2.104 The proposed change was tentatively welcomed by respondents and the reasons for it broadly supported. Respondents were in favour by 53 responses to 40, with 52 "not sure". In principle, there were recognised to be benefits from the proposed change from a landscape perspective, including the potential distancing of construction activity from Minsmere. Potential, water, flood risk and ecology benefits were also recognised but respondents emphasised the sensitivity of the location and the need for care to be taken in design and mitigation. RSPB and the Suffolk Wildlife Trust supported the principle of increased habitat creation but raised a number of detailed issues regarding matters such as the effect of construction noise and the impact on water levels at Minsmere.

Impact on compulsory acquisition and temporary possession

- 2.2.105 **Change 5** does not require the addition or removal of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. It is situated within the Order limits as provided for in the Application.

Environmental impacts of the proposed change

- 2.2.106 The potential for any new or different likely significant environmental effects arising from **Change 5** are assessed in Part 2 of this submission; particularly as follows:
- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.9** considers the implications of the proposed change in relation to terrestrial ecology and ornithology;

- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.14** considers the implications of a proposed change in relation to ground and surface water; and
- the **Main Development Site Flood Risk Assessment Addenda** (Doc Ref. 5.2(A)Ad and 5.5Ad) consider the implications of the proposed change in relation to flooding.

2.2.107 The potential for new or different effects to arise as a result of **Change 5** is summarised in **Table 2.7**.

Table 2.7: Summary of assessment conclusions from the proposed change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk (Change 5)

Risk / Impact	DCO Application Environmental Statement	ES Addendum
Flood Risk		
Fluvial flood risk to off-site receptors (residential and non-residential properties) from the proposed development, including the combination of further flood mitigation measures to reduce flood risk (Change 5) and change of the SSSI crossing design to a single span bridge with embankments (Change 6)	Reduction in the number of off-site properties at risk and a reduction in the flood depth.	

Notes:

The potential for new or different effects to arise as a result of **Change 5** has been assessed for other topics including noise and vibration; landscape and visual; terrestrial ecology and ornithology; historic environment; geology and land quality, and groundwater and surface water. In conclusion, the proposed change is not assessed to result in any new or different effects compared to the **ES** (Doc Ref. 6.3). However, there may be some localised beneficial impacts to be sustained in the long-term given the additional permanent habitat creation measures proposed.

SZC Co.'s conclusions on the case for proposed **Change 5**

2.2.108 The proposed change for the relocation of the water resource storage area and the provision of a flood mitigation area in its place would comprise the creation of reedbed and open water habitats. These additions to the scheme design would create a new area of permanent

habitat which is optimal for foraging marsh harriers and would be safeguarded in the long term as part of EDF Energy estate. Therefore, the proposed change would provide benefits both in terms of ecology and flood risk. Overall, the proposed change would not result in any new or different significant effects compared to the ES.

- 2.2.109 SZC Co. welcomes the support in principle that has been expressed for the proposed change, whilst recognising the sensitivity of the location. The assessments set out in the **ES Addendum** (Doc Ref. 6.14) provide the detail sought by respondents and provide assurance that the benefits of the proposed change can be secured whilst the sensitivity of the location is protected by the proposed design and mitigation.
- 2.2.110 The proposed change has clear environmental and flood storage benefits and SZC Co.'s view that the change is beneficial is reinforced by the feedback from consultation. Accordingly, SZC Co. requests that **Change 5** be accepted.

Change 6: Change to the Site of Scientific Interest (SSSI) crossing design to a single span bridge with embankments

Description and reason for the proposed change

- 2.2.111 A detailed description of the proposed change is set in **Section 2.2** of the **ES Addendum** and the description of development for the main development site has been track changed as part of **Appendix 2.2.A** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.112 Following the consultation carried out in November and December 2020, SZC Co. is proposing changes to the design of the vehicular and pedestrian crossing over the Sizewell Marshes Site of Special Scientific Interest (SSSI). The crossing provides a northern access to the main development site and is located at the narrowest practicable point of the SSSI corridor in order to minimise environmental impacts.
- 2.2.113 The principal characteristics of the proposed changes in design are as follows:
- in place of a solid embankment with culvert, the revised design would provide an approximately 30m long single-span bridge crossing the Leiston Drain which would maximise daylight to the drain, whilst reducing the amount of permanent SSSI land take by approximately 800 sqm; and

- the gradient of the embankment would become steeper on the western (landward) side but reduced on the eastern (seaward) side to allow enhanced landscaping.

2.2.114 The reasons for proposing this change are principally as follows:

- stakeholder engagement has urged reconsideration of the design of the crossing in order to reduce impact on the SSSI and to limit its potential to fragment habitats on either side of the crossing;
- the change would provide additional flood relief which would reduce water levels during times of increased flood risk both in the immediate vicinity and further afield at Minsmere Nature Reserve and relevant parts of Eastbridge;
- the proposed change in the gradients of the embankments would allow more substantial trees to establish on the seaward embankment, better integrating the crossing into the landscape from coastal viewpoints; and
- the opening up of the crossing with the bridge structure would provide greater connectivity for species and reduce the potential for fragmentation of populations.

Consultation on the proposed change

- 2.2.115 The revised design for the SSSI crossing was the subject of consultation as part of the Sizewell C Changes Consultation and details of the consultation and of SZC Co.'s response to the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).
- 2.2.116 Whilst a number of respondents stated that they would have preferred the changes to go further and to propose a three span bridge, there was a cautious welcome for the change proposed. Overall, 57 respondents supported the proposed change, 53 found it inappropriate and 34 were not sure.
- 2.2.117 ESC identified likely landscape and ecology benefits from the change and the Environment Agency confirmed its view that the proposed change was "*certainly an improvement*". The East Suffolk Drainage Board supported the principle of the proposed change. Natural England very much welcomed the proposed change. Some respondents expressed continued concern for the water quality status of the Leiston Drain as it passes through the bridge. Others were concerned for the impact on invertebrates. The RSPB and the Suffolk Wildlife Trust were amongst those seeking more detail, recognising the improvement compared with

the submitted application but stating a preference for a three span bridge. Eastbridge and Theberton Parish Council expressed similar concerns, although it accepted that the proposed change was a “*minor improvement*.”

Impact on compulsory acquisition and temporary possession

- 2.2.118 **Change 6** does not require the addition or removal of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. It is situated within the Order limits as provided for in the Application.

Environmental impacts of the proposed change

- 2.2.119 The potential for any new or different likely significant environmental effects arising from **Change 6** are assessed in Part 2 of this submission; particularly as follows:
- the **ES Addendum** at **Section 2.8** considers the landscape and visual impact implications of the proposed change;
 - the **ES Addendum** at **Section 2.9** considers the implications of the proposed change for terrestrial ecology and ornithology;
 - the **ES Addendum** at **Section 2.10** considers the implications of the proposed change for amenity and recreation; and
 - the **Main Development Flood Risk Addendum** (Doc Ref. 5.2(A) Ad) considers the implications of the proposed change for flooding.
- 2.2.120 The potential for new or different effects to arise as a result of **Change 6** is summarised in **Table 2.8**.

Table 2.8: Summary assessment conclusions from the proposed change to the SSSI crossing design to a single span bridge with embankments (Change 6)

Impact	DCO Application Environmental Statement	ES Addendum
Terrestrial Ecology		
Impact on otters and water voles from permanent land take of habitats potential fragmentation from the SSSI crossing design	Minor Adverse Effect (Not Significant)	Negligible or Minor Adverse Effect (Not Significant)
Flood Risk		

Impact	DCO Application Environmental Statement	ES Addendum
Fluvial flood risk to off-site receptors (residential and non-residential properties) from the proposed development, including the combination of further flood mitigation measures to reduce flood risk (Change 5) and change of the SSSI crossing design to a single span bridge with embankments (Change 6)	Reduction in the number of properties at risk and a reduction in the flood depth.	

Notes:

The potential for new or different effects to arise as a result of **Change 6** has been assessed for other topics including landscape and visual; terrestrial ecology and ornithology; historic environment; land quality and groundwater and surface water. Localised landscape benefits are identified but these are not sufficient to change the assessment of significant effects. In conclusion, the proposed change is not assessed to result in any new or different effects for these assessments compared to the **ES** (Doc Ref. 6.3).

SZC Co.'s conclusions on the case for proposed **Change 6**

- 2.2.121 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 ecology and landscape and visual receptors, and in terms of resilience to flooding. The amount of SSSI land take would be reduced and the bridge design would reduce the potential for habitat fragmentation around the Leiston Drain. The seaward slopes would accommodate new planting to integrate the crossing with its surrounding landscape, and over time as planting becomes established, filter views to vehicles using the crossing from locations to the east, including the coastal path.
- 2.2.122 The change is widely recognised to be beneficial and SZC Co. is reinforced in its view from the feedback received that the change is appropriate. Whilst a number of respondents may have preferred a different change, few respondents doubted that the proposed change provides net benefit to the SSSI and reduces the risk of habitat fragmentation compared with the proposals in the Application.
- 2.2.123 Accordingly, SZC Co. requests that **Change 6** is accepted.

Change 7: Revisions to tree retention on the main development site

Description and reason for the proposed change

- 2.2.124 A detailed description of the proposed change is set out in **Section 2** of the ES Addendum and the revised proposals are shown at **Volume 2, Figures 2.2.17 - 2.2.19** of the **ES Addendum**.
- 2.2.125 Following the consultation carried out in November to December 2020, SZC Co. is proposing changes to the **Site Clearance and Landscape Retention Plans** (Doc Ref. 2.5) [\[APP-020\]](#). The changes proposed would affect three areas, as follows:
- Important Hedgerow IH10 & IH25: it is proposed to amend the location of the gap in the hedgerow shown for the proposed access road. The gap would be the same width and there is no additional net loss of trees as a result of the proposed change;
 - Important Hedgerow IH08: it is proposed to relocate the gap in the hedgerow which allows for the access road, again of the same width and with no additional net tree loss; and
 - Adjacent to the alignment of the rail route: in order to allow sufficient width for the rail embankment it is proposed to remove an additional three to four trees to create enough space for construction works in this area and for the operation of the rail extension route.
- 2.2.126 The proposed changes have arisen from detailed design development undertaken by the enabling works contractor which has allowed a much greater understanding of the requirements of the temporary construction area. The detail of the proposed changes has been informed by close liaison with environment topic specialists.

Consultation on the proposed change

- 2.2.127 The proposed changes to tree retention were the subject of consultation as part of the Sizewell C Changes Consultation and details of the consultation and of SZC Co.'s response to the issues raised can be seen in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).
- 2.2.128 Few significant concerns were expressed as a result of these minor proposed changes, although overall the changes were opposed by 59 respondents, compared with 44 who found them appropriate. ESC confirmed it had no significant concerns with the first two changes, whilst it considered that the third change also involved no greater impact than had already been assessed. RSPB and the Suffolk Wildlife Trust, however, did express concern that, whilst the changes may not be significant in

themselves, they should be seen as adding to the wider impact already proposed in the Application.

Impact on compulsory acquisition and temporary possession

- 2.2.129 **Change 7** does not require the addition or removal of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. It is situated within the Order limits as provided for in the Application.

Environmental impacts of the proposed change

- 2.2.130 The potential for any new or different likely significant environmental effects arising from **Change 7** are assessed in Part 2 of this submission; particularly as follows:
- the **ES Addendum** at **Section 2.8** considers the landscape and visual implications of the proposed change; and
 - the **ES Addendum** at **Section 2.9** considers the terrestrial ecology and ornithology implications of the proposed change.
- 2.2.131 The potential for new or different effects to arise as a result of **Change 7** has been assessed for landscape and visual and terrestrial ecology and ornithology receptors. In conclusion, the proposed change is not assessed to result in any new or different effects for these assessments compared to the **ES** (Doc Ref. 6.3).

SZC Co.'s conclusions on the case for proposed **Change 7**

- 2.2.132 The changes are necessary to enable the effective layout and operation of the temporary construction area, whilst the environmental effects are limited and, therefore, SZC Co. requests that **Change 7** be accepted.

Change 8: Surface water removed early in the construction process to be discharged to the foreshore via a temporary marine outfall

Description and reason for the proposed change

- 2.2.133 A detailed description of the proposed change is set out in **Section 2.2** of the **ES Addendum** and the location of the proposed temporary outfall can be seen in **Figure 2.2.2** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.134 Following the consultation carried out in November to December 2020, SZC Co. is proposing a change which would enable surface water that needs to be removed early in the construction process to be discharged to the foreshore via a temporary outfall.

- 2.2.135 In order to enable this, surface water would be temporarily pumped from the main construction site over the temporary sea defences and into a chamber before discharging through a gravity pipe towards the shoreline. The pipe is likely to be less than 50cm in diameter and would be laid under the Suffolk Coast Path to ensure that it provides no obstruction. The temporary outfall would be located south of both the permanent and new, temporary BLFs.
- 2.2.136 The reason for proposing this change is principally that detailed design development and construction programming has identified a potential need to discharge surface water early in the construction period prior to the completion of the Combined Drainage Outfall (CDO).
- 2.2.137 It is likely that the outfall would typically only be used when surface water is captured in the construction site which cannot be discharged throughout infiltration or to the surrounding watercourses. Under normal conditions, surface water would be collected in balancing ponds, treated via water treatment systems and either infiltrated to ground or discharged to the surrounding watercourses.

Consultation on the proposed change

- 2.2.138 The proposed temporary outfall was the subject of consultation as part the Sizewell C Changes Consultation and details of the consultation and of SZC Co.'s response to the issues raised can be seen in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).
- 2.2.139 No significant concerns were raised in the consultation, although East Suffolk Drainage Board asked why the proposed change was necessary and whether water management within the site might suffice. RSPB and Suffolk Wildlife Trust stated some concerns in relation to impact, although these were not explained. On balance, 53 respondents supported the change, 47 opposed and a further 47 were unsure.

Impact on compulsory acquisition and temporary possession

- 2.2.140 **Change 8** does not require the addition or removal of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. It is situated within the Order limits as provided for in the Application.

Environmental impacts of the proposed change

- 2.2.141 The potential for any new or different likely significant environmental effects arising from **Change 8** are assessed in Part 2 of this submission; particularly in the **ES Addendum** (Doc Ref. 6.14) at **Section 2.14** which considers groundwater and surface water. The outfall would enhance the

ability to control surface water run-off to the SSSI during high rainfall events.

- 2.2.142 The potential for new or different effects to arise as a result of **Change 8** has also been assessed for landscape and visual; terrestrial ecology and ornithology; amenity and recreation; groundwater and surface water; coastal geomorphology and hydrodynamics; and marine water quality. In conclusion, the proposed change is not assessed to result in any new or different effects for these assessments compared to the **ES** (Doc Ref. 6.3). There may be some limited short-term minor adverse effects on users of the Coast Path and beach, but overall this would not change the level of significance of effects.

SZC Co.'s conclusions on the case for proposed **Change 8**

- 2.2.143 The proposed temporary outfall for surface water discharges would be operated under an Environmental Permit issued by the Environment Agency. Considering the predicted discharge rate and that the outfall would only be used infrequently during storm events, no significant environmental effects have been identified. The change is necessary to manage surface water in the early construction period until the CDO is in place. It has arisen through the detailed design of the construction phasing. The outfall may only be required to be used very infrequently but it is a sensible and necessary precaution.
- 2.2.144 Accordingly, SZC Co. requests that **Change 8** is accepted.

Change 9: Change to the sea defence to make the scheme more efficient and resilient to climate change.

Description and reason for the proposed change

- 2.2.145 A detailed description of the proposed change is set out in **Section 2.2** of the **ES Addendum** and the description of development for the main development site has been track changed as part of **Appendix 2.2.A** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.146 Following the consultation carried out in November to December 2020, SZC Co. is proposing changes to the design of the temporary and permanent Hard Coastal Defence Feature (HCDF), which can be summarised as follows:
- for the temporary sea defence during the construction phase of the project, a sheet pile sea defence is proposed instead of the temporary structure built up using rock armour proposed in the Application;

- whilst within the parameters proposed in the Application for the permanent HCDF, the minimum crest height of the permanent sea defence would be specified as +12.6m AOD rather than +10.2m AOD (excluding landscaping), although the design principles for the permanent HCDF, which would still include rock armour, remain the same;
- the adaptive height of the HCDF is proposed to be changed to +16.4m AOD, compared with +14.2m AOD proposed in the Application (excluding landscaping); and
- the increased height of the HCDF and the resulting slope would move its location approximately 20m east and an indicative drawing showing the location of the proposed permanent HCDF compared with the version in the Application is shown in **Volume 2, Figure 2.2.20** of the **ES Addendum**.

2.2.147 The reasons for proposing this change are principally as follows:

- a precautionary approach to the latest climate change projections suggest that it would be prudent to raise the minimum height of the HCDF, whilst the potential to increase the height further through adaptive design from +14.2m AOD to approximately +16.4m AOD has been requested by stakeholders;
- the revised minimum height would create greater confidence and avoid the need for early adaptation, which was forecast in the application to require a raising of the sea defence by 2046;
- whilst the increased adaptive height is not likely to be required within the operational life of the station, as even under the 95th percentile of the high emissions scenario within the latest climate change projections it would not be required until after 2140, it is a sensible precaution and responds to issues raised by stakeholders relating to the tests to be applied for modelled wave overtopping; and
- the change in design of the temporary sea defence creates the opportunity for the marine shafts and tunnelling works to take place outside of the cut off wall, with the construction efficiency and programming advantages identified in **Change 4**. It also reduces coastal flood risk from wave overtopping during the construction phase to a not significant level based on a 1 in 200-year event.

Consultation on the proposed change

- 2.2.148 The proposed changes to the temporary and permanent HCDF were the subject of consultation as part the Sizewell C Changes Consultation and details of the consultation and of SZC Co.'s response to the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).
- 2.2.149 Consultees expressed some surprise at the extent of the raised parameters but respected the importance of safety and that the design must respond to the latest predictions for climate change. Overall, 60 respondents supported the change, 45 did not and 40 were unsure.
- 2.2.150 ESC was not concerned at the landscape implications of the change. The MMO was not concerned for any effects on coastal morphology given the set back of the defence features from the coast. However, more detailed information was requested, including more explanation of the justification for the eastward shift of the HCDF. Other respondents, including Eastbridge and Theberton Parish Council, RSPB and Suffolk Wildlife Trust were concerned that the change would have an adverse impact on coastal erosion.

Impact on compulsory acquisition and temporary possession

- 2.2.151 **Change 9** does not require the addition or removal of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. It is situated within the Order limits as provided for in the Application.

Environmental impacts of the proposed change

- 2.2.152 The potential for any new or different likely significant environmental effects arising from **Change 9** are assessed in Part 2 of this submission; particularly as follows:
- the **ES Addendum** at **Section 2.8** considers the landscape and visual impacts of the proposed change;
 - the **ES Addendum** at **Section 2.10** considers the amenity and recreation implications of the proposed change;
 - the **ES Addendum** at **Section 2.9** considers the implications of the proposed change for terrestrial ecology and ornithology;
 - The **ES Addendum** at **Section 2.15** considers the coastal morphology and hydrodynamics implications of the proposed change; and
 - the **Main Development Site Flood Risk Addendum** (Doc Ref. 5.2(A)Ad) considers the implications of the proposed change for flood risk.

- 2.2.153 The potential for new or different effects to arise as a result of **Change 9** is summarised in **Table 2.9**.

Table 2.9: Summary of changes to assessment conclusions from the propose change to the sea defence (Change 9)

Impact	DCO Application Environmental Statement	ES Addendum
Flood Risk		
Risk to the main development site during construction from coastal flood risk (wave overtopping).	Reduction in flood risk to safety of the development site and its users during the construction phase from significant to not significant , as a result of the proposed sheet piled wall during construction. Any residual risk would be managed through the Flood Risk Emergency Plan.	
Risk to the permanent and operational Sizewell C nuclear power station from coastal flood risk (wave overtopping)	Reduction in flood risk and protection of the main platform over the operational life of Sizewell C, and a delay to the future adaptive design requirements to raising the level of the hard coastal sea defence from 2046 to 2140.	
Coastal Geomorphology and Hydrodynamics		
Impact on the shoreline from the natural release of sediments from the soft coastal defence feature	Minor Beneficial Effect (Significant)	Major Beneficial Effect (Significant)

Notes:

The potential for new or different effects to arise as a result of **Change 9** has been assessed for other topics including landscape and visual and amenity and recreation. In conclusion, the proposed change is not assessed to result in any other new or different effects for these assessments compared to the **ES** (Doc Ref. 6.3).

SZC Co.'s conclusions on the case for proposed **Change 9**

- 2.2.154 The increase in the minimum height of the HCDF lies within the parameters within the Application but would create greater confidence in the sea defence and avoid the need for relatively early adaptation. The precautionary increase in the maximum height for the adaptive design protects against very long-term changes. The proposed change in the temporary sea defence responds to concerns raised through engagement that there could be some risk during the construction process.

- 2.2.155 The proposed change would provide improvements in terms of flood risk and resilience to climate change. In addition, the increase in height would marginally reduce the visibility of proposed structures at Sizewell C within the main development site in views from the coast, including potentially reducing the visibility of lower sections of Sizewell B from some locations on the beach to the north. No significant adverse effects on coastal geomorphology are predicted; in fact a benefit is defined as a result of the great material release from the soft coastal defence.
- 2.2.156 Overall, the proposed change would not result in any new or different significant adverse effects compared to the ES, whilst benefits are identified for flood safety and coastal erosion.
- 2.2.157 As a result of feedback from the consultation and taking account of the outcome of the outcome from its environmental and other assessments, SZC Co. sees benefit in the proposed change and requests that **Change 9** be accepted.

Change 10: Extension of landscaped bund, other minor changes at the Southern Park and Ride, including a minor reduction of the Order Limits

Description and reason for the proposed change

- 2.2.158 A detailed description of the proposed change is set out in **Volume 4 at Section 4.2** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.159 Following the consultation carried out in November to December 2020, SZC Co. is proposing the following changes at the site of the Southern Park and Ride:
- extend the landscape bund adjacent to the north-west site boundary to run almost the full length of that site boundary, stopping short of the 10m buffer zone to the south-west. The landscape bund would be 3m high for this additional length;
 - amendment of the bend of the internal access road to allow sufficient space between the security fence and the existing public right of way adjacent to the western site boundary for proposed planting;
 - retention of an existing private access to the adjacent field to the north-east of the site, within the buffer zone between the landscape bund and the eastern boundaries of the site; and
 - reduction of the Order Limits in respect of a thin strip of land to the south of the A12.

2.2.160 The reasons for proposing this change are principally as follows:

- SZC Co. reviewed the length of the landscape bund in response to engagement with and feedback from local residents who would prefer the landscape bund to be extended to provide screening to the access to and from the Traffic Incident Management Area (TIMA);
- a review of cut-and-fill balance at the associated development sites since the submission of the Application indicated that there would be sufficient material to enable the proposed bund to extend along the full length of the north-west boundary;
- the revision to the internal access road is proposed to ensure that the planting proposed in the Application between the security fence and the existing public right of way adjacent to the western boundary can be successfully provided;
- the retention of the existing private access route has arisen as a result of direct engagement with the affected landowner and can be accommodated without any compromise to the operation of the park and ride facility or any adverse environmental effects; and
- the reduction to the Order Limits has arisen from detailed scrutiny of the development proposals, following engagement with affected landowners, which has confirmed that there is a strip of land to the south of the A12 which is not necessary for the construction, operation, or removal and reinstatement phases of the southern park and ride.

Consultation on the proposed change

2.2.161 The potential changes at the southern park and ride were the subject of consultation as part the Sizewell C Changes Consultation and the details of the consultation and of SZC Co.'s response to the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).

2.2.162 The proposed changes were welcomed by respondents, particularly the extended landscape bund, which SCC supported and recognised as a response to an issue that it was *"aware was of particular concern locally"*.

2.2.163 Overall responses showed 61 respondents who considered the change appropriate, 31 who did not, whilst 50 were unsure.

Impact on compulsory acquisition and temporary possession

2.2.164 **Change 10** does not require the addition of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory

Acquisition) Regulations 2010. It is situated within the Order limits as provided for in the Application.

- 2.2.165 In addition, the removal of two plots of land from the Order limits is proposed (as described, with reasons, in **Table 2.2** of the **Statement of Reasons Addendum** (Doc Ref. 4.1Ad)).

Environmental impacts of the proposed change

- 2.2.166 The potential for any new or different likely significant environmental effects arising from **Change 10** are assessed in Part 2 of this submission; particularly as follows:
- the **ES Addendum** (Doc Ref. 6.14) at **Section 4.5** considers the landscape and visual implications of the proposed changes;
 - the **ES Addendum** (Doc Ref. 6.14) at **Section 4.6** considers the terrestrial ecology and ornithology implications of the proposed changes; and
 - the **ES Addendum** (Doc Ref. 6.14) at **Section 4.7** considers the amenity and recreation implications of the proposed changes.
- 2.2.167 The potential for new effects to arise as a result of **Change 10** has been assessed for other topics including noise and vibration; air quality; and historic environment. In conclusion, the proposed change is not assessed to result in any new or different effects for any assessments compared to the **ES** (Doc Ref. 6.3).

SZC Co.'s conclusions on the case for proposed **Change 10**

- 2.2.168 As a result of feedback from the consultation and taking account of the outcome of the outcome from its environmental and other assessments, SZC Co. considers that the proposals are beneficial. The bund would provide beneficial additional screening, a sustainable use of site material and respond directly to a request from the Parish council, without adverse effects.
- 2.2.169 Accordingly, SZC C. requests that **Change 10** is accepted.

Change 11: Extension of the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss

Description and reason for the proposed change

- 2.2.170 A detailed description of the proposed change is set out in **Section 2.2** of the ES Addendum. The site and its context are shown in **Volume 2** at **Figures 2.2.26 – 2.2.27** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.171 Following the consultation carried out in November to December 2020, SZC Co. is proposing a change to the application by the addition of a site at Pakenham for fen meadow habitat creation.
- 2.2.172 The site comprises approximately 32ha of mixed grassland, fen meadow, rush pasture and drier grassland adjacent to the designated Pakenham Meadows SSSI. Works to create the fen meadow habitat at Pakenham would be similar to those described in relation to the sites at Benhall and Halesworth in the Application and include:
- installation of water control structures to maintain, adjust and manage water levels;
 - removal of any existing field drains to reverse historic patterns of drainage;
 - local excavation to reduce ground levels, create low bunds and/or create minor surface watercourses to help distribute surface water and reduce nutrient levels;
 - translocation of some turfs from the fen meadow areas of the Sizewell Marshes SSSI; and
 - limited planting of other locally sourced native species.
- 2.2.173 The reasons for proposing this change are principally as follows:
- further advice from Natural England recommends that, given the rarity of fen meadow in the UK and the known difficulty of restoring fen meadow habitat, a larger extent of land is required in order to provide confidence that there will be sufficient compensatory habitat; and
 - the site has been identified as being potentially suitable for the creation of fen meadow through a detailed site options appraisal and is considered to be particularly suitable.

Consultation on the proposed change

- 2.2.174 The proposed addition of the land at Pakenham for fen meadow habitat creation was the subject of consultation as part the Sizewell C Changes Consultation and details of the consultation and of SZC Co.'s response to

the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).

- 2.2.175 The proposed change was welcomed by a number of stakeholders as a helpful addition to the mitigation strategy for fen meadow loss. The change was “*very much welcomed*” by Natural England. A number of questions were raised, however, by Pakenham Parish Council and others seeking greater detail of the proposal. RSPB and Suffolk Wildlife Trust welcomed the increased commitment to habitat creation but questioned its distance from the main development site and suggested that a greater ratio of new habitat to lost habitat should be provided. Overall, more respondents thought the change inappropriate (68) than supported it (47), with 37 unsure.

Impact on compulsory acquisition and temporary possession

This change requires ‘additional land’ within the meaning of Infrastructure Planning (Compulsory Acquisition) Regulations 2010 to be added to the Order limits. The right is sought to compulsorily acquire all interests in new plots FM/28/01, FM/28/03, FM/28/04, FM/28/06, FM/28/07, FM/28/08, FM/28/09, FM/28/10, and FM/28/11.

In addition, temporary possession of highway land comprising new plots FM/28/02, FM/28/05, and FM/28/12 is sought.

These new plots are identified coloured pink and yellow on the **Land Changes Plans** (Doc Ref. 4.4) and the **Book of Reference Addendum** (Doc Ref. 4.3Ad) which identifies each of the new plots of land and the Classes or Right sought over them.

Plots listed in **Tables 2.1** and **2.4** of the **Statement of Reasons Addendum** (Doc Ref. 4.1Ad) qualify as ‘additional land’ within the meaning of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 where indicated in those tables.

Environmental impacts of the proposed change

- 2.2.176 The potential for any new or different likely significant effects arising from **Change 11** are assessed together with the revised or additional effects for the main development site in Part 2 of this submission; particularly as follows:
- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.8** considers the landscape and visual impact effects of the proposed change;
 - the **ES Addendum** (Doc Ref. 6.14) at **Section 2.9** considers the implications of the proposed change for ecology and ornithology;

- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.10** considers the implications of the proposed change for amenity and recreation; and
- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.14** considers the implications of the proposed change for ground water and surface water.
- the **Main Development Site Flood Risk Addendum** (Doc Ref. 5.2(A)Ad) considers the implications of the proposed change for flood risk.

2.2.177 The potential for new or different effects to arise as a result of **Change 9** is summarised in **Table 2.10**.

Table 2.10: Summary of changes to assessment conclusions from the proposed additional fen meadow habitat at Pakenham (Change 11)

Impact	DCO Application Environmental Statement	ES Addendum
Terrestrial Ecology and Ornithology		
Impact from the established new fen meadow habitat on the existing Pakenham SSSI.	N/A	Minor beneficial effect (Not significant).
Terrestrial Historic Environment		
Impact on archaeology	N/A	Minor adverse effect (Not significant)
Surface Water and Groundwater		
Impact on surface water and groundwater from construction of the habitat	N/A	Minor adverse effect (Not significant)
Impact on conveyance of flows through the surface water drainage network within the floodplain.	N/A	Minor adverse effect (Not significant)
Impact on the existing floodplain and riverine habitats.	N/A	Minor beneficial effect (Not significant)

Notes:

The potential for new effects to arise as a result of **Change 11** has been assessed for other topics including noise and vibration; air quality; landscape and visual; amenity and recreation; soils and agriculture; and geology and land quality. In conclusion, the proposed change is assessed to give rise to negligible effects only (Doc Ref. 6.3).

2.2.178 The introduction of an additional fen meadow mitigation site at Pakenham would provide 4.9ha of new fen meadow habitat around a primary locus,

with the potential for further creation in the wider areas on the site. The provision of the 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. The proposed change would result in a benefit for ecological receptors, however, the overall significance of effects on the Sizewell Marshes SSSI is considered to remain as reported within **Volume 2, Chapter 14** of the **ES** (Doc Ref. 6.3) [\[AS-033\]](#).

- 2.2.179 This site would also introduce new receptors which have the potential to experience effects associated with construction and operation of the habitat mitigation scheme. However, construction works would be short-term and with mitigation in place, including a site specific written scheme of investigation for archaeology, the residual effects would be not significant across all technical assessments within the ES (noise, air quality, landscape and visual, amenity and recreation, terrestrial historic environment, soils and agriculture, geology and land quality, and groundwater and surface water).
- SZC Co.'s conclusions on the case for proposed **Change 11**
- 2.2.180 Detailed issues raised by respondents to the consultation are addressed in the **ES Addendum** and, particularly in the **Fen Meadow Strategy (Appendix 2.9D of the ES Addendum (Doc Ref. 6.14))** which has been shared in draft with stakeholders and which forms part of this submission.
- 2.2.181 The environmental effects of the proposed change are beneficial and the principle of providing additional habitat creation is widely supported. Whilst Pakenham is at some distance from the main development site, as is explained in the Fen Meadow Strategy, the site was selected for its particular suitability following an assessment of potential alternatives. Natural England supports the change and considers that it is a necessary response to habitat loss on the main development site.
- 2.2.182 As a result of feedback from the consultation and taking account of the outcome of the outcome from its environmental and other assessments, SZC Co. believes that the additional proposals at Pakenham are a helpful addition to the Application and requests that **Change 11** is accepted.

Change 12: Extensions and reductions of the Order Limits for works on the Two village bypass, Sizewell link road and Yoxford roundabout.

Description and reason for the proposed change

- 2.2.183 In respect of the two village bypass, a detailed description of the proposed change is set out in **Volume 5** at **Section 5.2** of the **ES Addendum** (Doc Ref. 6.14). The changes comprise an extension to the site boundary (and thereby extension of the Order Limits) for additional land to accommodate changes to highway works, a change to the alignment of PRoW E-243/011/0 and enhancement is also proposed of floodplain grazing marsh and provision of additional floodplain habitat mitigation within the existing Order Limits. The proposed changes are shown on **Figure 5.2.1** and on **Figures 5.2.2-5 of Volume 2** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.184 The changes proposed and the reasons for them are set out below:
- Highway design: land is proposed to be added to the Order Limits to the west of the northern staggered junction on the east side of Nuttery Belt (resulting in the loss of c. 245 sqm of woodland). Additionally, it is proposed to widen the verge along the two village bypass itself on the approach to the same junction, although this change is within the Order Limits. Both proposed changes arise from detailed engagement with SCC and are proposed to meet highway design visibility requirements for road junctions where the design speed is 60 mph. Engagement with SCC continues and further work (including speed surveys) may identify that the changes are not necessary.
 - PRoW at Walk Barn Farm: through engagement a detailed issue has arisen affecting the PROW close to the northern end of the bypass at Walk Barn Farm. In particular, the Application assumes an alignment for PRoW E-243/0110/0 based on its actual use, rather than its formal designated alignment. Following engagement with SCC and affected landowners, revisions are proposed to show the formal alignment but to divert the PRoW away from the properties at Walk Barn Farm. Options 2a and 2b were shown with alternative alignments of the diverted route at consultation and SZC Co. proposed Option 2b (the northern alignment).
 - Floodplain grassland: the Application would cause the loss of 2.91 ha of floodplain grassland, which is of concern to stakeholders. The grassland is of relatively low ecological value but it does have a role linking with higher value areas in the Alde River network. Accordingly, it is proposed to commit to enhancements of approximately 2.77ha of

land within the Order Limits, and to provide and enhance ditch habitats to mitigate the loss.

- 2.2.185 In relation to the Sizewell Link Road, the proposed changes are described in **Section 6.2** of the **ES Addendum** and shown on **Figure 6.2.1** and **Figures 6.2.2-8** of **Volume 2** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.186 The proposed changes comprise an extension to the site boundary (and thereby extension of the Order Limits) for additional land to accommodate changes to drainage design assumptions, highway works and in response to topographic survey information, and 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.
- 2.2.187 The proposed changes have arisen as a result of design workshops with SCC, and further design development, including the results of a detailed topographical survey of the route. The changes proposed and the reasons for them are described below:
- Highway design: 11 extensions to the Order Limits are proposed in response to the design requirements of SCC. These principally would provide powers for the removal of vegetation (if further speed surveys show these to be required) to enhance forward driver visibility. Changes are also proposed to realign a farm track at Middleton Moor Link Roundabout and to enable a realignment of Hawthorn Road to maintain access to Hawthorn Cottages whilst improving visibility and enabling a reduction in the number of culverts required.
 - Drainage: the results of infiltration studies and topographical surveys have caused the drainage approach for the road to be revised in discussion with SCC. The land has relatively low potential for infiltration. Consequently, an increase is required in the number of attenuation basins along the route.
 - PRoW: minor changes and realignments are proposed to 4 PRoW principally to respond to the proposed changes described above or to optimise alignments in the light of topographic information. One route (E-396/017/0) is proposed to be shown as a cycleway and footpath, rather than just as a footpath.
 - Topographic: the results of the topographic survey have also led to proposed changes to the extent of temporary land required to enable two field access ways to be provided and to increase the area to be used during construction where the Sizewell link Road crosses the East Suffolk line.

- Reductions: a small number of minor reductions in the Order Limits are made possible by the detailed design work and engagement described above.

2.2.188 In relation to the Yoxford roundabout, a proposed change is described in **Section 7.2** of the **ES Addendum** and shown on **Figure 7.2.1**. The change comprises a minor reduction to the site boundary to the west of the site. The proposed change would rectify a mapping error and does not cause any revision to the **ES** (Book 6).

Consultation on the proposed change

2.2.189 The proposed changes affecting the two village bypass, the Sizewell Link Road and the Yoxford roundabout were the subject of consultation as part the Sizewell C Changes Consultation and details of the consultation and of SZC Co.'s response to the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).

2.2.190 The proposed change at Yoxford attracted no response from the planning authorities.

2.2.191 The proposed changes affecting the two village bypass were generally recognised to be necessary although regret was expressed, for instance by ESC and by RSPB and Suffolk Wildlife Trust, at the potential loss of woodland at Nuttery Belt. Option 2b was generally supported as the northern route for the PRoW at Walk Barn Farm subject to requirements that the connecting footpaths are upgraded. The enhancement of habitat to mitigate the loss of floodplain grassland was supported.

2.2.192 Farnham with Stratford St Andrew Parish Council maintained its objection to the alignment of the two village bypass, whilst RSPB and Suffolk Wildlife Trust expressed regret at the lack of an innovative green bridge.

2.2.193 In respect of the changes proposed at the Sizewell Link Road, ESC and SCC confirmed the necessity for and design of the additional drainage attenuation ponds, although ESC expressed regret at the loss of vegetation that is apparently necessary for safety reasons. Eastbridge and Theberton parish council expressed dismay at the increased land take and concern for the severance from Saxmundham which the link road would cause.

2.2.194 The detailed issues raised are addressed in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).

Impact on compulsory acquisition and temporary possession

- 2.2.195 In respect of the two village bypass, the change requires ‘additional land’ within the meaning of Infrastructure Planning (Compulsory Acquisition) Regulations 2010 to be added to the Order limits: the right is sought to compulsorily acquire all interests in new plot 2VBP/17/20b; and powers of compulsory acquisition are sought over four plots in respect of which powers of temporary possession only were sought in the Application: plots 2VBP/17/17a, 2VBP/17/18, 2VBP/17/19a, and 2VBP/17/19b.
- 2.2.196 In addition, temporary possession of highway land comprising new plots 2VBP/17/17b, 2VBP/17/16a, 2VBP/17/16b and 2VBP/17/16d is sought.
- 2.2.197 In respect of the Sizewell link road, the change requires ‘additional land’ within the meaning of Infrastructure Planning (Compulsory Acquisition) Regulations 2010 to be added to the Order limits. The right is sought to compulsorily acquire all interests in new plots SLR/19/03a, SLR/19/04a, SLR/19/05c, SLR/19/06b, SLR/19/07c, SLR/19/07f, SLR/19/15g, SLR/19/15h, SLR/19/15i, SLR/19/20a, SLR/20/03a, SLR/20/03b, SLR/20/04a, SLR/20/04b, SLR/20/07b, SLR/20/10c, SLR/20/15b, SLR/20/16a, SLR/20/22a, SLR/21/03b, SLR/21/06a, SLR/21/06b, SLR/21/07a, SLR/21/08a, SLR/21/08b, SLR/21/08c, SLR/21/08d, SLR/21/13b, SLR/21/03b, SLR/21/19a, SLR/21/21a, SLR/21/22a, SLR/21/28b, SLR/21/29a, SLR/21/29b, SLR/21/33b, SLR/21/37a, SLR/22/03b, SLR/22/07a, SLR/22/09a, SLR/22/16b, SLR/22/17a, and SLR/22/17b. The ability to compulsorily acquire rights is sought over new plot SLR/19/08a.
- 2.2.198 In addition, powers of compulsory acquisition are sought over the following plots in respect of which powers of temporary possession only were sought in the Application, which will therefore also constitute ‘additional land’ within the meaning of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010: plots SLR/19/05a, SLR/19/05b, SLR/19/06a, SLR/19/07a, SLR/19/15a, SLR/20/01a, SLR/20/05a, SLR/20/06a, SLR/20/01a, SLR/20/07a, SLR/20/10b, SLR/20/15, SLR/21/03a, SLR/21/05, SLR/21/09, SLR/21/13a, SLR/21/24, SLR/21/24b, SLR/21/26a, SLR/21/33a, SLR/22/03a and SLR/22/16a .
- 2.2.199 In addition, temporary possession over new plots SLR/19/07d, SLR/19/07e, SLR/19/07g, SLR/19/09a, SLR/19/11a, SLR/19/15c, SLR/19/15d, SLR/19/015e, SLR/19/15f, SLR/20/01c, SLR/21/33c (all presumed highway land) is sought.
- 2.2.200 In respect of the Yoxford roundabout, no addition of land from the Order limits is required and there are no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010.

- 2.2.201 In respect of Proposed **Change 12** (two village bypass, Sizewell link road and Yoxford roundabout), the plots listed above are shown coloured pink, pink and green hatched, and yellow on the **Land Changes Plans** (Doc Ref. 4.4) and are described in the **Book of Reference Addendum** (Doc Ref. 4.3Ad). **Table 2.1** in the **Statement of Reasons Addendum** (Doc Ref. 4.1Ad) describes each of the above new plots of land proposed to be compulsorily purchased or temporarily possessed and explains the specific reason for the addition.
- 2.2.202 Some plots of land within the original Order Limits in the Application are proposed to be removed, reduced in size or changes are proposed to rights sought in respect of them. **Tables 2.2, 2.3 and 2.4** of the **Statement of Reasons Addendum** (Doc Ref. 4.1Ad) set out where such changes are proposed to be made in respect of plots relating to each relevant site, including the two village bypass, the Sizewell link road and the Yoxford roundabout.
- 2.2.203 Plots listed in **Tables 2.1 and 2.4** of the **Statement of Reasons Addendum** (Doc Ref. 4.1Ad) qualify as 'additional land' within the meaning of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 where indicated in those tables.

Environmental impact of the proposed changes

- 2.2.204 The potential for any new or different likely significant effects arising from **Change 12** are assessed together with the revised or additional effects for the main development site in Part 2 of this submission; particularly as follows:
- for the proposed changes to the two village bypass, the likely significant effects of the proposed changes are assessed in **Chapter 5** of the **ES Addendum** (Doc Ref. 6.14). In particular, **Section 5.5** considers landscape and visual effects, **Section 5.6** considers terrestrial ecology and ornithology, **Section 5.7** considers amenity and recreation, and **Section 5.10** considers ground and surface water. A **Flood Risk Assessment Addendum** is also produced (Doc Ref. 5.5Ad).
 - for the proposed changes to the proposals for the Sizewell Link Road, the likely significant effects of the proposed changes are assessed in **Chapter 6** of the **ES Addendum** (Doc Ref. 6.14). In particular, **Section 6.5** considers landscape and visual effects, **Section 6.6** considers terrestrial ecology and ornithology, **Section 6.7** considers amenity and recreation, and **Section 6.10** considers ground and surface water.

- 2.2.205 The proposed change to extend the site boundary (and thereby extension of the Order Limits) for works on the two village bypass site and a change to the alignment of Footpath E-243/011/0 would slightly increase the area of land required from agricultural land holdings and cause a loss of woodland from Nuttery Belt, and has the potential to disturb buried archaeological remains. The alteration of the footpath would provide an attractive alternative route of a similar length to the existing alignment. However overall it is considered the change would not result in any new or different significant effects compared to Volume 5 of the ES.
- 2.2.206 For the two village bypass, as part of the change, enhancement of floodplain grazing marsh and provision of additional floodplain habitat mitigation is also proposed. Whilst the provision of additional habitat to mitigate the loss of floodplain grazing marsh from the construction of the two village bypass will provide benefits for local biodiversity, the effects would remain as presented within **Volume 5, Chapter 7** of the ES [\[APP-425\]](#).
- 2.2.207 For the Sizewell Link Road, the proposed change to extend the site boundary (and thereby an extension of the Order Limits) for additional land for highway works and amendments to PRow, changes to drainage assumptions and to account for topographical differences would increase the area of land required from agricultural land holdings and result in the loss of woodland and has the potential to disturb buried archaeological remains. There are also minor changes to the public right of way proposals that could alter the amenity of users, particularly in the vicinity of Hawthorn Road. However overall, it is considered the change would not result in any new or different significant effects compared to **Volume 6** of the ES.

SZC Co.'s conclusions on the case for proposed **Change 12**

- 2.2.208 Having considered these responses, SZC Co. proposes the changes described in this submission and requests that **Change 12** is accepted. A number of the changes proposed are as a result of direct engagement with landowners and would help to reduce the impacts on them, others are precautionary and arise from the requirements of SCC as statutory highway authority.
- 2.2.209 SZC Co. will continue to work with SCC to determine whether all of the safety related additions to the Application are necessary.

Change 13: Changes to the Order Limits for the main development site and associated off-site habitat creation sites.

Description and reason for the proposed change

- 2.2.210 A detailed description of proposed changes to the boundary of the Main Development Site (MDS) and the site boundaries at the habitat creation areas at Benhall, Halesworth and Westleton is set out in **Section 2.2** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.211 Following engagement with landowners and continued design development of the development proposals, it is apparent that a number of small parcels of land are not necessary for the construction and operation of Sizewell C. In addition, further development of the design of the proposals has identified a requirement to make minor extensions to the Order Limits. These areas are set out in the **ES Addendum** and, particularly in **Volume 2, Figures 2.2.28 to 2.2.31** of the **ES Addendum**.
- 2.2.212 The changes and the reasons for them are described below:
- MDS changes: five changes are shown the **ES Addendum**. Three relate to minor boundary reductions where it is clear that land is no longer needed. Two minor additions are proposed: one enables hedgerow retention whilst works are undertaken to provide a footpath and cycleway diversion and the other enables a right turn to be provided into the Recycling Centre on Lovers lane, as requested by SCC.
 - Habitat sites: at Halesworth (proposed in the application for fen meadow creation) one boundary reduction is proposed to respond to a mapping error and one addition to improve access to the highway for habitat creation and maintenance. At Benhall (also proposed for fen meadow habitat creation) additional land is proposed to be included in the Order to enhance access for habitat creation and maintenance. At Westleton (proposed for potential Marsh Harrier habitat creation), additional land is proposed, again to improve access.

Consultation on the proposed change

- 2.2.213 The proposed changes affecting the MDS and the habitat creation areas were the subject of consultation as part the Sizewell C Changes Consultation and details of the consultation and of SZC Co.'s response to the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).

- 2.2.214 No responses were received from the statutory authorities in response to the consultation on these issues. Some concerns were expressed that the changes could adversely impact on habitat and species. Overall responses recorded 33 in favour, 51 opposed and 61 who were unsure.

Impact on compulsory acquisition and temporary possession

- 2.2.215 In respect of the **main development site**, the changes require 'additional land' within the meaning of Infrastructure Planning (Compulsory Acquisition) Regulations 2010 to be added to the Order limits in respect of new plots MDS/02/36a, MDS/02/40a, MDS/02/41, MDS/03/01a, MDS/03/01b, and MDS/02/03a.
- 2.2.216 In respect of the proposed **fen meadow site at Halesworth**, the changes require 'additional land' within the meaning of Infrastructure Planning (Compulsory Acquisition) Regulations 2010 to be added to the Order limits in respect of new plots FM/12/02, and FM/12/03. Powers of temporary possession are also sought over new plot FM/12/04.
- 2.2.217 In respect of the proposed **fen meadow site at Benhall**, the changes require 'additional land' within the meaning of Infrastructure Planning (Compulsory Acquisition) Regulations 2010 to be added to the Order limits in respect of new plots FM/13/02 and FM/13/04. Powers of temporary possession are also sought over new plot FM/13/03 and FM/13/05.
- 2.2.218 In respect of the proposed **marsh harrier site**, the changes require 'additional land' within the meaning of Infrastructure Planning (Compulsory Acquisition) Regulations 2010 to be added to the Order limits in respect of new plot MH/14/02. Powers of temporary possession are also sought over new plot MH/14/03 and MH/14/04.
- 2.2.219 In respect of **Change 13**, the new plots listed above are shown coloured pink and yellow on the **Land Changes Plans** (Doc Ref. 4.4) and are described in the **Book of Reference Addendum** (Doc Ref. 4.3Ad). **Table 2.1** in the **Statement of Reasons Addendum** (Doc Ref. 4.1Ad) describes each of the above new plots land proposed to be compulsorily purchased or temporarily possessed and explains the specific reason for the addition.
- 2.2.220 Some plots of land within the original Order Limits in the Application are proposed to be removed, reduced in size or changes are proposed to rights sought in respect of them. **Tables 2.2, 2.3 and 2.4** of the **Statement of Reasons Addendum** (Doc Ref. 4.1Ad) set out where such changes are proposed to be made in respect of plots relating to each relevant site, including the main development site.
- 2.2.221 Plots listed in Table 2.1 of the **Statement of Reasons Addendum** (Doc Ref. 4.1Ad) qualify as 'additional land' within the meaning of the

Infrastructure Planning (Compulsory Acquisition) Regulations 2010 where indicated in that table.

Environmental impacts of the proposed changes

- 2.2.222 The potential for different or additional environmental effects arising from the boundary changes described above is screened in the **ES Addendum** (Doc Ref. 6.14). The potential for new or different effects to arise as a result of **Change 13** has been assessed for landscape and visual and terrestrial ecology and ornithology. In conclusion, the proposed change is not assessed to result in any new or different effects for these assessments compared to the **ES** (Doc Ref. 6.3).

SZC Co.'s conclusions on the case for proposed **Change 13**

- 2.2.223 The proposed change to extend and reduce parts of the site boundary (and thereby the Order Limits) for works on the main development site and related sites (fen meadow mitigation sites and marsh harrier improvement sites) would not result in any new or different significant effects compared to the **ES**. Each boundary adjustment proposed will either reduce the Order limits or facilitate mitigation activities and each arises from design development and engagement with landowners.
- 2.2.224 SZC Co. requests that **Change 13** is accepted.

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

Description and reason for the proposed change

- 2.2.225 A detailed description of a proposed change to the northern park and ride site boundary is set out in **Chapter 3** of the **ES Addendum** (Doc Ref. 6.14).
- 2.2.226 Changes to the boundary of off-site highway works are described in **Chapter 7** of the **ES Addendum** (Doc Ref. 6.14). The changes and the reasons for them are also explained below.
- i. Northern park and ride: two minor reductions to the site boundary are proposed along the eastern side of the A12. These total a reduction of approximately 0.1 ha of permanent land take. The areas of reduction are shown in **Volume 2, Figure 3.2.1** of the **ES Addendum** (Doc Ref. 6.14).
 - ii. Off-site highways: minor reductions in the site boundaries are proposed at the A12/B1119 junction at Saxmundham and the

A1094/B1069 south of Knodishall junctions. These are shown respectively in **Volume 2, Figures 7.2.1 and 7.2.2** of the **ES Addendum** (Doc Ref. 6.14).

- 2.2.227 In each case, the boundary changes are proposed to address detailed boundary mapping errors.

Consultation on the proposed change

- 2.2.228 The proposed reductions to the Order Limits were included in the Sizewell C Changes Consultation, as explained in the **Consultation Report Addendum** (Doc Ref. 5.1Ad). However, no substantive responses were received. There was general support for the reduced land take.

Impact on compulsory acquisition and temporary possession

- 2.2.229 The changes comprised within **Change 14** do not require the addition of any land to the Order limits and therefore the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 are not engaged.

- 2.2.230 **Table 2.2** of the **Statement of Reasons Addendum** (Doc Ref. 4.1Ad) provides details of the reductions and justification.

Environmental impacts of the proposed changes

- 2.2.231 The potential for different or additional environmental effects arising from the boundary changes described above is screened in the **ES Addendum** (Doc Ref. 6.14) which finds that no new or additional effects are likely.

SZC Co.'s conclusions on the case for proposed **Change 14**

- 2.2.232 In each case, the changes are proposed in recognition of a boundary mapping error. The proposed changes enable a reduction in land take without compromising the Application. SZC Co. requests that **Change 14** is accepted.

Change 15: A new bridleway link between Aldhurst Farm and Kenton Hills

Description and reason for the proposed change

- 2.2.233 A detailed description of the proposed change is set out in **Section 2.2** of the **ES Addendum** and the description of development for the main development site has been track changes as part of **Appendix 2.2.A** of the **ES Addendum** (Doc Ref. 6.14). The proposed change is shown in particular in **Volume 2, Figure 2.2.32** of the **ES Addendum** (Doc Ref. 6.14).

2.2.234 Following the consultation carried out in November to December 2020, SZC Co. is proposing a change to the Application by the addition of a new bridleway link between Aldhurst Farm and Kenton Hills. The proposed change comprises:

- a crossing point over Lover's Lane from the northern field of Aldhurst Farm into the arable field to the north. A new route would then pass through an existing field, parallel to the field boundary towards Kenton Hills where it would join the existing Bridleway 19 route; and
- the new permanent route and crossing point would be made available for pedestrians in the construction phase once the entrance to the main development site from the B1122 is in place and the number of HGVs using the early years access is reduced. The link would be designated as a bridleway once construction is complete.

2.2.235 The reasons for proposing this change are principally as follows:

- the route would formalise a natural desire line between Aldhurst Farm and Kenton Hills;
- the route would provide an alternative, slightly shorter bridleway route than the off-road bridleway route proposed in the Application between Sizewell Gap and Eastbridge Road;
- the route has been discussed extensively with stakeholders who support its addition to the Application; and
- SZC Co. had previously considered that the route could be provided as part of a package of public rights of way enhancements under the Section 106 Agreement. However, SZC Co. recognises the importance of the link and that its delivery would be more readily secured through the use of DCO powers.

Consultation on the proposed change

2.2.236 Whilst this change was not identified in the **Notification Report** [\[AS-005\]](#), it was the subject of consultation as part of the Sizewell C Changes Consultation and details of the consultation and SZC Co.'s response to the issues raised are set out in the **Consultation Report Addendum** (Doc Ref. 5.1Ad).

2.2.237 The proposed addition to the PRow network was welcomed in the consultation, particularly by both ESC and SCC, with whom it had been discussed. Both sought assurance that the crossing point chosen was optimally located for safety and SZC Co. responds to that point in the

Consultation Report Addendum (Doc Ref. 5.1Ad). They expressed no objections, however, to it being put forward as a change.

- 2.2.238 Overall, respondents supported the proposed change with 71 considering it appropriate, compared with 36 who thought it inappropriate and 40 who were not sure.

Impact on compulsory acquisition and temporary possession

- 2.2.239 **Change 15** does not require the addition or removal of any land from the Order limits and has no implications for the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. It is situated within the Order limits as provided for in the Application.

Environmental impacts of the proposed change

- 2.2.240 The potential for any new or different likely significant effects arising from **Change 15** are assessed together with the revised or additional effects for the main development site in Part 2 of this submission; particularly as follows:

- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.10** considers the amenity and recreation implications of the proposed change;
- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.8** considers the landscape and visual impact implications of the proposed change; and
- the **ES Addendum** (Doc Ref. 6.14) at **Section 2.12** considers the soils and agriculture implications of the proposed change.

- 2.2.241 The proposed change is not assessed to result in any new or different effects for these assessments compared to the **ES** (Doc Ref. 6.3). However, it would be considered a minor enhancement during the construction phase where the overall effect for amenity and recreation on receptor groups 14 (Northwest Site) and 15 (Sizewell Belts) assessed in the **ES** (Doc Ref. 6.3) is considered to be major adverse (Significant).

- 2.2.242 During operation it is considered to be a further enhancement to these receptors where the overall effect is assessed as major beneficial (Significant).

SZC Co.'s conclusions on the case for proposed **Change 15**

- 2.2.243 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.

2.2.244 As a result of feedback from the consultation and direct engagement with stakeholders, SZC Co. considers that the road crossing and new bridleway offers significant safety, connectivity and amenity benefits, whilst not giving rise to any significant adverse effects.

2.2.245 Securing the bridleway link through the use of DCO powers would enhance the certainty of its provision and SZC Co. requests that **Change 15** is accepted.

3 ADDITIONAL INFORMATION

3.1 Introduction to the Additional Information

3.1.1 SZC Co. has continued to develop the detail of its proposals for the Sizewell C Project and has undertaken additional environmental assessment work in response to continuing engagement with stakeholders. SZC Co. has also developed further design detail and a number of strategies and plans, which will be used to implement the Sizewell C Project and its associated mitigation. This 'Additional Information' does not constitute a change to the Order Limits and parameters assessed within the Application. It adds to the information supporting the Application and should assist Interested Parties in their understanding of matters raised by the Application.

3.1.2 The Additional Information comprises:

- updated and new environmental information that has become available from additional surveys, desk-based research and further modelling undertaken since the submission of the Application.
- development of the proposals and refinement of designs that do not require changes to the Order limits or parameters.
- further information on construction assumptions, mitigation strategies and management plans.
- corrections that have been made where errors have been identified in plans or other Application documents, which have the potential for example, to alter an effect reported in the **Environmental Statement**.

3.2 Scope of the Additional Information

3.2.1 Table 3.1 provides details on the scope of the Additional Information and identifies the location where the information is located and detailed further in Part 2 of this submission.

Table 3.1: Scope of Additional Information

Additional Information	Scope of Additional Information	Location of information in Part B
Environmental Information		
Traffic modelling and assessment	<p>The traffic modelling and assessment presented in the Transport Assessment (Doc Ref. 8.5) [APP-602], which was updated in November (Doc Ref. 8.5(A)) [AS-017], has been updated in response to further engagement with Suffolk county council and Highways England.</p> <p>The updated modelling and assessment that has been undertaken, includes:</p> <ul style="list-style-type: none"> - refined strategic transport and junction modelling based on revised inputs and assumptions developed in consultation with Suffolk County Council; - a new micro-simulation traffic model (VISSIM) developed to provide a more detailed forecast of journey times on the A12 between the A14 and Melton; - further information with regards to the proposed road safety improvements on the B1078 corridor, that were identified in the Transport Assessment (Doc Ref. 8.5) [APP-602] to be secured through obligations in the Section 106 Agreement; and - further information with regards to a package of cycling, walking and public realm improvements in Leiston and Wickham Market, that were identified in the Transport Assessment (Doc Ref. 8.5) [APP-602] to be secured through obligations in the Section 106 Agreement. <p>The assumed distribution of Sizewell C HGVs on the A12 is unchanged from the DCO; however, a sensitivity test, with 100% of Sizewell C HGVs from the south, has been undertaken and this assessment is provided.</p> <p>In addition to the above, further updates to the transport environmental assessment reported in the ES Addendum (Doc Ref. 6.14) include presenting a ‘typical-day’ scenario during peak construction.</p>	<p>Transport Assessment Addendum (Doc Ref. 8.5(A)Ad)</p> <p>ES Addendum Volume 1 Chapter 2 (Doc Ref. 6.14)</p>
Updated noise traffic modelling and assessment	The noise modelling and assessment has been updated with the revised data from the refined strategic traffic modelling.	ES Addendum Volume 1 Chapters 2, 5,

Additional Information	Scope of Additional Information	Location of information in Part B
	In addition, the sensitivity of the noise assessments has been tested to consider the routing of 100% of HGVs from the south.	6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)
Updated air quality traffic modelling and assessment	<p>The air quality modelling and assessment has been updated to consider the following:</p> <ul style="list-style-type: none"> - the revised data from the refined strategic traffic modelling; - Emissions Factors Toolkit (EFT) version 10.1; - Defra's projected 2018-based Background Pollutant Concentration Maps; and - NOx to NO2 conversion tool v8.1. <p>In addition, sensitivity testing has been undertaken including:</p> <ul style="list-style-type: none"> - Stratford St Andrew Air Quality Management Area (AQMA) sensitivity testing; and - the routing of 100% of HGVs from the south. 	ES Addendum Volume 3 Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)
Rail Noise Surveys and Assessments	Additional rail noise and vibration surveys and assessment work has been undertaken over the summer and autumn of 2020 to validate and refine the assessments presented in the ES (Doc Ref. 6.10) [APP-545, 546 & 547] and has informed the proposed 'Rail Noise Mitigation Strategy'.	ES Addendum Volume 1 Chapter 9 and Appendices 9.3.A to 9.3.D (Doc Ref. 6.14)
'Draft' Rail Noise Mitigation Strategy	<p>A 'Rail Noise Mitigation Strategy' was proposed in the Application (Doc Ref. 6.10) [APP-546].</p> <p>The additional survey and assessment work undertaken over the summer and autumn 2020 has developed SZC Co.'s understanding of the way in which noise and vibration propagates away from the line under the conditions found along the east Suffolk line and branch line.</p> <p>A draft Rail Noise Mitigation Strategy has been developed and sets out details of how railway noise and vibration will be controlled through track design and management of train operations.</p>	ES Addendum Volume 3 Appendix 9.3.E (Doc Ref. 6.14)
Terrestrial ecology and ornithology baseline surveys and data	Additional baseline ecology surveys have been undertaken following engagement with Natural England and other stakeholders to supplement the assessments presented in the Application and to provide the most up-to-date data. The additional survey data do not change, but instead have been found to validate the baseline	ES Addendum Volume 3 Appendices 2.9.A, 2.9.B and Appendix 9.5.A (Doc Ref. 6.14)

Additional Information	Scope of Additional Information	Location of information in Part B
	<p>and assessments presented in the ES (Doc Ref. Book 6) and Shadow HRA Report (Doc Ref. 5.10) [APP-145-152].</p> <p>Additional baseline ecology surveys undertaken in 2020 are detailed in the following reports which were submitted in November and December 2020:</p> <ul style="list-style-type: none"> - Phase 1 Habitat Survey Update 2020 (Doc Ref. 6.13) [AS-021]; - National Vegetation Classification (NVC) Survey Report 2020 (Doc Ref. 6.13) [AS-021]; - Bat Tree Inspection Survey Report 2020 (Doc Ref. 6.13) [AS-021]; - Bat Backtracking Survey Report 2020 (Doc Ref. 6.13(A)) [AS-037]; - Bat Static Monitoring Survey Report 2020 (Doc Ref. 6.13(A)) [AS-037]; - Breeding Birds and Waterfowl Survey Report 2020 (Doc Ref. 6.13) [AS-021]; - Tern Survey Report 2020 (Doc Ref. 6.13) [AS-022]; - Marsh Harrier Survey Report 2020 (Doc Ref. 6.13(A)) [AS-036]; - Barn Owl and Nightjar Survey Report 2020 (Doc Ref. 6.13(A)) – [AS-036]; - Reptile Survey Report 2020 (Doc Ref. 6.13(A)) [AS-036]; - Great Crested Newt Survey Report 2020 (Doc Ref. 6.13) [AS-021]; - Natterjack Toad Survey Report (Doc Ref. 6.13) [AS-021]; - Fish Survey Report 2020 (Doc Ref. 6.13(A)) [AS-036]; - Invertebrate Survey Report 2020 (Doc Ref. 6.13(A)) [AS-036]; - Northern Park and Ride Survey Report 2020 Doc Ref. 6.13(A)) [AS-036]; - Southern Park and Ride Survey Report 2020 Doc Ref. 6.13(A)) [AS-036]; and - Sizewell Link Road Survey Report 2020 Doc Ref. 6.13(A)) [AS-036]. <p>In addition, the following documents are submitted as appendices to the ES Addendum as part of this submission:</p> <ul style="list-style-type: none"> - Additional baseline survey reports (refer to Volume 3, Appendix 2.9.A of the ES Addendum), comprising: <ul style="list-style-type: none"> - Badger Survey Report 2020; - Otter and Water Vole Survey Report 2020; - Wintering Bird Survey Report 2019-2020; and 	

Additional Information	Scope of Additional Information	Location of information in Part B
	<ul style="list-style-type: none"> - Additional Incidental Bird Sightings Report July to September 2020. - Updated Bat Impact Assessment (refer to Volume 3, Appendix 2.9.B of the ES Addendum). - Green Rail Route Survey Report 2020 (refer to Volume 3, Appendix 9.5.A) 	
Protected species licence and method statement updates	<p>Protected species licences and method statements have been updated following engagement with Natural England, including:</p> <ul style="list-style-type: none"> - Deptford Pink Draft Licence Update – Method Statement; - Natterjack Toad Draft Licence Update – Method Statement Part 1; - Natterjack Toad Draft Licence Update – Method Statement Part 2; - Water Vole Licence Draft Licence Update – Method Statement; and - Great Crested Newt – Updated Non-Licensable Method Statement. 	ES Addendum Volume 3 Appendix 2.9.C (Doc Ref. 6.14)
Archaeological evaluation reports and other updates to historic environment assessments	<p>Following further evaluation trial trenching, written schemes of archaeological investigation (WSIs) and associated archaeological evaluation reports have been prepared and / or updated and issued to Suffolk County Council Archaeology Service (SCCAS) for review and comment.</p> <p>Written schemes of archaeological investigation and associated archaeological evaluation reports include:</p> <ul style="list-style-type: none"> - Overarching WSI (update in response to comments from SCCAS) (refer to Appendix 2.11.A). - Archaeological Evaluation Report – Two village bypass (refer to Appendix 5.8.A). - Archaeological Evaluation Report – Yoxford roundabout (refer to Appendix 7.5.A). - Archaeological Evaluation Report - Freight management facility (refer to Appendix 8.3.A). - Archaeological Evaluation Report – Rail (refer to Appendix 9.6.A). <p>Furthermore, Volume 1, Chapter 6 of the ES Addendum (Doc Ref. 6.14) provides an update to the historic environment assessment with regards to the Yoxford conservation area.</p>	ES Addendum Volume 3 Appendices 2.11.A, 5.8.A, 7.5.A, 8.3.A and 9.6.A and ES Addendum Volume 1 Chapter 6 (Doc Ref. 6.14)
Main Development Site: Phase 2 Geo-	The Phase 2 Geo-environmental Report submitted as part of the Application in Volume 2, Appendix 18A of the ES (Doc Ref. 6.3) [APP-281] has been updated following the completion of additional ground	ES Addendum Volume 3 Appendix

Additional Information	Scope of Additional Information	Location of information in Part B
Environmental Report	investigation and additional gas and groundwater monitoring, to supplement the assessments presented in the Application and to provide the most up-to-date data.	2.13.A (Doc Ref. 6.14)
Updated and additional fish assessments	<p>Assessment of the impacts of cooling water abstraction on fish have been updated in response to stakeholder comments, requiring updates to some reports and the issuing of new reports.</p> <p>This additional technical information supplements but does not change the conclusions of the ES (Doc Ref. Book 6), the Water Framework Directive Compliance Assessment Report (Doc Ref. 8.14) and the Shadow HRA Report (Doc Ref. 5.10).</p> <p>The updated and additional assessment reports include:</p> <ul style="list-style-type: none"> - SPP099 - Predicted performance of the SZC LVSE intake heads compared with the SZB intakes (Revision 04). - SPP100 - Estimates of European populations of twaite shad and cucumber smelt of relevance to Sizewell (Revision 01). - SPP101 - Implications of tidal elevation and temperature on smelt, <i>Osmerus eperlanus</i>, impingement at Sizewell (Revision 03). - SPP102 - Use of Spawning Production Foregone EAVs for impingement assessment (Revision 01). - SPP103 - Consideration of potential effects on selected fish stocks at Sizewell (Revision 03). - SPP104 - Worst case glass eel entrainment assessment for Sizewell C (Revision 03). - SPP108 - Sensitivity of the Alde & Ore Transitional Fish Classification Index (TFCI) to changes in smelt, <i>Osmerus eperlanus</i>, abundance. (Revision 03). - TR339 - Sizewell Comprehensive Impingement Monitoring Programme 2009 – 2017 (Revision 03). - TR406: Impingement predictions based upon specific cooling water system design (Revision 07). - TR520: Sizewell C Water quality effects of the fish recovery and return (Revision 01). 	ES Addendum Volume 3 Appendix 2.17.A (Doc Ref. 6.14)
Additional flood risk modelling and assessment of the main development site	The Flood Risk Assessment for the main development site was included in the Application (Doc Ref. 5.2) [APP-093-114] and revised on 16 November 2020 (Doc Ref. 5.2(A)) [AS-018]. In response to review by, and engagement with, the Environment Agency and lead local flood authority (Suffolk County Council), further modelling and assessment of flood risk has been undertaken.	Main Development Site Flood Risk Assessment Addendum (Doc Ref. 5.2(A)Ad)

Additional Information	Scope of Additional Information	Location of information in Part B
	<p>The further modelling and assessment includes:</p> <ul style="list-style-type: none"> - update of model schematisation in line with comments in the Environment Agency's technical review; - further validation of hydrological assessment; - further consideration of on-site flood risk during construction, including mitigation measures; - assessment of flood risk for additional epochs in between 2030 and 2190 (for coastal and tidal breach flood risk); and - assessment of the potential benefit of flood mitigation measures to address flood risk impacts off-site. <p>The modelling has informed through iterative assessment the proposed changes to the design of the SSSI crossing and the flood mitigation area to the north of the temporary construction to alleviate flood risk.</p>	
Flood Risk Emergency Plan (FREP) – Main Development Site	<p>Flood Risk Emergency Plans (FREPS) are required to demonstrate and ensure any residual risk can be safely managed, for example, to ensure workers and users of the site will be safe during the construction and operation phases.</p> <p>The FREP for the main development site has been developed by SZC Co., in accordance with the Environment Agency's and the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) Joint Guidance on Flood Risk Emergency Plans for new development, published in September 2019. The FREP has been developed in consultation with the local planning authority, lead local flood authority and the Environment Agency.</p>	Main Development Site Flood Risk Assessment Addendum (Doc Ref. 5.2(A)Ad)
Additional flood risk modelling and assessment of the two village bypass	<p>The Flood Risk Assessment for the two-village bypass was included in the Application (Doc Ref. 5.5) [APP-119-135]. In response to review by, and engagement with, the Environment Agency and lead local flood authority (Suffolk County Council), further modelling and assessment of flood risk has been undertaken which includes additional sensitivity analyses and provision of enhanced visual representations of model outputs.</p>	Two village bypass Flood Risk Assessment Addendum (Doc Ref. 5.5Ad)
Flood Risk Emergency Plan (FREP) – Two village bypass	<p>Flood Risk Emergency Plans (FREPS) are required to demonstrate and ensure any residual risk can be safely managed, for example, to ensure workers and users of the site will be safe during the construction and operation phases.</p> <p>The FREP for the two village bypass has been developed by SZC Co., in accordance with the Environment Agency's and the Association of Directors</p>	Two village bypass Flood Risk Assessment Addendum (Doc Ref. 5.5Ad)

Additional Information	Scope of Additional Information	Location of information in Part B
	of Environment, Economy, Planning and Transport (ADEPT) Joint Guidance on Flood Risk Emergency Plans for new development, published in September 2019. The FREP has been developed in consultation with the local planning authority, lead local flood authority and the Environment Agency.	
Sizewell link road - DCO Design Validation – Drainage Technical Note	A Technical Note ('Sizewell link road - DCO Design Validation – Drainage') has been prepared to review the proposed drainage infrastructure required for the effective removal of runoff from the proposed Sizewell link road and its disposal, and the crossing of watercourses along the route of the Sizewell link road. The Technical Note takes account of new data for the site, including topographic, geotechnical data, as well as emerging results from the hydraulic modelling in support of the flood risk assessment.	ES Addendum Appendix 6.2.B (Doc Ref. 6.14)
Additional socio-economic baseline data on crime incidents	<p>Further data has been published since the Application which is relevant to the socio-economic assessment. This includes incidents of reported crime and of non-crime directly linked to the Hinkley Point C Project or workforce.</p> <p>In addition, Suffolk Constabulary has provided further data on incidents of crime and disorder on and off-site; wider disruption of criminal activities; safeguarding requirements, mental health calls and missing persons investigations; civil contingencies and protests; and, community policing activities.</p>	ES Addendum Volume 1 Chapter 2 (Doc Ref. 6.14)
<i>Development of the proposals and information on assumptions, mitigation strategies and management plans</i>		
Freight Management Strategy	<p>This document provides an update to the Freight Management Strategy (FMS) presented in the Application, and sets out:</p> <ul style="list-style-type: none"> - revisions to transport assumptions (including those arising from the Materials Management Strategy Update (ES Addendum Chapter 2 Appendix 2.2.C). - the approach being taken by SZC Co. to ensure resilience and flexibility in its strategy for the movement of construction materials to the Sizewell C Project site. which are intended to enhance that resilience but also to respond to clear feedback from stakeholders that sustainable modes must be optimised. - the preferred strategy which 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%. 	Freight Management Strategy (Doc Ref. 8.18)

Additional Information	Scope of Additional Information	Location of information in Part B
Materials Management Strategy Update	The Materials Management Strategy Update presents the outcome of SZC Co.'s more detailed analysis of its materials requirements for the construction of the Sizewell C Project. It explains how more detailed ground investigations and design development has enabled more accurate estimates to be produced of materials that need to be excavated on site and imported to the site than was available at the time of the Application.	ES Addendum Volume 1 Chapter 2 and Volume 3 Appendix 2.2.C (Doc Ref. 6.14)
Water Supply Strategy Update	SZC Co. stated in the Application that the principal supply of water for the Sizewell C Project would come from mains water, provided by Essex and Suffolk water (ESW) (as detailed in Appendix K of the Planning Statement (Doc Ref. 8.4) [APP-601] . ESW and SZC Co. have continued to work closely together to plan for the delivery of sections of new and replacement water mains, plus associated infrastructure, to transfer water into the area from a nearby water resource zone (WRZ) without breaching licensed abstraction volumes. Linking WRZs in this way would help to provide more resilience in the network in future, which would be of long-term legacy benefit to the local community. The proposed supply from ESW will be supplemented by a combination of additional potable and non-potable water supply options which have continued to be explored. Further detail on these options and supporting environmental information are provided.	ES Addendum Volume 1 Chapter 2 and Volume 3 Appendix 2.2.D (Doc Ref. 6.14)
Fen Meadow Strategy	The Fen Meadow strategy defines SZC Co.'s commitment to the creation of compensatory Fen Meadow habitats, which are being proposed to compensate for the permanent loss of fen meadow habitats from the Sizewell Marshes SSSI. The strategy has been prepared in response to stakeholder engagement, specifically to address certainty of delivery of the Fen Meadow habitats and will be further developed through consultation with Natural England and other ecological stakeholders. The strategy identifies three sites in Suffolk which would be used for habitat creation and defines criteria which will be used to determine whether the habitats have been successfully established, as well as sequential action in the unlikely event that they are not.	ES Addendum Volume 3 Appendix 2.9.D (Doc Ref. 6.14).
Update to the Water Monitoring	An updated version of the Water Monitoring and Response Strategy included within Volume 2, Appendix 19F of the ES (Doc Ref. 6.3) [APP-309] .	ES Addendum Volume 3 Appendix

Additional Information	Scope of Additional Information	Location of information in Part B
and Response Strategy	The Water Monitoring and Response Strategy has been updated to provide additional clarity on how monitoring and mitigation would be secured, following detailed feedback from stakeholders.	2.14.A (Doc Ref. 6.14)
Coastal Processes Monitoring and Management Plan	<p>The Application identifies that a Coastal Monitoring and Management Plan would be developed in accordance with any conditions attached to an approved Marine Licence deemed within the DCO.</p> <p>SZC Co. has developed a 'draft' monitoring plan for:</p> <ul style="list-style-type: none"> - detecting and reporting impacts of Sizewell C's marine components on coastal geomorphology receptors, both inside and outside of designated conservation sites; and - monitoring and where necessary implementing future mitigation to maintain the longshore shingle transport corridor, thereby minimising or avoiding impacts of an exposed hard coastal defence feature (HCDF). <p>The draft monitoring plan has been developed in consultation with the statutory members of the coastal geomorphology subgroup of the Sizewell Marine Technical Forum (MTF).</p>	ES Addendum Volume 3 Appendix 2.15.A (Doc Ref. 6.14).
Additional information on temporary contractor compound areas on the two village bypass and Sizewell link road sites	<p>Further information is provided on the location of additional temporary contractor compounds at the two village bypass and Sizewell link road sites.</p> <p>Since the submission of the Application, further details on the construction assumptions have been developed and further information relating to the construction methodology has identified the need for a second temporary contractor compound at the western end of the two village bypass, east of the proposed roundabout with the A12.</p> <p>In addition, the need for two additional temporary contractor compound areas to facilitate construction at the Sizewell link road site have been identified, one adjacent to pretty road and one to the eastern end of the Sizewell link road site.</p>	ES Addendum Volume 1 Chapters 5 and 6 and Volume 3 Appendices 5.2.A and 6.2.A (Doc Ref. 6.14)
Two village bypass - Outline Landscape and Ecology Management Plan	This Outline Landscape and Ecology Management Plan is a new document which identifies the objectives and general principles for the establishment and longer-term management of the landscape and ecological mitigation proposals for the two-village bypass.	Two Village Bypass Outline Landscape and Ecology Management Plan (Doc Ref. 8.3A)
Sizewell link road- Outline	This outline landscape and ecology management plan is a new document which identifies the objectives and	Sizewell Link Road Outline

Additional Information	Scope of Additional Information	Location of information in Part B
Landscape and Ecology Management Plan	general principles for the establishment and longer-term management of the landscape and ecological mitigation proposals for the Sizewell link road.	Landscape and Ecology Management Plan (Doc Ref. 8.3B)
Corrections		
Clarifications to plans.	<p>In the Procedural Decision [PD-005], the Examining Authority requested clarification on annotations included on Works Plans [APP-011] and [APP-012] and Access and Rights of Way Plans [APP-013] for new and altered means of access. These annotations provide an additional layer of information on the relevant works and rights of way plans as per Article 19(1)(a) of the draft DCO, which relates directly to the annotations on the Rights of Way Plans. The inclusion of these annotations seeks to enable SZC Co. to clearly identify proposed access points for each development site.</p> <p>The environmental assessment also continues to assume that short-term construction activities may take place across the main development site as a whole for the specific purposes of realising the construction methodology. Such activity would typically comprise minor works using mobile plant up to approximately five metres above ground level. A clarification note has been added to the construction parameter plan accordingly.</p>	ES Addendum Volume 1 Chapters 2, 5 and 6 (Doc Ref. 6.14)
Updates to Correct Errors	<p>Errors that have been identified in the Application have been corrected and are detailed in the relevant documents. These include corrections to the following:</p> <ul style="list-style-type: none"> - Pedestrian delay calculations within the transport environmental assessment; - Traffic noise modelling presented with the two village bypass, Sizewell link road and Yoxford roundabout and other highways assessments; - Traffic air quality traffic modelling and figures for construction dust assessment; and - Land areas and use assumed in the soils and agriculture assessment on the main development site and Sizewell link road. <p>Additionally, in the procedural decision letter dated 23 October 2020 [PD-005], the examining authority highlighted a discrepancy in the way that waste buildings are described in Chapter 2 of Volume 2 of the ES (Doc Ref. 6.3) [APP-180]. ES Addendum Appendix 2.2.A now clarifies that there are one of each building rather than two. The clarification does not affect the assessments.</p>	ES Addendum (Doc Ref. 6.14)

Note:

SZC Co. responded to the procedural decision letter dated 20 December 2020 [\[PD-009\]](#) on 8 January 2021. This included further clarifications and information on previous submissions.

3.3 Additional Information and environmental assessments

3.3.1 As described in **Section 3.1**, the Additional Information the 'Additional Information' does not constitute a change to the Order Limits and parameters assessed within the Application, and it adds to the information supporting the Application.

3.3.2 The Additional Information is detailed in Part 2 of this submission, and considered as relevant in the environmental assessments. In some instances, the Additional Information, results in changes to the environmental assessments. **Table 3.2** identifies where there is a change to the significance of effects compared with the assessment documents in the Application. These changes are not however, considered to give rise to a material change to the Application.

Table 0.1: Changes to significant environmental effects as a result of the Additional Information

Additional Information	Environmental Assessment	Location of information in Part B
Materials Management Strategy Update	<p>Conventional Waste Management and Material Resources</p> <p>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.</p>	<p>Section 2.3 of Chapter 2 Volume 1 of the ES Addendum (Doc Ref. 6.14)</p>
Traffic modelling and assessment	<p>Transport</p> <p>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.</p> <p>The effects on fear and intimidation on the A12 at Marlesford has become significant during the busiest day of peak construction, however, these effects would be not significant during a typical day of peak construction;</p>	<p>Section 2.4 of Chapter 2 Volume 1 of the ES Addendum (Doc Ref. 6.14)</p> <p>Transport Assessment Addendum (Doc Ref. 8.5(A)Ad)</p>

Additional Information	Environmental Assessment	Location of information in Part B
	<p>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.</p> <p>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.</p>	
Noise traffic modelling and assessment	<p>Noise and Vibration</p> <p>Adverse road traffic noise effects would reduce from significant to not significant in the following locations:</p> <ul style="list-style-type: none"> - Kings Road in Leiston in the peak year of construction (2028) as a result of the refinements to the strategic traffic model; - Mill Lane Houses on the busiest day (2028); - Molletts Farm during the busiest night in 2028; - Friday Street Farm during a typical day and busiest day in 2028; - Town Farm during the 2028 typical day scenario; - Fir Tree Farm during the 2028 typical and busiest night scenarios; - Doughty Wylie Crescent at the 2028 busiest night scenario; <p>Adverse road traffic noise effects would change from not significant to significant in the following locations:</p> <ul style="list-style-type: none"> - Chapel Cottages during a typical night in 2028; and - Old Barn during a typical night and busiest night in 2028. <p>New significant adverse road traffic noise effects would be introduced at:</p> <ul style="list-style-type: none"> - South of Theberton Grange and Town Farm during 2028 typical day scenario. <p>New significant beneficial road traffic noise effects would be introduced at:</p>	<p>Section 2.5 of Chapter 2, Section 5.3 of Chapter 5, Section 6.3 of Chapter 6 and Section 7.3 of Chapter 7, Volume 1 of the ES Addendum (Doc Ref. 6.14)</p>

Additional Information	Environmental Assessment	Location of information in Part B
	<ul style="list-style-type: none"> - Valley Farm, Annesons Cottage, Coronation Cottages and Annesons Corner during 2028 typical and busiest night; - 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. <p>Beneficial road traffic noise effects would reduce from significant to not significant at:</p> <ul style="list-style-type: none"> - Annesons Corner during 2028 busiest day. 	
Noise traffic modelling and assessment	<p>Inter-relationship effects</p> <p>There is potential for a new significant inter-relationship effect at the Old Barn during peak construction of the Sizewell C Project, from the combination of a significant night-time noise effect, air quality and visual effects.</p>	<p>Section 10.2 of Chapter 10, Volume 1 of the ES Addendum (Doc Ref. 6.14)</p>

3.3.3 Whilst there are other changes to the environmental effects reported within the Application documents as a result of the Additional Information these would not give rise to any change in the significance of an effect, or introduce any new significant effects.

REFERENCES

- 1.1 Department of Energy and Climate Change, *Overarching National Policy Statement for Energy (EN-1)* (London: The Stationery Office, 2011)

APPENDIX A: SCHEDULE OF NEW AND UPDATED PLANS, DOCUMENTS AND ADDENDA

Appendix A: Schedule of New and Updated Plans, Documents and Addenda

Document Reference	Document Title		Revision	Format
Book 1: Application Form				
1.1d(A)	Glossary		2	Updated document
1.3(C)	Navigation Document		5	Updated document
	Navigation Document Appendix A		5	Track changed version
	Navigation Document Appendix B		1	
Book 2: Plans				
Land Plans				
2.1(A)	Land Plans Key Plan Overview	SZC/LP/KEY_PLAN_OVERVIEW	2	Updated Plan
	Land Plans Key Plan 1	SZC/LP/KEY_PLAN_1	2	Updated Plan
	Land Plans Key Plan 2	SZC/LP/KEY_PLAN_2	2	Updated Plan
	Land Plans Key Plan 3	SZC/LP/KEY_PLAN_3	2	Updated Plan
	Main Development Site And Rail Land Plans Sheet 1 of 28	SZC/LP/01	2	Updated Plan
	Main Development Site And Rail Land Plans Sheet 2 of 28	SZC/LP/02	2	Updated Plan
	Main Development Site And Rail Land Plans Sheet 3 of 28	SZC/LP/03	2	Updated Plan
	Main Development Site And Rail Land Plans Sheet 4 of 28	SZC/LP/04	2	Updated Plan

Main Development Site And Rail Land Plans Sheet 5 of 28	SZC/LP/05	2	Updated Plan
Main Development Site And Rail Land Plans Sheet 6 of 28	SZC/LP/06	2	Updated Plan
Main Development Site And Rail Land Plans Sheet 7 of 28	SZC/LP/07	2	Updated Plan
Main Development Site And Rail Land Plans Sheet 8 of 28	SZC/LP/08	2	Updated Plan
Main Development Site And Rail Land Plans Sheet 9 of 28	SZC/LP/09	2	Updated Plan
Main Development Site And Rail Land Plans Sheet 10 of 28	SZC/LP/10	2	Updated Plan
Sports Facilities Land Plans Sheet 11 of 28	SZC/LP/11	2	Updated Plan
Fen Meadow (Halesworth) Land Plans Sheet 12 of 28	SZC/LP/12	2	Updated Plan
Fen Meadow (Benhall) Land Plans Sheet 13 of 28	SZC/LP/13	2	Updated Plan

Marsh Harrier Habitat Land Plans Sheet 14 of 28	SZC/LP/14	2	Updated Plan
Northern Park and Ride Land Plans Sheet 15 of 28	SZC/LP/15	2	Updated Plan
Southern Park and Ride Land Plans Sheet 16 of 28	SZC/LP/16	2	Updated Plan
Two Village Bypass Land Plans Sheet 17 of 28	SZC/LP/17	2	Updated Plan
Two Village Bypass Land Plans Sheet 18 of 28	SZC/LP/18	2	Updated Plan
Sizewell Link Road Land Plans Sheet 19 of 28	SZC/LP/19	2	Updated Plan
Sizewell Link Road Land Plans Sheet 20 of 28	SZC/LP/20	2	Updated Plan
Sizewell Link Road Land Plans Sheet 21 of 28	SZC/LP/21	2	Updated Plan
Sizewell Link Road Land Plans Sheet 22 of 28	SZC/LP/22	2	Updated Plan

	Freight Management Facility Land Plans Sheet 23 of 28	SZC/LP/23	2	Updated Plan
	Yoxford Roundabout Land Plans Sheet 24 of 28	SZC/LP/24	2	Updated Plan
	A12/B1119 Junction at Saxmundham Land Plans Sheet 25 of 28	SZC/LP/25	2	Updated Plan
	A1094/B1069 South of Knodishall Land Plans Sheet 26 of 28	SZC/LP/26	2	Updated Plan
	A12/A144 South of Bramfield Land Plans Sheet 27 of 28	SZC/LP/27	2	Updated Plan
	Fen Meadow (Pakenham) Land Plans Sheet 28 of 28	SZC/LP/28	2	Updated Plan
Crown Land Plans				
2.2(A)	Crown Land Plans – Key Plan	SZC/CP/KEY_PLAN	2	Updated Plan
	Crown Land Plans – Sheet 3 of 6	SZC/CP/03	2	Updated Plan
	Crown Land Plans – Sheet 6 of 6	SZC/CP/06	2	Updated Plan
Works Plans				
2.3(A)	Works Plans Overview	SZC-SZ0204-XX-000-DRW-100479	2	Updated Plan

Works Plans Key Plan 1	SZC-SZ0204-XX-000-DRW-100480	2	Updated Plan
Works Plans Key Plan 2	SZC-SZ0204-XX-000-DRW-100481	2	Updated Plan
Works Plans Key Plan 3	SZC-SZ0204-XX-000-DRW-100514	2	Updated Plan
Main Development Site & Rail Works Plans - Key Plan 3	SZ/WP/01	2	Updated Plan
Main Development Site & Rail Works Plans - Key Plan 4	SZ/WP/02	2	Updated Plan
Main Development Site & Rail Works Plans - Sheet 1 of 28	SZ/WP/03	2	Updated Plan
Main Development Site & Rail Works Plans - Sheet 2 of 28	SZ/WP/04	2	Updated Plan
Main Development Site & Rail Works Plans - Sheet 3 of 28	SZ/WP/05	2	Updated Plan
Main Development Site & Rail Works Plans - Sheet 4 of 28	SZ/WP/06	2	Updated Plan
Main Development Site & Rail Works Plans - Sheet 5 of 28	SZ/WP/07	2	Updated Plan
Main Development Site & Rail Works Plans - Sheet 6 of 28	SZ/WP/08	2	Updated Plan
Main Development Site & Rail Works Plans - Sheet 7 of 28	SZ/WP/09	2	Updated Plan
Main Development Site & Rail Works Plans - Sheet 8 of 28	SZ/WP/10	2	Updated Plan

Main Development Site & Rail Works Plans - Sheet 9 of 28	SZ/WP/12	2	Updated Plan
Main Development Site & Rail Works Plans - Sheet 10 of 28	SZ/WP/13	2	Updated Plan
Sports Facilities Works Plans - Sheet 11 of 28	SZ/WP/14	2	Updated Plan
Fen Meadow - Halesworth Works Plans - Sheet 12 of 28	SZ/WP/15	2	Updated Plan
Fen Meadow - Benhall Works Plans - Sheet 13 of 28	SZ/WP/16	2	Updated Plan
Marsh Harrier Habitat Works Plans - Sheet 14 of 28	SZ/WP/17	2	Updated Plan
Northern Park and Ride Works Plans - Sheet 15 of 28	SZC-SZ0204-XX-000-DRW-100250	2	Updated Plan
Southern Park And Ride Works Plans - Sheet 16 of 28	SZC-SZ0204-XX-000-DRW-100251	2	Updated Plan
Two Village Bypass Works Plans - Sheet 17 of 28	SZC-SZ0204-XX-000-DRW-100252	2	Updated Plan
Two Village Bypass Works Plans - Sheet 18 of 28	SZC-SZ0204-XX-000-DRW-100462	2	Updated Plan
Sizewell Link Road Works Plans - Sheet 19 of 28	SZC-SZ0204-XX-000-DRW-100253	2	Updated Plan
Sizewell Link Road Works Plans - Sheet 20 of 28	SZC-SZ0204-XX-000-DRW-100254	2	Updated Plan
Sizewell Link Road Works Plans - Sheet 21 of 28	SZC-SZ0204-XX-000-DRW-100255	2	Updated Plan

	Sizewell Link Road Works Plans - Sheet 22 of 28	SZC-SZ0204-XX-000-DRW-100484	2	Updated Plan
	Fright Management Facility Works Plan Sheet 23 of 28	SZC-SZ0204-XX-000-DRW-100261	2	Updated Plan
	Yoxford roundabout Works Plan-Sheet 24 of 28	SZC-SZ0204-XX-000-DRW-100256	2	Updated Plan
	A12 / B1119 Junction at Saxmundham Works Plans - Sheet 25 of 28	SZC-SZ0204-XX-000-DRW-100260	2	Updated Plan
	A1094 / B1069 Junction South Of Knodishall Works Plans - Sheet 26 of 28	SZC-SZ0204-XX-000-DRW-100258	2	Updated Plan
	A12 / A144 Junction South Of Bramfield Works Plans - Sheet 27 of 28	SZC-SZ0204-XX-000-DRW-100259	2	Updated Plan
	Fen Meadow - Pakenham Works Plans - Sheet 28 of 28	SZ/WP/18	1	New Plan
PRoW Plans				
2.4(A)	Rights of Way Plans Overview	SZC-SZ0204-XX-000-DRW-100471	2	Updated Plan
	Rights of Way Key Plan 1	SZC-SZ0204-XX-000-DRW-100485	2	Updated Plan
	Rights of Way Key Plan 2	SZC-SZ0204-XX-000-DRW-100486	2	Updated Plan
	Rights of Way Key Plan 3	SZC-SZ0704-XX-000-DRW-100513	1	New Plan

	Main Development Site and Rail Rights of Way Plans - Sheet 1 of 28	SZC-SZ0204-XX-000-DRW-100342	2	Updated Plan
	Main Development Site and Rail Rights of Way Plans - Sheet 2 of 28	SZC-SZ0204-XX-000-DRW-100344	2	Updated Plan
	Main Development Site and Rail Rights of Way Plans - Sheet 3 of 28	SZC-SZ0204-XX-000-DRW-100346	2	Updated Plan
	Main Development Site and Rail Rights of Way Plans - Sheet 4 of 28	SZC-SZ0204-XX-000-DRW-100343	2	Updated Plan
	Main Development Site and Rail Rights of Way Plans - Sheet 5 of 28	SZC-SZ0204-XX-000-DRW-100347	2	Updated Plan
	Main Development Site and Rail Rights of Way Plans - Sheet 6 of 28	SZC-SZ0204-XX-000-DRW-100345	2	Updated Plan
	Main Development Site and Rail Rights of Way Plans - Sheet 7 of 28	SZC-SZ0204-XX-000-DRW-100357	2	Updated Plan
	Main Development Site and Rail Rights of Way Plans - Sheet 8 of 28	SZC-SZ0204-XX-000-DRW-100358	2	Updated Plan
	Main Development Site and Rail Rights of Way Plans - Sheet 9 of 28	SZC-SZ0204-XX-000-DRW-100359	2	Updated Plan

Main Development Site and Rail Rights of Way Plans - Sheet 10 of 28	SZC-SZ0204-XX-000-DRW-100360	2	Updated Plan
Sports Facilities Rights of Way Plans - Sheet 11 of 28	SZC-SZ0204-XX-000-DRW-100418	2	Updated Plan
Fen Meadow (Halesworth) Rights of Way Plans - Sheet 12 of 28	SZC-SZ0204-XX-000-DRW-100483	2	Updated Plan
Fen Meadow (Benhall) Rights of Way Plans - Sheet 13 of 28	SZC-SZ0204-XX-000-DRW-100417	2	Updated Plan
Marsh Harrier Habitat Rights of Way Plans - Sheet 14 of 28	SZC-SZ0204-XX-000-DRW-100419	2	Updated Plan
Northern Park and Ride Rights of Way Plans - Sheet 15 of 28	SZC-SZ0204-XX-000-DRW-100334	2	Updated Plan
Southern Park and Ride Rights of Way Plans - Sheet 16 of 28	SZC-SZ0204-XX-000-DRW-100335	2	Updated Plan
Two Village Bypass Rights of Way Plans - Sheet 17 of 28	SZC-SZ0204-XX-000-DRW-100336	2	Updated Plan
Two Village Bypass Rights of Way Plans - Sheet 18 of 28	SZC-SZ0204-XX-000-DRW-100337	2	Updated Plan
Sizewell Link Road Rights of Way Plans - Sheet 19 of 28	SZC-SZ0204-XX-000-DRW-100338	2	Updated Plan
Sizewell Link Road Rights of Way Plans - Sheet 20 of 28	SZC-SZ0204-XX-000-DRW-100339	3	Updated Plan
Sizewell Link Road Rights of Way Plans - Sheet 21 of 28	SZC-SZ0204-XX-000-DRW-100340	3	Updated Plan
Sizewell Link Road Rights of Way Plans - Sheet 22 of 28	SZC-SZ0204-XX-000-DRW-100341	3	Updated Plan

	Freight Management Facility Rights of Way Plans - Sheet 23 of 28	SZC-SZ0204-XX-000-DRW-100354	2	Updated Plan
	Yoxford Roundabout Rights of Way Plans - Sheet 24 of 28	SZC-SZ0204-XX-000-DRW-100348	2	Updated Plan
	A12/B1119 Junction at Saxmundham Rights of Way Plans - Sheet 25 of 28	SZC-SZ0204-XX-000-DRW-100353	2	Updated Plan
	A1094/B1069 Junction South of Knodishall Rights of Way Plans - Sheet 26 of 28	SZC-SZ0204-XX-000-DRW-100350	2	Updated Plan
	A12 / A144 Junction South of Bramfield Rights of Way Plans - Sheet 27 of 28	SZC-SZ0204-XX-000-DRW-100352	2	Updated Plan
	Pakenham Fen Meadow Rights of Way Plans - Sheet 28 of 28	SZC-SZ0704-XX-000-DRW-100355	1	New Plan
Main Development Site Plans				
Main Development Site - Rail Plans (For Approval)				
2.5(A)	Main Development Site Temporary Construction Area Key Plan	SZC-SZ0100-XX-000-DRW-100102	2	Updated Plan
	Main Development Site Temporary Construction Area Proposed General Arrangement Sheet 1 of 4	SZC-EW0103-XX-000-DRW-100017	2	Updated Plan

	Main Development Site Temporary Construction Area Proposed General Arrangement Sheet 2 of 4	SZC-EW0103-XX-000-DRW-100018	2	Updated Plan
	Main Development Site Temporary Construction Area Proposed General Arrangement Sheet 3 of 4	SZC-EW0103-XX-000-DRW-100019	2	Updated Plan
	Main Development Site Temporary Construction Area Proposed General Arrangement Sheet 4 of 4	SZC-EW0103-XX-000-DRW-100020	2	Updated Plan
	Land East of Eastlands Industrial Estate - Proposed General Arrangement	SZC-EW0103-XX-000-DRW-100021	2	Updated Plan
Main Development Site - Highway Plans (For Approval)				
2.5(A)	Main Development Site Highway Works - Key Plan	SZC-SZ0204-XX-000-DRW-100504	2	Updated Plan
2.5(A)	Main Development Site Highway Works Proposed General Arrangement - Sheet 1 of 9	SZC-SZ0204-XX-000-DRW-100000	2	Updated Plan
2.5(A)	Main Development Site Highway Works Proposed General Arrangement - Sheet 2 of 9	SZC-SZ0204-XX-000-DRW-100104	2	Updated Plan
2.5(A)	Main Development Site Highway Works Proposed General Arrangement - Sheet 3 of 9	SZC-SZ0204-XX-000-DRW-100105	2	Updated Plan

2.5(A)	Main Development Site Highway Works Proposed General Arrangement - Sheet 6 of 9	SZC-SZ0204-XX-000-DRW-100111	2	Updated Plan
2.5(A)	Main Development Site Highway Works Proposed General Arrangement - Sheet 8 of 9	SZC-SZ0204-XX-000-DRW-100160	2	Updated Plan
Main Development Site - Highway Plans (Not for Approval)				
2.5(A)	Main Development Site - Key Plan	SZC-SZ0204-XX-000-DRW-100497	2	Updated Plan
	Main Development Site Main Site Access Roundabout Drainage Plan - Sheet 2 of 22	SZC-SZ0204-XX-000-DRW-100488	2	Updated Plan
	Main Development Site Main Site Access Roundabout Proposed Lighting Plan - Sheet 3 of 22	SZC-SZ0204-XX-000-DRW-100489	2	Updated Plan
	Main Development Site Lover's Lane Proposed Drainage Plan - Sheet 7 of 22	SZC-SZ0204-XX-000-DRW-100498	2	Updated Plan
	Main Development Site Lover's Lane Proposed Lighting Plan - Sheet 8 of 22	SZC-SZ0204-XX-000-DRW-100501	2	Updated Plan
	Main Development Site Lover's Lane Existing Utilities Layout and Diversions - Sheet 9 of 22	SZC-SZ0204-XX-000-DRW-100107	2	Updated Plan
	Main Development Site Lover's Lane Recycle Centre Left Turn Lane and Pegasus Crossing - Sheet 10 of 22	SZC-SZ0204-XX-000-DRW-100112	2	Updated Plan

	Main Development Site Lover's Lane Highway Works Cross Sections, Key Plan - Sheet 12 of 22	SZC-SZ0204-XX-000-DRW-100496	2	Updated Plan
	Main Development Site Valley Road Proposed Access Existing Utilities Layout and Diversions - Sheet 18 of 22	SZC-SZ0204-XX-000-DRW-100163	2	Updated Plan
Main Development Site - Operational Parameter Plans (For Approval)				
2.5(A)	Main Development Site Operational Parameter Plan - Key Plan	SZC-SZ0100-XX-100-DRW-100050	2	Updated Plan
	Main Development Site Operational Parameter Plan - Operational Platform - Sheet 1 of 4	SZC-SZ0100-XX-100-DRW-100043	2	Updated Plan
	Main Development Site Operational Parameter Plan - Upper Abbey Farm and surrounding area - Sheet 2 of 4	SZC-SZ0100-XX-100-DRW-100047	2	Updated Plan
	Main Development Site Operational Parameter Plan - SZB Relocated Facilities & National Grid Land - Sheet 3 of 4	SZC-SZ0100-XX-100-DRW-100048	2	Updated Plan
	Main Development Site Operational Parameter Plan - Bat Barn - Sheet 4 of 4	SZC-SZ0100-XX-100-DRW-100127	1	New Plan
Main Development Site - Landscape Plans (For Approval)				

2.5(A)	Main Development Site Landscape Retention Plan - Key Plan	SZC-SZ0701-XX-000-DRW-100133	2	Updated Plan
	Main Development Site Landscape Retention Plan – Sheet 1 of 4	SZC-SZ0701-XX-000-DRW-100148	2	Updated Plan
	Main Development Site Landscape Retention Plan – Sheet 2 of 4	SZC-SZ0701-XX-000-DRW-100149	2	Updated Plan
	Main Development Site Landscape Retention Plan – Sheet 3 of 4	SZC-SZ0701-XX-000-DRW-100150	2	Updated Plan
	Main Development Site Landscape Retention Plan – Sheet 4 of 4	SZC-SZ0701-XX-000-DRW-100151	2	Updated Plan
	Main Development Site Clearance Plan - Key Plan	SZC-SZ0701-XX-000-DRW-100134	2	Updated Plan
	Main Development Site Clearance Plan - Sheet 1 of 4	SZC-SZ0701-XX-000-DRW-100152	2	Updated Plan
	Main Development Site Clearance Plan - Sheet 2 of 4	SZC-SZ0701-XX-000-DRW-100153	2	Updated Plan
	Main Development Site Clearance Plan - Sheet 3 of 4	SZC-SZ0701-XX-000-DRW-100154	2	Updated Plan
	Main Development Site Clearance Plan - Sheet 4 of 4	SZC-SZ0701-XX-000-DRW-100155	2	Updated Plan
	Main Development Site Important Hedgerow Removal - Key Plan	SZC-SZ0701-XX-000-DRW-100145	2	Updated Plan

	Main Development Site Important Hedgerow Removal - Sheet 1 of 4	SZC-SZ0701-XX-000-DRW-100156	2	Updated Plan
	Main Development Site Important Hedgerow Removal - Sheet 2 of 4	SZC-SZ0701-XX-000-DRW-100157	2	Updated Plan
	Main Development Site Important Hedgerow Removal - Sheet 3 of 4	SZC-SZ0701-XX-000-DRW-100158	2	Updated Plan
	Main Development Site Important Hedgerow Removal - Sheet 4 of 4	SZC-SZ0701-XX-000-DRW-100159	2	Updated Plan
Main Development Site - Construction Parameter Plans (For Approval)				
2.5(A)	Main Development Site Construction Parameter Plan - Key Plan	SZC-SZ0100-XX-100-DRW-100046	2	Updated Plan
	Main Development Site Construction Parameter Plan – Sheet 1 of 4	SZC-SZ0100-XX-100-DRW-100092	2	Updated Plan
	Main Development Site Construction Parameter Plan – Sheet 2 of 4	SZC-SZ0100-XX-100-DRW-100093	2	Updated Plan
	Main Development Site Construction Parameter Plan – Sheet 3 of 4	SZC-SZ0100-XX-100-DRW-100094	2	Updated Plan
	Main Development Site Construction Parameter Plan – Sheet 4 of 4	SZC-SZ0100-XX-100-DRW-100095	2	Updated Plan
Main Development Site - Landscape Plans (Not for Approval)				

2.5(A)	Main Development Site – Existing Landscape	SZC-SZ0701-XX-000-DRW-100135	2	Updated Plan
	Main Development Site – Landscape Masterplan (Operational)	SZC-SZ0701-XX-000-DRW-100141	2	Updated Plan
Main Development Site - SZB Relocated Facilities Option 1 Plans (For Approval)				
2.5	Proposed Site Layout Plan	SZC-RF0000-XX-000-DRW-100046	1	New Plan
	Proposed Outage Store Block Plan	SZC-RF0000-XX-000-DRW-100048	1	New Plan
	Proposed Outage Store Roof Plan	SZC-RF0000-XX-000-DRW-100054	1	New Plan
	Proposed Outage Store North Elevation	SZC-RF0000-XX-000-DRW-100057	1	New Plan
	Proposed Outage Store South Elevation	SZC-RF0000-XX-000-DRW-100058	1	New Plan
	Proposed Outage Store East Elevation	SZC-RF0000-XX-000-DRW-100059	1	New Plan
	Proposed Outage Store West Elevation	SZC-RF0000-XX-000-DRW-100060	1	New Plan
	Proposed Training Centre Block Plan	SZC-RF0000-XX-000-DRW-100061	1	New Plan
	Proposed Training Centre Roof Plan	SZC-RF0000-XX-000-DRW-100065	1	New Plan
	Proposed Training Centre North & South Elevations	SZC-RF0000-XX-000-DRW-100067	1	New Plan

	Proposed Training Centre East & West Elevations	SZC-RF0000-XX-000-DRW-100068	1	New Plan
	Coronation Wood Development Area Proposed Site Plan	SZC-RF0000-XX-000-DRW-100070	1	New Plan
	Proposed Car Park Plan	SZC-RF0000-XX-000-DRW-100073	1	New Plan
	Outage Laydown Area Plan	SZC-RF0000-XX-000-DRW-100078	1	New Plan
	Proposed Coronation Wood Development Area Landscape Plan	SZC-RF0000-XX-000-DRW-100083	1	New Plan
	Pillbox Field Proposed Landscape Plan	SZC-RF0000-XX-000-DRW-100088	1	New Plan
Northern Park and Ride Plans (For Approval)				
2.6(A)	Northern Park And Ride Proposed Parameter Plan	SZC-SZ0204-FP-000-DRW-100047	2	Updated Plan
	Northern Park And Ride Proposed General Arrangement	SZC-SZ0204-FP-000-DRW-100001	2	Updated Plan
	Northern Park And Ride Site Clearance Plan	SZC-SZ0701-XX-000-DRW-100160	2	Updated Plan
	Northern Park And Ride Proposed Landscape Masterplan And Finished Levels	SZC-SZ0701-XX-000-DRW-100161	2	Updated Plan
	Northern Park And Ride Removal And Reinstatement Plan	SZC-SZ0701-XX-000-DRW-100162	2	Updated Plan
Northern Park and Ride Plans (Not for Approval)				

2.6(A)	Northern Park and Ride Existing Site Plan	SZC-SZ0100-XX-000-DRW-100066	2	Updated Plan
	Northern Park and Ride Proposed Drainage Plan	SZC-SZ0204-FP-000-DRW-100045	2	Updated Plan
	Northern Park and Ride Proposed Lighting and CCTV Plan Key Plan	SZC-SZ0204-FP-000-DRW-100105	2	Updated Plan
	Northern Park and Ride Proposed Lighting and CCTV Plan - Sheet 1 of 4	SZC-SZ0204-FP-000-DRW-100003	2	Updated Plan
	Northern Park and Ride Proposed Lighting and CCTV Plan - Sheet 2 of 4	SZC-SZ0204-FP-000-DRW-100004	2	Updated Plan
	Northern Park and Ride Proposed Lighting and CCTV Plan - Sheet 3 of 4	SZC-SZ0204-FP-000-DRW-100005	2	Updated Plan
	Northern Park and Ride Proposed Lighting and CCTV Plan - Sheet 4 of 4	SZC-SZ0204-FP-000-DRW-100098	2	Updated Plan
	Northern Park and Ride Proposed Signage Plan Key Plan	SZC-SZ0204-FP-000-DRW-100106	2	Updated Plan
	Northern Park and Ride Proposed Signage Plan - Sheet 4 of 4	SZC-SZ0204-FP-000-DRW-100101	2	Updated Plan
	Northern Park and Ride Existing and Proposed Cross Sections - Sheet 1 of 3	SZC-SZ0204-FP-000-DRW-100069	2	Updated Plan
	Northern Park and Ride Existing and Proposed Cross Sections - Sheet 2 of 3	SZC-SZ0204-FP-000-DRW-100070	2	Updated Plan

	Northern Park and Ride Existing and Proposed Cross Sections - Sheet 3 of 3	SZC-SZ0204-FP-000-DRW-100100	2	Updated Plan
	Northern Park and Ride Proposed Site Points of Connection	SZC-SZ0204-FP-000-DRW-100043	2	Updated Plan
	Northern Park And Ride Existing Utilities Layout And Diversions	SZC-SZ0204-XX-000-DRW-100023	2	Updated Plan
Southern Park and Ride Plans (For Approval)				
2.7(A)	Southern Park And Ride Proposed Parameter Plan	SZC-SZ0204-FP-000-DRW-100056	2	Updated Plan
	Southern Park And Ride Proposed General Arrangement	SZC-SZ0204-FP-000-DRW-100009	2	Updated Plan
	Southern Park And Ride Site Clearance Plan	SZC-SZ0701-XX-000-DRW-100163	2	Updated Plan
	Southern Park And Ride Proposed Landscape Masterplan And Finished Levels	SZC-SZ0701-XX-000-DRW-100164	2	Updated Plan
	Southern Park And Ride Removal And Reinstatement Plan	SZC-SZ0701-XX-000-DRW-100165	2	Updated Plan
	Southern Park And Ride Highway Proposed General Arrangement Key Plan	SZC-SZ0204-XX-000-DRW-100525	2	Updated Plan
	Southern Park And Ride Highway Proposed General Arrangement - Sheet 1 of 3	SZC-SZ0204-XX-000-DRW-100526	2	Updated Plan
	Southern Park And Ride Highway Proposed General Arrangement - Sheet 2 of 3	SZC-SZ0204-XX-000-DRW-100527	2	Updated Plan

	Southern Park And Ride Highway Proposed General Arrangement - Sheet 3 of 3	SZC-SZ0204-XX-000-DRW-100528	2	Updated Plan
Southern Park and Ride Plans (Not for Approval)				
2.7(A)	Southern Park and Ride Existing Site Plan	SZC-SZ0100-XX-000-DRW-100065	2	Updated Plan
	Southern Park and Ride Proposed Drainage Plan	SZC-SZ0204-FP-000-DRW-100053	2	Updated Plan
	Southern Park and Ride Proposed Lighting and CCTV Plan Key Plan	SZC-SZ0204-FP-000-DRW-100107	2	Updated Plan
	Southern Park and Ride Proposed Lighting and CCTV Plan - Sheet 1 of 5	SZC-SZ0204-FP-000-DRW-100011	2	Updated Plan
	Southern Park and Ride Proposed Lighting and CCTV Plan - Sheet 2 of 5	SZC-SZ0204-FP-000-DRW-100012	2	Updated Plan
	Southern Park and Ride Proposed Lighting and CCTV Plan - Sheet 3 of 5	SZC-SZ0204-FP-000-DRW-100013	2	Updated Plan
	Southern Park and Ride Proposed Lighting and CCTV Plan - Sheet 4 of 5	SZC-SZ0204-FP-000-DRW-100054	2	Updated Plan
	Southern Park and Ride Proposed Lighting and CCTV Plan - Sheet 5 of 5	SZC-SZ0204-FP-000-DRW-100099	2	Updated Plan
	Southern Park and Ride Proposed Signage Plan Key Plan	SZC-SZ0204-FP-000-DRW-100108	2	Updated Plan

Southern Park and Ride Proposed Signage Plan - Sheet 1 of 4	SZC-SZ0204-FP-000-DRW-100078	2	Updated Plan
Southern Park and Ride Proposed Signage Plan - Sheet 2 of 4	SZC-SZ0204-FP-000-DRW-100079	2	Updated Plan
Southern Park and Ride Proposed Signage Plan - Sheet 3 of 4	SZC-SZ0204-FP-000-DRW-100080	2	Updated Plan
Southern Park and Ride Proposed Signage Plan - Sheet 4 of 4	SZC-SZ0204-FP-000-DRW-100081	2	Updated Plan
Southern Park and Ride Existing and Proposed Cross Sections - Sheet 1 of 4	SZC-SZ0204-FP-000-DRW-100082	2	Updated Plan
Southern Park and Ride Existing and Proposed Cross Sections - Sheet 2 of 4	SZC-SZ0204-FP-000-DRW-100083	2	Updated Plan
Southern Park and Ride Existing and Proposed Cross Sections - Sheet 3 of 4	SZC-SZ0204-FP-000-DRW-100084	2	Updated Plan
Southern Park and Ride Existing and Proposed Cross Sections - Sheet 4 of 4	SZC-SZ0204-FP-000-DRW-100085	2	Updated Plan
Southern Park and Ride Proposed Site Points of Connection	SZC-SZ0204-FP-000-DRW-100051	2	Updated Plan
Southern Park And Ride Existing Utilities Layout	SZC-SZ0204-XX-000-DRW-100449	2	Updated Plan
Southern Park And Ride Proposed Road Signage Plan - Key Plan	SZC-SZ0204-XX-000-DRW-100028	2	Updated Plan

	Southern Park And Ride Proposed Road Signage Plan - Sheet 1 of 2	SZC-SZ0204-XX-000-DRW-100029	2	Updated Plan
	Southern Park And Ride Proposed Road Signage Plan - Sheet 2 of 2	SZC-SZ0204-XX-000-DRW-100030	2	Updated Plan
Two Village Bypass Plans (For Approval)				
2.8(A)	Two Village Bypass Proposed General Arrangement And Profiles - Sheet 1 of 2	SZC-SZ0204-XX-000-DRW-100038	2	Updated Plan
	Two Village Bypass Proposed General Arrangement And Profiles - Sheet 2 of 2	SZC-SZ0204-XX-000-DRW-100522	2	Updated Plan
	Two Village Bypass A12/A1094 Eastern Roundabout Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100039	2	Updated Plan
	Two Village Bypass A12 Western Roundabout Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100040	2	Updated Plan
	Two Village Bypass Proposed Staggered Junction Plan And Profiles	SZC-SZ0204-XX-000-DRW-100452	2	Updated Plan
	Two Village Bypass Proposed Landscape Masterplan And Finished Levels - Sheet 1 of 2	SZC-SZ0701-XX-000-DRW-100166	2	Updated Plan
	Two Village Bypass Proposed Landscape Masterplan And Finished Levels - Sheet 2 of 2	SZC-SZ0701-XX-000-DRW-100167	2	Updated Plan

	Two Village Bypass Site Clearance Plan - Sheet 1 of 2	SZC-SZ0701-XX-000-DRW-100168	2	Updated Plan
	Two Village Bypass Site Clearance Plan - Sheet 2 of 2	SZC-SZ0701-XX-000-DRW-100169	2	Updated Plan
Two Village Bypass Plans (Not for Approval)				
2.8(A)	Existing Site Plan - Sheet 1 of 2	SZC-SZ0100-XX-DRW-100092	2	Updated Plan
	Existing Site Plan - Sheet 2 of 2	SZC-SZ0100-XX-DRW-100093	2	Updated Plan
	Two Village Bypass Cross Sections	SZC-SZ0204-XX-000-DRW-100443	2	Updated Plan
	Two Village Bypass Existing Utilities Plan Key Plan	SZC-SZ0204-XX-000-DRW-100453	2	Updated Plan
	Two Village Bypass Existing Utilities Plan Sheet 1 of 4	SZC-SZ0204-XX-000-DRW-100454	2	Updated Plan
	Two Village Bypass Existing Utilities Plan Sheet 2 of 4	SZC-SZ0204-XX-000-DRW-100455	2	Updated Plan
	Two Village Bypass Existing Utilities Plan Sheet 3 of 4	SZC-SZ0204-XX-000-DRW-100456	2	Updated Plan
	Two Village Bypass Existing Utilities Plan Sheet 4 of 4	SZC-SZ0204-XX-000-DRW-100523	2	Updated Plan
	Two Village Bypass Proposed Drainage Plan Sheet 1 of 2	SZC-SZ0204-XX-000-DRW-100444	2	Updated Plan
	Two Village Bypass Proposed Drainage Plan Sheet 2 of 2	SZC-SZ0204-XX-000-DRW-100445	2	Updated Plan
	Two Village Bypass A12/A1094 Western Roundabout Proposed Street Lighting Plan	SZC-SZ0204-XX-000-DRW-100447	2	Updated Plan

	Two Village Bypass A12/A1094 Eastern Roundabout Proposed Street Lighting Plan	SZC-SZ0204-XX-000-DRW-100446	2	Updated Plan
Yoxford Roundabout and Other Highways Improvements Plans				
Yoxford Roundabout Plans (For Approval)				
2.9(A)	Yoxford Roundabout Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100019	2	Updated Plan
	Yoxford Roundabout Proposed Landscape Masterplan And Finished Levels	SZC-SZ0701-XX-000-DRW-100179	2	Updated Plan
	Yoxford Roundabout Site Clearance Plan	SZC-SZ0701-XX-000-DRW-100178	2	Updated Plan
Yoxford Roundabout Plans (Not For Approval)				
2.9(A)	Existing Site Plan	SZC-SZ0100-XX-000-DRW-100067	2	Updated Plan
	Yoxford Roundabout Proposed Drainage Plan	SZC-SZ0204-XX-000-DRW-100280	2	Updated Plan
	Yoxford Roundabout Proposed Street Lighting Plan	SZC-SZ0204-XX-000-DRW-100470	2	Updated Plan
	Yoxford Roundabout Existing Utilities Layout And Diversions	SZC-SZ0204-XX-000-DRW-100283	2	Updated Plan
A1094/B1069 Junction South of Knodishall Plans (For Approval)				
2.9(A)	A1094 / B1069 Junction South of Knodishall Proposed General Arrangement - Sheet 1 of 2	SZC-SZ0204-XX-000-DRW-100115	2	Updated Plan

	A1094 / B1069 Junction South of Knodishall Proposed General Arrangement - Sheet 2 of 2	SZC-SZ0204-XX-000-DRW-100049	2	Updated Plan
A1094/B1069 Junction South of Knodishall Plans (Not for Approval)				
2.9(A)	A1094/B1069 Junction South of Knodishall Existing Site Plan	SZC-SZ0100-XX-000-DRW-100069	2	Updated Plan
A12/B1119 Junction at Saxmundham Plans (For Approval)				
2.9(A)	A12 / B1119 Junction at Saxmundham Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100054	2	Updated Plan
A12/B1119 Junction at Saxmundham Plans (Not for Approval)				
2.9(A)	A12 / B1119 Junction at Saxmundham Existing Site Plan	SZC-SZ0100-XX-000-DRW-100072	2	Updated Plan
	A12 / B1119 Junction at Saxmundham Proposed Drainage Plan	SZC-SZ0204-XX-000-DRW-100459	2	Updated Plan
	A12 / B1119 Junction at Saxmundham Existing Utilities Plan	SZC-SZ0204-XX-000-DRW-100421	2	Updated Plan
Sizewell Link Road Plans (For Approval)				
2.10(A)	Sizewell Link Road - Key Plan	SZC-SZ0204-XX-000-DRW-100055	2	Updated Plan
	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 1 of 5	SZC-SZ0204-XX-000-DRW-100056	2	Updated Plan

	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 2 of 5	SZC-SZ0204-XX-000-DRW-100057	2	Updated Plan
	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 3 of 5	SZC-SZ0204-XX-000-DRW-100058	2	Updated Plan
	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 4 of 5	SZC-SZ0204-XX-000-DRW-100059	2	Updated Plan
	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 5 of 5	SZ0204-XX-000-DRW-100060	2	Updated Plan
	Sizewell Link Road A12 Junction Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100064	2	Updated Plan
	Sizewell Link Road B1122 / B1125 Junction Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100066	2	Updated Plan
	Sizewell Link Road B1122 / Theberton Junction Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100067	2	Updated Plan
	Sizewell Link Road Moat Road Junction Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100141	2	Updated Plan
	Sizewell Link Road Hawthorn Road Junction Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100140	2	Updated Plan

	Sizewell Link Road Fordley Road Junction Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100137	2	Updated Plan
	Sizewell Link Road Trust Farm Staggered Junction Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100138	2	Updated Plan
	Sizewell Link Road Middleton Moor Junction Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100065	2	Updated Plan
	Sizewell Link Road Pretty Road Junction Proposed General Arrangement	SZC-SZ0204-XX-000-DRW-100139	2	Updated Plan
	East Suffolk Line Bridge Proposed General Arrangement And Elevation	SZC-SZ0204-XX-000-DRW-100296	2	Updated Plan
	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Key Plan	SZC-SZ0701-XX-000-DRW-100147	2	Updated Plan
	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Sheet 1 of 4	SZC-SZ0701-XX-000-DRW-100170	2	Updated Plan
	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Sheet 2 of 4	SZC-SZ0701-XX-000-DRW-100171	2	Updated Plan
	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Sheet 3 of 4	SZC-SZ0701-XX-000-DRW-100172	2	Updated Plan

	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Sheet 4 of 4	SZC-SZ0701-XX-000-DRW-100173	2	Updated Plan
	Sizewell Link Road Site Clearance Plan - Key Plan	SZC-SZ0701-XX-000-DRW-100146	2	Updated Plan
	Sizewell Link Road Site Clearance Plan Sheet 1 of 4	SZC-SZ0701-XX-000-DRW-100174	2	Updated Plan
	Sizewell Link Road Site Clearance Plan Sheet 2 of 4	SZC-SZ0701-XX-000-DRW-100175	2	Updated Plan
	Sizewell Link Road Site Clearance Plan Sheet 3 of 4	SZC-SZ0701-XX-000-DRW-100176	2	Updated Plan
	Sizewell Link Road Site Clearance Plan Sheet 4 of 4	SZC-SZ0701-XX-000-DRW-100177	2	Updated Plan
Sizewell Link Road Plans (Not for Approval)				
2.10(A)	Sizewell Link Road Existing Site Plan - Key Plan	SZC-SZ0100-XX-000-DRW-100103	2	Updated Plan
	Sizewell Link Road Existing Site Plan - Sheet 1 of 3	SZC-SZ0100-XX-000-DRW-100074	2	Updated Plan
	Sizewell Link Road Existing Site Plan - Sheet 2 of 3	SZC-SZ0100-XX-000-DRW-100075	2	Updated Plan
	Sizewell Link Road Existing Site Plan - Sheet 3 of 3	SZC-SZ0100-XX-000-DRW-100076	2	Updated Plan
	Sizewell Link Road Cross Sections	SZC-SZ0204-XX-000-DRW-100285	2	Updated Plan
	Sizewell Link Road Existing Utilities Plan - Key Plan	SZC-SZ0204-XX-000-DRW-100425	2	Updated Plan

	Sizewell Link Road Existing Utilities Plan - Sheet 1 of 6	SZC-SZ0204-XX-000-DRW-100426	2	Updated Plan
	Sizewell Link Road Existing Utilities Plan - Sheet 2 of 6	SZC-SZ0204-XX-000-DRW-100427	2	Updated Plan
	Sizewell Link Road Existing Utilities Plan - Sheet 3 of 6	SZC-SZ0204-XX-000-DRW-100428	2	Updated Plan
	Sizewell Link Road Existing Utilities Plan - Sheet 4 of 6	SZC-SZ0204-XX-000-DRW-100429	2	Updated Plan
	Sizewell Link Road Existing Utilities Plan - Sheet 5 of 6	SZC-SZ0204-XX-000-DRW-100430	2	Updated Plan
	Sizewell Link Road Existing Utilities Plan - Sheet 6 of 6	SZC-SZ0204-XX-000-DRW-100431	2	Updated Plan
	Sizewell Link Road Proposed Drainage Plan - Key Plan	SZC-SZ0204-XX-000-DRW-100440	2	Updated Plan
	Sizewell Link Road Proposed Drainage Plan - Sheet 1 of 5	SZC-SZ0204-XX-000-DRW-100432	2	Updated Plan
	Sizewell Link Road Proposed Drainage Plan - Sheet 2 of 5	SZC-SZ0204-XX-000-DRW-100433	2	Updated Plan
	Sizewell Link Road Proposed Drainage Plan - Sheet 3 of 5	SZC-SZ0204-XX-000-DRW-100434	2	Updated Plan
	Sizewell Link Road Proposed Drainage Plan - Sheet 4 of 5	SZC-SZ0204-XX-000-DRW-100435	2	Updated Plan
	Sizewell Link Road Proposed Drainage Plan - Sheet 5 of 5	SZC-SZ0204-XX-000-DRW-100436	2	Updated Plan
	Sizewell Link Road Middleton Moor Roundabout Proposed Street Lighting Plan	SZC-SZ0204-XX-000-DRW-100437	2	Updated Plan

	Sizewell Link Road Western Roundabout Proposed Street Lighting Plan	SZC-SZ0204-XX-000-DRW-100438	2	Updated Plan
Rail Plans (For Approval)				
2.12(A)	Green Rail Route Proposed General Arrangement Plan - Key Plan	SZC-SZ0204-XX-000-DRW-100473 Rev 01	2	Updated Plan
	Green Rail Route Proposed General Arrangement Plan Sheet 2 of 2	SZC-SZ0204-XX-000-DRW-100134 Rev 01	2	Updated Plan
	Green Rail Route Site Clearance Plan	SZC-SZ0701-XX-000-DRW-100184	2	Updated Plan
	Green Rail Route Proposed Landscape Masterplan And Finished Levels	SZC-SZ0701-XX-000-DRW-100183	2	Updated Plan
	Green Rail Route Removal And Reinstatement Plan	SZC-SZ0701-XX-000-DRW-100185	2	Updated Plan
Rail Plans (Not for Approval)				
2.12(A)	Green Rail Route Existing Site Plan	SZC-SZC0100-XX-000-DRW-100094	2	Updated Plan
	Green Rail Route Proposed Drainage Plan	SZC-SZ0204-XX-000-DRW-100474 Rev 01	2	Updated Plan
	B1122 Abbey Road Level Crossing Signage Plan	SZC-SZ0204-XX-000-DRW-100518 Rev 01	2	Updated Plan
	Green Rail Route Existing Utilities Plan	SZC-SZ0204-XX-000-DRW-100519 Rev 01	2	Updated Plan

	Green Rail Route B1122 (Abbey Road) Level Crossing Proposed Points Of Connection	SZC-SZ0204-XX-000-DRW-100520 Rev 01	2	Updated Plan
	Green Rail Route Buckleswood Road Level Crossing Proposed Points Of Connection Plan	SZC-SZ0204-XX-000-DRW-100521 Rev 01	2	Updated Plan
Book 3: Draft Development Consent Order				
3.1(A)	Draft Development Consent Order		3	Updated document Track changed version
3.1Ad 3	Third Draft Development Consent Order Addendum: Proposed Changes to Draft Development Consent Order		2	Updated document
3.2(A)	Explanatory Memorandum		2	Updated document Track changed version
3.4(A)	Draft Development Consent Order Signposting Document		2	Updated document
Book 4: Compulsory Acquisition Information				
4.1Ad	Statement of Reasons Addendum		1	New addendum
4.2Ad 2	Second Funding Statement Addendum		1	New addendum
4.3Ad	Book of Reference Addendum		1	New addendum
4.4	Land Changes Plans		1	New addendum
Book 5: Reports				
5.1Ad	Consultation Report Addendum		1	New addendum
	Appendix A Parties consulted under section 42(1)(a)-(d), including affected persons		1	
	Appendix B Consultation sample letters		1	
	Appendix C Newspaper notices		1	
	Appendix D Site notice		1	

	Appendix E Consultation Document November 2020 and Feedback Form	1	New addendum
	Appendix F Consultation Newsletter November 2020	1	
	Appendix G Presentation Pack	1	
	Appendix H Change Consultation - Issues Tables	1	
	Annex A Copies of all consultation responses	1	
5.2(A)Ad	Main Development Site Flood Risk Assessment Addendum	1	
	Main Development Site Flood Risk Assessment: Appendix A Extract of the Environment Agency Relevant Representations related to flood risk	1	
	Main Development Site Flood Risk Assessment : Appendix B Collated comments from the Environment Agency	1	
	Main Development Site Flood Risk Assessment: Apppendix C Main Development Site Fluvial Modelling Report Addendum	1	
	Main Development Site Flood Risk Assessment: Appendix D Main Development Site Tidal Breach and Coastal Inundation Modelling Report Addendum	1	
	Main Development Site Flood Risk Assessment: Appendix E Main Development Site Coastal Wave Overtopping Modelling Report Addendum	1	
	Main Development Site Flood Risk Assessment: Appendix F Main Development Site Flood Risk Emergency Plan	1	
	Main Development Site Flood Risk Assessment: Appendix F, Appendix A Suffolk Resilience Forum response to the draft template Main Development Site Flood Risk Emergency Plan	1	
	Main Development Site Flood Risk Assessment Addendum Figures (Parts 1 to 3)	1	

5.5Ad	Two Village Bypass Flood Risk Assessment Addendum	1	New addendum
	Two Village Bypass Flood Risk Assessment: Appendix A Extract of the Environment Agency Relevant Representations related to flood risk	1	
	Two Village Bypass Flood Risk Assessment: Appendix B Comments and Responses	1	
	Two Village Bypass Flood Risk Assessment: Appendix C Two Village Bypass Modelling Report Addendum	1	
	Two Village Bypass Flood Risk Assessment: Appendix D Two Village Bypass Flood Risk Emergency Plan	1	
5.10Ad	Shadow Habitat Regulations Assessment Report Addendum	1	New addendum
	Shadow Habitat Regulations Assessment Report: Appendix 1A Further Analysis of Interpathway effects	1	
	Shadow Habitat Regulations Assessment Report: Appendix 5A Screening matrices	1	
	Shadow Habitat Regulations Assessment Report: Appendix 6A Figures (Baseline)	1	
	Shadow Habitat Regulations Assessment Report: Appendix 8A: Figures (Bird Assessment)	1	
	Shadow Habitat Regulations Assessment Report: Appendix 9A SNS SAC SIP	1	
	Shadow Habitat Regulations Assessment Report: Appendix 10A Integrity matrices	1	
Book 6: Environmental Statement Addendum			
6.14	Non-Technical Summary	1	New addendum (part)
	Volume 1: Environmental Statement Addendum Chapters		
6.14	Chapter 1 Introduction and Scope	1	New addendum (part)

	Chapter 2 Main Development Site	1	
	Chapter 3 Northern Park and Ride	1	
	Chapter 4 Southern Park and Ride	1	
	Chapter 5 Two Village Bypass	1	
	Chapter 6 Sizewell Link Road	1	
	Chapter 7 Yoxford Roundabout and Other Highways Improvements	1	
	Chapter 8 Freight Management Facility	1	
	Chapter 9 Rail	1	
	Chapter 10 Project Wide Cumulatives and Transboundary Effects	1	
	Volume 2: Environmental Statement Addendum Figures		
6.14	Chapter 2 Main Development Site	1	New addendum (part)
	Chapter 3 Northern Park and Ride	1	
	Chapter 4 Southern Park and Ride	1	
	Chapter 5 Two Village Bypass	1	
	Chapter 6 Sizewell Link Road	1	
	Chapter 7 Yoxford Roundabout and Other Highways Improvements	1	
	Volume 3: Environmental Statement Addendum Chapter 2 Main Development Site Appendices		
6.14	Appendix 2.2.A Track changed version of Volume 2, Chapter 2 of the ES	1	New addendum (part)
	Appendix 2.2.B Track changed version of Volume 2, Chapter 3 of the ES	1	
	Appendix 2.2C Materials Management Strategy Update	1	
	Appendix 2.2.D: Water Supply Strategy Update	1	
	Appendix 2.5.A: DCO Updated Traffic Link Screening	1	
	Appendix 2.5.A: Assessment Tables - Refined Traffic Modelling	1	
	Appendix 2.5.C: Sensitivity Test - 100% HGVs from South	1	

Appendix 2.5.D: Traffic Link Screening - Reduced HGV Numbers	1
Appendix 2.6.A: Existing Roads - Changes to Corrected Road Traffic Noise Predictions in Volume 2, Chapter 11 of the ES as a Result of Refinements to the Strategic Traffic Model	1
Appendix 2.6.B: Existing Roads - Revisions to Road Traffic Noise Figures Resulting From Reduction in HGV Numbers	1
Appendix 2.6.C: Pakenham Fen Meadow Noise Assessment	1
Appendix 2.7.A: Stratford St Andrew AQMA Sensitivity Test	1
Appendix 2.6.B: Construction Dust Assessment	1
Appendix 2.6.C: Transport Emissions Assessment	1
Appendix 2.8.A: Comparison of Effects of the Temporary Beach Landing Facility with Judgements in the Environmental Statement	1
Appendix 2.9.A: Badger Survey Report 2020 (Confidential)	1
Appendix 2.9.A: Water Vole and Otter Survey Report 2020	1
Appendix 2.9.A: Wintering Bird Survey Report 2020	1
Appendix 2.9.B: 2020 Bat Assessment Report	1
Appendix 2.9.C: Deptford Pink Draft Licence Update	1
Appendix 2.9.C: Natterjack Toad Draft Licence	1
Appendix 2.9.C: Water Vole Licence Method Statement	1
Appendix 2.9.C: Great Crested Newt Method Statement	1
Appendix 2.9.D: Fen Meadow Strategy	1
Appendix 2.11.A: Overarching Written Scheme of Investigation	1
Appendix 2.11.B: Pakenham Gazetteer of Heritage Assets	1
Appendix 2.13.A: Main Development Site: Phase 2 Geo-Environmental Report	1

	Appendix 2.14.A: Updated Water Monitoring and Response Strategy	2	
	Appendix 2.15.A: Coastal Monitoring and Management Plan	1	
	Appendix 2.17.A: Updated and Additional Fish Assessments	1	
	Appendix 2.18.A: Collision Risk Assessment	1	
	Volume 3: Environmental Statement Addendum Chapter 3 Northern Park and Ride Appendices		
6.14	Appendix 3.2.A: Track changed version of Volume 3, Chapter 2 of the ES	1	New addendum (part)
	Appendix 3.3.A: Northern Park and Ride Air Quality Baseline	1	
	Volume 3: Environmental Statement Addendum Chapter 4 Southern Park and Ride Appendices		
6.14	Appendix 4.2.A: Track changed version of Volume 4, Chapter 2 of the ES	1	New addendum (part)
	Appendix 4.3.B: Southern Park and Ride Air Quality Baseline	1	
	Volume 3: Environmental Statement Addendum Chapter 5 Two Village Bypass Appendices		
6.14	Appendix 5.2.A: Track changed version of Volume 5, Chapter 2 of the ES	1	New addendum (part)
	Appendix 5.2.A: Two Village Bypass – Corrections to Road Traffic Noise Level Predictions	1	
	Appendix 5.3.B: Two Village Bypass – Road Traffic Noise Levels, Updated for Refinements to Strategic Travel Model	1	
	Appendix 5.3.C: Two Village Bypass – New Road Traffic Noise Level Predictions Resulting from Update to Freight Management Strategy	1	
	Appendix 5.4.A: Two village bypass air quality baseline	1	
	Appendix 5.4.B: Receptors With A Change In Magnitude Of Change Descriptors	1	
	Appendix 5.8.A: Archaeological Evaluation Report	1	

Volume 3: Environmental Statement Addendum Chapter 6 Sizewell Link Road Appendices			
6.14	Appendix 6.2.A: Track changed version of Volume 6, Chapter 2 of the ES	1	New addendum (part)
	Appendix 6.2.B: Sizewell link road - DCO Design Validation – Drainage	1	
	Appendix 6.3.A: Sizewell link road – Corrections to Road Traffic Noise Level Predictions	1	
	Appendix 6.3.B: Sizewell link road – Road Traffic Noise Levels, Updated for Refinements to the Strategic Traffic Model	1	
	Appendix 6.3.C: Sizewell link road – New Road Traffic Noise Level Predictions Resulting From Update to Freight Management Strategy	1	
	Appendix 6.4.A: Sizewell link road - Air quality baseline	1	
	Appendix 6.4.B: Receptors With A Change In Magnitude Of Change Descriptors	1	
Volume 3: Environmental Statement Addendum Chapter 7 Yoxford Roundabout and Other Highways Improvements Appendices			
6.14	Appendix 7.3.A: Yoxford Roundabout – Corrections to Road Traffic Noise Level Predictions	1	New addendum (part)
	Appendix 7.3.B: Yoxford Roundabout – Road Traffic Noise Levels, Updated for Refinements to the Strategic Traffic Model	1	
	Appendix 7.3.C: Yoxford Roundabout – New Road Traffic Noise Level Predictions Resulting from update to Freight Management Strategy	1	
	Appendix 7.4.A: Yoxford Roundabout – Air Quality baseline	1	
	Appendix 7.4.B: Receptors With A Change In Magnitude Of Change Descriptors	1	
	Appendix 7.5.A: Archaeological Evaluation Report	1	

	Volume 3: Environmental Statement Addendum Chapter 8 Freight Management Facility Appendices		
6.14	Appendix 8.2.A: Freight Mangement Facility - Air quality baseline	1	New addendum (part)
	Appendix 8.3.A: Archaeological Evaluation Report	1	
	Volume 3: Environmental Statement Addendum Chapter 9 Rail Appendices		
6.14	Appendix 9.2.A: Track changed version of Volume 9, Chapter 2 of the ES	1	New addendum (part)
	Appendix 9.3.A: August 2020 Rail Noise and Vibration Survey	1	
	Appendix 9.3.B: Woodbridge Survey Results	1	
	Appendix 9.3.C: Update of Volume 9 Appendix 4B	1	
	Appendix 9.3.D: Sleep Disturbance paper	1	
	Appendix 9.3.E Rail Noise Mitigation Strategy	1	
	Appendix 9.4.A: Rail - Air quality baseline	1	
	Appendix 9.5.A: Green Rail Route Survey Report 2020	1	
	Appendix 9.6.A: Archaeological Evaluation Report	1	
	Volume 3: Environmental Statement Addendum Chapter 10 Project Wide Cumulatives and Transboundary Effects		
6.14	Appendix 10.4.A: Cumulative Link Screening and Transport Assessment Tables	1	New addendum (part)
	Appendix 10.4.B: Cumulative Transport Emissions Results	1	
	Appendix 10.4.C: Terrestrial Ecology and Ornithology: Cumulative assessment with Scottish Power Renewables Schemes	1	
	Appendix 10.4.D: Marine Ecology and Fisheries Cumulative Effects Assessment	1	
	Appendix 10.4.E: Harbour Porpoise Cumulative Effects Assessment including Hornsea Project 2 OWF	1	
	Appendix 10.4.F: Phocid Seal Cumulative Effects Assessment including Hornsea Project 2 OWF	1	

Book 8: Other Documents			
8.1Ad	Main Development Site Design and Access Statement Addendum	1	New Addendum
8.3A	Two village bypass Outline Landscape and Ecology Management Plan	1	New Document
8.3B	Sizewell Link Road Outline Landscape and Ecology Management Plan	1	New Document
8.5(A)Ad	Transport Assessment Addendum	1	New Addendum
	Appendix 7A Sizewell C Traffic Inputs	1	
	Appendix 7B Shift Patterns	1	
	Appendix 7C Other Additional Information	1	
	Appendix 7D: Direct Bus Strategy		
	Appendix 8A Strategic Model LMVR Addendum	1	
	Appendix 8B SZC Traffic Flow Plots	1	
	Appendix 8C: Journey Times Tables and Graphs	1	
	Appendix 8D Journey Times Variability	1	
	Appendix 8E Sensitivity Test All HGVS from A12 South	1	
	Appendix 9A Junction Model Results Summary	1	
	Appendix 9B Yoxford VISSIM Model	1	
	Appendix 9C A12 VISSIM Model	1	

	Appendix 9D Raw Junction Model Outputs	1	
	Appendix 10A Road Traffic Collisions	1	
8.11(A)	Code of Construction Practice (CoCP)	2	Updated document
	Freshwater Fish and Aquatic Invertebrates Mitigation Strategy	1	
8.12Ad	Mitigation Route Map Addendum	1	New Addendum
8.14Ad	Water Framework Directive Addendum	1	New Addendum
	Water Framework Directive Appendix A: 2019 WFD Classification Data	1	
	Water Framework Directive Figures	1	
8.18	Freight Management Strategy	1	New Document
8.19	Part 1: Proposed Changes to the DCO Application – January 2021	1	New Document
	Appendix A: Schedule of New and Updated Plans, Documents and Addenda	1	

Schedule of Proposed Changes and Additional Information Relevant to the Documents

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
Book 1: Application Form			
1.1d(A)	Glossary	N/A	N/A
1.3(C)	Navigation Document	N/A	N/A
Book 2: Plans			
2.1(A)	Land Plans	<ul style="list-style-type: none"> Extensions and Reductions to Order Limits to reflect design changes (Change 11 to 14) 	N/A
2.2(A)	Crown Plans	<ul style="list-style-type: none"> Extensions and Reductions to Order Limits to reflect design changes (Change 11 to 14) 	N/A
2.3(A)	Works Plans	<ul style="list-style-type: none"> Extensions and Reductions to Order Limits to reflect design changes (Change 11 to 14) 	N/A
2.4(A)	PRoW Plans	<ul style="list-style-type: none"> 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 12). 	<ul style="list-style-type: none"> Clarifications to plans.
2.5(A)	Main Development Site Plans	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to certain parameter heights and activities on the main development site (Change 4). Change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk (Change 5). Change to the Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). 	<ul style="list-style-type: none"> Clarifications to plans.

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
		<ul style="list-style-type: none"> Revisions to tree retention on the main development site (Change 7). Surface water removed early in the construction process to be discharged to the foreshore via a temporary outfall (Change 8). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). 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) A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15). 	
2.6(A)	Northern Park and Ride Plans	<ul style="list-style-type: none"> 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 14). 	
2.7(A)	Southern Park and Ride Plans	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10). 	
2.8(A)	Two village bypass plans	<ul style="list-style-type: none"> 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 12). 	<ul style="list-style-type: none"> Additional information on temporary contractor compound areas on the two village bypass [ES Addendum Volume 1 Chapter 5 and Volume 3 Appendix 5.2.A (Doc Ref. 6.14)].
2.9(A)	Yoxford Roundabout Plans	<ul style="list-style-type: none"> 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 12). 	

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
	A1094/B1069 Junction South of Knodishall Plans	<ul style="list-style-type: none"> 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 14). 	
	A12/B1119 Junction at Saxmundham Plans	<ul style="list-style-type: none"> 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 14). 	
2.10(A)	Sizewell Link Road Plans	<ul style="list-style-type: none"> 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 12). 	<ul style="list-style-type: none"> Addition of indicative temporary contractor compound areas [ES Addendum Volume 1 Chapter 6 and Volume 3 Appendix 6.2.A (Doc Ref. 6.14)].
2.12(A)	Rail Plans	<ul style="list-style-type: none"> 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) 	
Book 3: Development Consent Order			
3.1(A)	Draft Development Consent Order	All design changes (Changes 1 to 15)	N/A
3.1Ad 3	Third Draft Development Consent Order Addendum: Proposed Changes to Draft Development Consent Order	All design changes (Changes 1 to 15)	N/A
3.2(A)	Explanatory Memorandum	All design changes (Changes 1 to 15)	N/A
3.4(A)	Draft Development Consent Order Signposting Document	All design changes (Changes 1 to 15)	N/A
Book 4: Compulsory Purchase Information			
4.1Ad	Statement of Reasons Addendum	Extensions and Reductions to Order Limits to reflect design changes (Change 11 to 14)	N/A

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
4.2Ad 2	Second Funding Statement Addendum	Extensions and Reductions to Order Limits to reflect design changes (Change 11 to 14)	N/A
4.3Ad	Book of Reference Addendum	Extensions and Reductions to Order Limits to reflect design changes (Change 11 to 14)	N/A
4.4	Land Changes Plans	Extensions and Reductions to Order Limits to reflect design changes (Change 11 to 14)	N/A
Book 5: Reports			
5.1Ad	Consultation Report Addendum	All design changes (Changes 1 to 15)	
5.2(A)Ad	Main Development Site Flood Risk Assessment Addendum	<ul style="list-style-type: none"> Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Change to Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 	<ul style="list-style-type: none"> Additional flood risk modelling and assessment of the main development site [Main Development Site Flood Risk Assessment Addendum (Doc Ref. 5.2(A)Ad)]. Flood Risk Emergency Plan (FREP) – Main Development Site [Main Development Site Flood Risk Assessment Addendum (Doc Ref. 5.2(A)Ad)]
5.5Ad	Two Village Bypass Flood Risk Assessment Addendum	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Additional flood risk modelling and assessment of the two village bypass Two village bypass Flood Risk Assessment Addendum (Doc Ref. 5.5Ad).

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
			<ul style="list-style-type: none"> Flood Risk Emergency Plan (FREP) – Two village bypass [Two village bypass Flood Risk Assessment Addendum (Doc Ref. 5.5Ad)].
5.10Ad	Shadow Habitat Regulations Assessment Report Addendum	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1). Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). 	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data ES Addendum Volume 3 Appendices 2.9.A, 2.9.B and Appendix 9.5.A (Doc Ref. 6.14). Updated and additional fish assessments [ES Addendum Volume 3 Appendix 2.17.A (Doc Ref. 6.14)]
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Book 6: Environmental Statement			
6.14	Environmental Statement Addendum		
	Chapter 1: Introduction		
6.14	Chapter 1: Introduction	N/A	N/A
	Chapter 2: Main development site		
6.14	Section 2.3: Conventional Waste and Material Resources	<ul style="list-style-type: none"> All design changes (Changes 1 to 15), in particular Change 12 which includes extensions and reductions of the Order Limits for works on the two-village bypass and Sizewell link road. 	<ul style="list-style-type: none"> Materials Management Strategy Update [ES Addendum Volume 1 Chapter 2 and Volume 3 Appendix 2.2.C (Doc Ref. 6.14)]
	Section 2.4: Socio-economics	<ul style="list-style-type: none"> Proposed changes are unlikely to result in any new or different effects reported in the ES. 	<ul style="list-style-type: none"> Additional socio-economic baseline data on crime incidents [ES Addendum Volume 1 Chapter 2 (Doc Ref. 6.14)]
	Section 2.5: Transport	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements. 	<ul style="list-style-type: none"> Updated traffic modelling and assessment Transport [Assessment Addendum] (Doc Ref. 8.5(A)Ad) and ES Addendum Volume 1 Chapter 2 (Doc Ref. 6.14)] Updates to Correct Errors [ES Addendum Volume 1 Chapter 2 (Doc Ref. 6.14)]

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
		<ul style="list-style-type: none"> Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15). 	
	Section 2.6: Noise and Vibration	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) The impacts of Change 1 and Change 2 on HGV movements. Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to certain parameter heights and activities on the main development site (Change 4). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 	<ul style="list-style-type: none"> Updated noise traffic modelling and assessment [ES Addendum Volume 1 Chapters 2, 5, 6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)] Updates to Correct Errors [ES Addendum Volume 1 Chapters 2, 5, 6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)]
	Section 2.7: Air Quality	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) 	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)] Updates to Correct Errors

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
		<ul style="list-style-type: none"> The impacts of Change 1 and Change 2 on construction traffic movements. Change to certain parameter heights and activities on the main development site (Change 4). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 	
	Section 2.8: Landscape and Visual	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to certain parameter heights and activities on the main development site (Change 4) Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Change to Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Revisions to tree retention at the main development site (Change 7). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 	

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
		<ul style="list-style-type: none"> 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) A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15). 	
	Section 2.9: Terrestrial Ecology and Ornithology	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Change to Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Revisions to tree retention at the main development site (Change 7). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data [ES Addendum Volume 3 Appendices 2.9.A, 2.9.B and Appendix 9.5.A (Doc Ref. 6.14)]. Protected species licence and method statement updates [ES Addendum Volume 3 Appendix 2.9.C (Doc Ref. 6.14)] Fen Meadow Strategy [ES Addendum Volume 3 Appendix 2.9.D (Doc Ref. 6.14)]
	Section 2.10: Amenity and Recreation	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) The impacts of Change 1 and Change 2 on HGV movements. 	<ul style="list-style-type: none"> Clarifications to plans including Access and Rights of Way Plans for new and altered means of access. Traffic modelling and assessment Transport Assessment Addendum (Doc Ref. 8.5(A)Ad)

Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
	<ul style="list-style-type: none"> Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to certain parameter heights and activities on the main development site (Change 4). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15). 	<p>and ES Addendum Volume 1 Chapter 2 (Doc Ref. 6.14).</p> <ul style="list-style-type: none"> Updated noise traffic modelling and assessment [ES Addendum Volume 1 Chapter 2, 5, 6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)]. Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
Section 2.11: Terrestrial Historic Environment	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to certain parameter heights and activities on the main development site (Change 4). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11) 	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments [ES Addendum Volume 3 Appendices 2.11.A, 5.8.A, 7.5.A, 8.3.A and 9.6.A and ES Addendum Volume 1 Chapter 6 (Doc Ref. 6.14)].

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
	Section 2.12: Soils and Agriculture	<ul style="list-style-type: none"> Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15). 	<ul style="list-style-type: none"> Updates to correct errors in the soils and agriculture assessment.
	Section 2.13: Geology and Land Quality	<ul style="list-style-type: none"> Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 	<ul style="list-style-type: none"> Main Development Site: Phase 2 Geo-Environmental Report ES Addendum Volume 3 Appendices 2.11.A, 5.8.A, 7.5.A, 8.3.A and 9.6.A and ES Addendum Volume 1 Chapter 6 (Doc Ref. 6.14).
	Section 2.14: Groundwater and Surface Water	<ul style="list-style-type: none"> Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Change to Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 	<ul style="list-style-type: none"> Additional flood risk modelling and assessment of the main development site [Main Development Site Flood Risk Assessment Addendum (Doc Ref. 5.2(A)Ad)]. Update to the water monitoring and response strategy presented [ES Addendum Volume 3 Appendix 2.14.A (Doc Ref. 6.14)]

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
	Section 2.15: Coastal Geomorphology and Hydrodynamics	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). 	<ul style="list-style-type: none"> Coastal Processes Monitoring and Management Plan [ES Addendum Volume 3 Appendix 2.15.A (Doc Ref. 6.14)].
	Section 2.16: Marine Water Quality and Sediments	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Surface water removed early in construction process to be discharged to the foreshore via a temporary outfall (Change 8).. 	
	Section 2.17: Marine Ecology and Fisheries	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). 	<ul style="list-style-type: none"> Updated and additional fish assessments [ES Addendum Volume 3 Appendix 2.17.A (Doc Ref. 6.14)].
	Section 2.18: Marine Historic Environment	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). 	
	Section 2.19: Marine Navigation	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). 	
	Section 2.20: Radiological Effects	Proposed changes are unlikely to result in any new or different effects reported in the ES.	-
	Section 2.21: Climate change	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements. 	<ul style="list-style-type: none"> Materials Management Strategy Update [ES Addendum Volume 1 Chapter 2 and Volume 3 Appendix 2.2.C (Doc Ref. 6.14)] Two Village Bypass Outline Landscape and Ecology Management Plan [Two Village

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
		<ul style="list-style-type: none"> Change to location of water resource storage area and addition of flood mitigation measures to lower flood risk (Change 5). Change to Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 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 12). 	<p>Bypass Outline Landscape and Ecology Management Plan (Doc Ref. 8.3A)].</p> <ul style="list-style-type: none"> Sizewell Link Road Outline Landscape and Ecology Management Plan (Doc Ref. 8.3B) <p>Sizewell Link Road Outline Landscape and Ecology Management Plan (Doc Ref. 8.3B).</p>
	Section 2.22: Major Accidents and disasters	Proposed changes are unlikely to result in any new or different effects reported in the ES.	
	Section 2.23: Health and Wellbeing	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1). Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). The impacts of Change 1 and Change 2 on construction traffic movements. 	<ul style="list-style-type: none"> Traffic modelling and assessment [Transport Assessment Addendum (Doc Ref. 8.5(A)Ad) and ES Addendum Volume 1 Chapter 2 (Doc Ref. 6.14)] Updated noise traffic modelling and assessment [ES Addendum Volume 1 Chapters 2, 5, 6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)]. Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
	Chapter 3: Northern park and ride		

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
6.14	Section 3.3: Air Quality	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements 	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
	Section 3.4: Terrestrial Ecology and Ornithology	Proposed changes are unlikely to result in any new or different effects reported in the ES.	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data [ES Addendum Volume 3 Appendices 2.9.A, 2.9.B and Appendix 9.5.A (Doc Ref. 6.14)].
Chapter 4: Southern park and ride			
6.14	Section 4.3: Noise and Vibration	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10). 	
	Section 4.4: Air Quality	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10). Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements 	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
	Section 4.5: Landscape and Visual	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10). 	
	Section 4.6: Terrestrial Ecology and Ornithology	Proposed changes are unlikely to result in any new or different effects reported in the ES	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data [ES Addendum Volume 3 Appendices 2.9.A, 2.9.B and Appendix 9.5.A (Doc Ref. 6.14)].

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
	Section 4.7: Amenity and Recreation	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10). 	
	Section 4.8: Terrestrial Historic Environment	<ul style="list-style-type: none"> Extension of landscape bund, other minor changes at the southern park and ride, including a minor reduction of the Order Limits (Change 10). 	
	Chapter 5: Two village bypass		
6.14	Section 5.3: Noise and Vibration	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements. 	<ul style="list-style-type: none"> Addition of indicative temporary contractor compound area to the western end of the bypass [ES Addendum Volume 1 Chapters 5 Appendix 5.2.A (Doc Ref. 6.14)]. Updated noise traffic modelling and assessment [ES Addendum Volume 1 Chapters 2, 5, 6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)].
	Section 5.4: Air Quality	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements. 	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
	Section 5.5: Landscape and Visual	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Addition of indicative temporary contractor compound area to the western end of the bypass [ES Addendum Volume 1 Chapters 5 Appendix 5.2.A (Doc Ref. 6.14)].
	Section 5.6: Terrestrial Ecology and Ornithology	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data [ES Addendum Volume 3 Appendices 2.9.A, 2.9.B and Appendix 9.5.A (Doc Ref. 6.14)]. Two Village Bypass Outline Landscape and Ecology Management Plan (Doc Ref. 8.3A).

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
	Section 5.7: Amenity and Recreation	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Clarifications to plans including Access and Rights of Way Plans for new and altered means of access. Addition of indicative temporary contractor compound area to the western end of the bypass [ES Addendum Volume 1 Chapters 5 Appendix 5.2.A (Doc Ref. 6.14)]. Traffic modelling and assessment [Transport Assessment Addendum (Doc Ref. 8.5(A)Ad) and ES Addendum Volume 1 Chapter 2 (Doc Ref. 6.14)]. Updated noise traffic modelling and assessment [ES Addendum Volume 1 Chapters 2, 5, 6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)]. Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
	Section 5.8: Terrestrial Historic Environment	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments [ES Addendum Volume 3 Appendices 2.11.A, 5.8.A, 7.5.A, 8.3.A and 9.6.A and ES Addendum Volume 1 Chapter 6 (Doc Ref. 6.14)]. Addition of indicative temporary contractor compound area to the western end of the bypass [ES Addendum Volume 1 Chapters 5 Appendix 5.2.A (Doc Ref. 6.14)].
	Section 5.9: Soils and Agriculture	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor 	

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
		changes to the public right of way proposals at these sites (which form part of Change 12).	
	Section 5.10: Groundwater and Surface Water	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the two village bypass, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Additional flood risk modelling and assessment of the two village bypass [Two village bypass Flood Risk Assessment Addendum (Doc Ref. 5.5Ad)].
Chapter 6: Sizewell link road			
6.14	Section 6.3: Noise and Vibration	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements. Extensions and reductions of the Order Limits for works on the Sizewell link road (which form part of Change 12). 	<ul style="list-style-type: none"> Addition of indicative temporary contractor compound areas [ES Addendum Volume 1 Chapters 6 Appendix 6.2.A (Doc Ref. 6.14)]. Updated noise traffic modelling and assessment [ES Addendum Volume 1 Chapters 2, 5, 6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)].
	Section 6.4: Air Quality	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements. 	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
	Section 6.5: Landscape and Visual	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at this site (which form part of Change 12). 	<ul style="list-style-type: none"> Addition of indicative temporary contractor compound areas [ES Addendum Volume 1 Chapters 6 Appendix 6.2.A (Doc Ref. 6.14)].
	Section 6.6: Terrestrial Ecology and Ornithology	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road (which form part of Change 12). 	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data [ES Addendum Volume 3 Appendices 2.9.A, 2.9.B and Appendix 9.5.A (Doc Ref. 6.14)]. Sizewell Link Road Outline Landscape and Ecology Management Plan (Doc Ref. 8.3B).

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
	Section 6.7: Amenity and Recreation	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Clarifications to plans including Access and Rights of Way Plans for new and altered means of access. Addition of indicative temporary contractor compound areas [ES Addendum Volume 1 Chapters 6 Appendix 6.2.A (Doc Ref. 6.14)]. Traffic modelling and assessment. Updated noise traffic modelling and assessment ES Addendum Volume 1 Chapters 2, 5, 6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14). Updated air quality traffic modelling and assessment ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14).
	Section 6.8: Terrestrial Historic Environment	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Updates to the historic environment assessments [ES Addendum Volume 3 Appendices 2.11.A, 5.8.A, 7.5.A, 8.3.A and 9.6.A and ES Addendum Volume 1 Chapter 6 (Doc Ref. 6.14)].
	Section 6.9: Soils and Agriculture	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Update to correct errors to the soils and agricultural assessments presented in the ES.
	Section 6.10: Groundwater and Surface Water	<ul style="list-style-type: none"> Extensions and reductions of the Order Limits for works on the Sizewell link road, as well as minor changes to the public right of way proposals at these sites (which form part of Change 12). 	<ul style="list-style-type: none"> Sizewell link road – drainage design validation report [ES Addendum Appendix 6.2.B (Doc Ref. 6.14)].
	Chapter 7: Yoxford roundabout and other highway improvements		
6.14	Section 7.3: Noise and Vibration	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent 	<ul style="list-style-type: none"> Updated noise traffic modelling and assessment [ES Addendum Volume 1 Chapters 2, 5, 6 and

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
		beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HGV movements. <ul style="list-style-type: none"> Reductions of the Order Limits for works on the Yoxford roundabout (which form part of Change 12). 	7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)].
	Section 7.4: Air Quality	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements. 	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
	Section 7.5: Terrestrial Historic Environment	Proposed changes are unlikely to result in any new or different effects reported in the ES	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments [ES Addendum Volume 3 Appendices 2.11.A, 5.8.A, 7.5.A, 8.3.A and 9.6.A and ES Addendum Volume 1 Chapter 6 (Doc Ref. 6.14)].
	Chapter 8: Freight management facility		
6.14	Section 8.3: Air Quality	Proposed changes are unlikely to result in any new or different effects reported in the ES	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
	Section 8.4: Terrestrial Historic Environment	Proposed changes are unlikely to result in any new or different effects reported in the ES	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments [ES Addendum Volume 3 Appendices 2.11.A, 5.8.A, 7.5.A, 8.3.A and 9.6.A and ES Addendum Volume 1 Chapter 6 (Doc Ref. 6.14)].
	Chapter 9: Rail		

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
6.14	Section 9.3: Noise and vibration	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) 	<ul style="list-style-type: none"> Updated noise traffic modelling and assessment [ES Addendum Volume 1 Chapters 2, 5, 6 and 7; and Volume 3 Appendices 2.6.A, 5.3.B, 6.3.B and 7.3.B (Doc Ref. 6.14)]. Rail Noise Surveys and Assessments. 'Draft' Rail Noise Mitigation Strategy.
	Section 9.4: Air Quality	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) and enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2), and the effect of these changes on HDV movements. 	<ul style="list-style-type: none"> Updated air quality traffic modelling and assessment [ES Addendum Volume Chapters 2-9 and Volume 3 Appendices 2.7.A and 2.7.C (Doc Ref. 6.14)].
	Section 9.5: Terrestrial Ecology and Ornithology	Proposed changes are unlikely to result in any new or different effects reported in the ES	<ul style="list-style-type: none"> Terrestrial ecology and ornithology baseline surveys and data [ES Addendum Volume 3 Appendices 2.9.A, 2.9.B and Appendix 9.5.A (Doc Ref. 6.14)].
	Section 9.6: Terrestrial Historic Environment	Proposed changes are unlikely to result in any new or different effects reported in the ES	<ul style="list-style-type: none"> Archaeological evaluation reports and other updates to historic environment assessments [ES Addendum Volume 3 Appendices 2.11.A, 5.8.A, 7.5.A, 8.3.A and 9.6.A and ES Addendum Volume 1 Chapter 6 (Doc Ref. 6.14)].
Chapter 10: Project-Wide, Cumulative and Transboundary Effects			
6.14	Chapter 10: Project-Wide, Cumulative and Transboundary Effects	<ul style="list-style-type: none"> As relevant to Chapters 1-9 	<ul style="list-style-type: none"> Water Supply Strategy Update [ES Addendum Volume 1 Chapter 2 and Volume 3 Appendix 2.2.D (Doc Ref. 6.14)] As relevant to Chapters 1-9
Book 8: Other Documents			
8.1Ad	Main Development Site Design and Access Statement Addendum	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility (as part of Change 2). 	

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
		<ul style="list-style-type: none"> Greater flexibility as to where certain Sizewell B facilities are relocated to potentially avoid the need for car parking on Pillbox Field (Change 3). Change to certain parameter heights and activities on the main development site (Change 4). Change to the location of the water resource storage area and the addition of flood mitigation measures to lower flood risk (Change 5). Change to the Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Change to the sea defence to make the scheme more efficient and resilient to climate change (Change 9). A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15). 	
8.3A	Two village bypass Outline Landscape and Ecology Management Plan	N/A	
8.3B	Sizewell Link Road Outline Landscape and Ecology Management Plan	N/A	
8.5(A)Ad	Transport Assessment Addendum	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1). Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 	<ul style="list-style-type: none"> Traffic modelling and assessment [Transport Assessment Addendum (Doc Ref. 8.5(A)Ad)]

	Document/Topic title	Proposed Change(s) Relevant to the Document	Additional Information Relevant to the Document
		<ul style="list-style-type: none"> A new bridleway link between Aldhurst Farm and Kenton Hills (Change 15). 	
8.11(A)	Code of Construction Practice (CoCP)	Relevant where changes arise from updates to the environmental assessments as detailed in the Environmental Statement (Doc Ref. 6.14).	Relevant where changes arise from updates to the environmental assessments as detailed in the Environmental Statement (Doc Ref. 6.14).
8.12Ad	Mitigation Route Map Addendum	Relevant where changes arise from updates to the environmental assessments as detailed in the Environmental Statement (Doc Ref. 6.14).	Relevant where changes arise from updates to the environmental assessments as detailed in the Environmental Statement (Doc Ref. 6.14).
8.14Ad	Water Framework Directive Addendum	<ul style="list-style-type: none"> Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2). Change to the Site of Special Scientific Interest (SSSI) crossing design to a single span bridge with embankments (Change 6). Extension to the Order Limits to provide for additional fen meadow habitat at Pakenham as mitigation for fen meadow loss (Change 11). 	<ul style="list-style-type: none"> Updated and additional fish assessments [ES Addendum Volume 3 Appendix 2.17.A (Doc Ref. 6.14)] Water Supply Strategy Update [ES Addendum Volume 1 Chapter 2 and Volume 3 Appendix 2.2.D (Doc Ref. 6.14)]
8.18	Freight Management Strategy	<ul style="list-style-type: none"> Potential to increase the frequency of freight train movements to facilitate bulk material imports by rail (Change 1) Enhancement of the permanent beach landing facility and construction of a new, temporary beach landing facility (Change 2) 	<ul style="list-style-type: none"> Materials Management Strategy Update [ES Addendum Volume 1 Chapter 2 and Volume 3 Appendix 2.2.C (Doc Ref. 6.14)]