



The Sizewell C Project

6.16 Ch Second Environmental Statement Addendum
Volume 1: Second Environmental Statement Addendum
Chapters

Chapter 1: Introduction

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PLATES

None provided.

FIGURES

None provided.

APPENDICES

None provided.

1 INTRODUCTION AND SCOPE OF THE ENVIRONMENTAL STATEMENT SECOND ADDENDUM

1.1 Introduction

a) Background to the Sizewell C Project

1.1.1 NNB Generation Company (SZC) Limited ('SZC Co.') submitted an application for a Development Consent Order (DCO) to the Planning Inspectorate under the Planning Act 2008 for the Sizewell C Project in May 2020 (referred to as the 'Application'). The Application was accepted for examination in June 2020.

1.1.2 SZC Co. submitted a request to change the Application in January 2021, with 15 changes proposed across the proposed development. These changes were accepted for examination by the Planning Inspectorate in April 2021 (referred to as the 'Accepted Changes').

1.1.3 As a result of the ongoing engagement between SZC Co. and stakeholders, including as part of the process of agreeing common ground and ongoing design development, SZC Co. subsequently identified a limited number of further proposed changes that it wished to make to the Application. Following on from the numbering of the Accepted Changes, these further proposed changes are numbered Proposed Changes 16 to 18.

1.1.4 SZC Co. carried out non-statutory consultation between 11 June 2021 and midday on 12 July 2021 on the proposed changes and took into account consultation feedback in finalising the changes.

1.1.5 This Environmental Statement (ES) Second Addendum (hereafter referred to as the '**Second ES Addendum**') presents an assessment of Proposed Changes 16 to 18.

b) Purpose of the Second Environmental Statement Addendum

1.1.6 An **Environmental Statement ('ES')** [APP-159 to APP-582] was submitted as part of the Application, which was prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (Ref. 1) and the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) (Ref. 2). These regulations are referred to as the Infrastructure Planning EIA Regulations, the Marine Works EIA Regulations or the EIA Regulations collectively hereafter.

1.1.7 As part of the request to change the Application in January 2021, an **ES Addendum** (referred to as the ‘**First ES Addendum**’) was submitted to present an assessment of any new or different significant effects that are likely to result from the now Accepted Changes to the Application compared to the **ES** submitted with the Application in May 2020.

1.1.8 Furthermore, Additional Information has been submitted over the course of the examination to supplement the **ES** submitted with the Application in May 2020. The Additional Information that has been submitted is summarised within the **ES Signposting Document** [[REP2-025](#)].

1.1.9 This document is a second addendum to the **ES** submitted with the Application in May 2020. The purpose of this **Second ES Addendum** is to present an assessment of any new or different significant effects that are likely to result from the further proposed changes to the Application (Proposed Changes 16 to 18).

1.2 Further proposed changes to the Sizewell C Project

1.2.1 Since the submission of the Application, a number of further proposed changes to the Sizewell C Project (also referred to as the ‘proposed development’) have been identified.

1.2.2 These further proposed changes include:

- **Proposed Change 16:** Lover’s Lane and Main Development Site Access Works (described in further detail in **Chapter 2** of this **Second ES Addendum**). **Proposed Change 16** comprises:
 - Public Right of Way ("PRoW") change (Bridleway 19) south of the B1122/Lover’s Lane junction and the relocation of Pegasus crossing.
 - A revised alignment for Bridleway 19 at its southern end (north of Sizewell Gap) at Paines Plantation and removal of a strip trees from the tree belt adjacent to the bridleway.
 - Repositioning the proposed mammal culvert south of the Leiston Drain watercourse.
- **Proposed Change 17:** Two village bypass (described in further detail in **Chapter 3** of this **Second ES Addendum**). **Proposed Change 17** comprises:

- A change to reduce the length of the flood relief culverts through the eastern embankment of the River Alde overbridge, and associated changes to the adjacent accommodation track.
- Removal of the proposed upgrade of existing footpaths E-243/003/0 and E-243/011/0 to a bridleway resulting in a reduction of the site boundary.
- A change to the Access and Rights of Way plans (and the Draft Development Consent Order (DCO)) to show a crossing of the north-eastern arm of the proposed Friday Street roundabout.
- **Proposed Change 18:** Sizewell link road (described in further detail in **Chapter 4** of this **Second ES Addendum**). **Proposed Change 18** comprises
 - A change from a Non-Motorised User bridge to a vehicular bridge to avoid the closure to vehicles of Pretty Road and increase connectivity across the route of the Sizewell link road. The junction between Pretty Road and the Sizewell link road on the south west side of the route is therefore no longer to be included in the proposals.
 - Changes to ensure that the PRoW proposals provide safe crossing points and reflect topography.
 - An increase to the site boundary to allow for a gravity drainage solution to be achieved to the west of the East Suffolk line.
 - A change to the road layout (including a change to the boundary of Work No. 12B shown on **Works Plans** (Doc Ref. 2.3(D) Ch)) where the Sizewell link road joins to the B1122 near Brown's Plantation to address a departure from the Design Manual for Roads and Bridges ("DMRB") standards.
 - A change to the road layout and carriageway level at the B1122/25 link (including a change to the boundary of Work No. 12B shown on **Works Plans** (Doc Ref. 2.3(D) Ch)) to address a departure from DMRB standards resulting in an increase to the site boundary. The proposed increase of the carriageway levels would also help to achieve a gravity drainage solution in this part of the site.
 - An extension to the site boundary and a change to the boundary of Work No. 12B shown on **Works Plans** (Doc Ref. 2.3(D) Ch) at Hawthorn Road to allow tie in works to the Sizewell link road.

- An extension to the site boundary and a change to the boundary of Work No. 12B shown on **Works Plans** (Doc Ref. 2.3(D) Ch) to allow tie in works between the eastern and western arms of the proposed Middleton Moor roundabout and the existing B1122.
- Changes to the boundary of Work No. 12B shown on **Works Plans** (Doc Ref. 2.3(D) Ch) to allow for an improved tie in with the existing highway are proposed at Trust Farm Link/B1122 junction, Moat Road junction and at the eastern end of the Sizewell link road where it joins the existing B1122.

1.2.3 The proposed development which incorporates these changes is referred as the ‘revised proposed development’.

1.3 Scope and methodology of this Second ES Addendum

a) Overview

1.3.1 This section outlines the scope and methodology used in this **Second ES Addendum**. This **Second ES Addendum** should be read in conjunction with the ES submitted with the Application in May 2020 [APP-159 to APP-582], as updated by the environmental information listed within the **ES Signposting Document** [REP2-025]. Throughout this **Second ES Addendum**, references are given to the examination library numbers assigned by the Examining Authority (identified within square brackets, e.g. [APP-159]) for information previously issued to the Examining Authority or SZC Co. document numbers (‘Doc Ref.’ numbers) for documents which have yet to be assigned an examination library number.

1.3.2 A glossary of terms and list of abbreviations used in this **Second ES Addendum** is provided within **Book 1** [AS-106].

1.3.3 The general assessment methodology and topic-specific methodologies, relevant legislation, policy and guidance, key assumptions and limitations set out in **Volume 1, Chapter 6** of the **ES** submitted with the Application [APP-171 and APP-177] remain unchanged, unless specifically stated. This is to ensure there is consistency between the **ES**, the **First ES Addendum** and the **Second ES Addendum**.

b) Scope and methodology for the assessment of the further proposed design changes

1.3.4 Prior to assessing the environmental effects of the further proposed changes, a screening exercise was undertaken. This comprised a review of the further proposed changes by EIA specialists across all technical assessments presented in the **ES**. The review was used to determine whether the further proposed changes had the potential to result in any new or different significant environmental effects compared to those reported in the **ES**.

1.3.5 The outcome of this screening exercise is provided in **Table 1.1**, and where necessary, the assessment of the further proposed changes is detailed in the site-specific chapters of this **Second ES Addendum**. The assessment of the further proposed changes follows the methodology outlined for each relevant topic set out in **Volume 1, Chapter 6** of the **ES** [[APP-171](#) and [APP-177](#)]. Where the further proposed changes are not considered likely to change the assessment presented in the **ES** as a result of the screening exercise, they have not been considered further.

Table 1.1: Sizewell C Project ES assessments updated due to further proposed changes

Topic	Further Proposed Change(s) Relevant to the Topic
Chapter 2: Main development site	
Section 2.4: Terrestrial Ecology and Ornithology	Terrestrial ecology and ornithology assessment has been screened in to consider the Bridleway 19 changes at Paines Plantation and associated removal of trees, and the repositioning of the mammal culvert south of the Leiston Drain watercourse, proposed as part of Proposed Change 16.
Chapter 3: Two village bypass	
Section 3.4: Landscape and Visual	Landscape and visual assessment has been screened in to consider the reduced length of flood relief culverts through the eastern embankment of the River Alde overbridge, and associated changes to the adjacent accommodation track, proposed as part of Proposed Change 17.
Chapter 4: Sizewell link road	
Section 4.4: Landscape and Visual	Landscape and visual assessment has been screened in to consider the change of Pretty Road bridge from a Non-Motorised User ('NMU') bridge to a vehicular bridge and change to the road layout and carriageway level at the B1122/25 link, proposed as part of Proposed Change 18.

1.3.6 As the further proposed changes only affect the main development site, two village bypass and Sizewell link road, there is no change to the assessments reported within **Volume 3 Northern Park and Ride, Volume 4 Southern Park and Ride, Volume 7 Yoxford Roundabout and Other Highway Improvements, Volume 8 Freight Management Facility and Volume 9 Rail** of the **ES**, as updated by the environmental information listed within the **ES Signposting Document** [[REP2-025](#)]. In addition, due

to the nature and scale of the further proposed changes, no new or materially different significant cumulative or transboundary effects would arise compared to those reported in **Volume 10** of the **ES**, as updated by the environmental information listed within the **ES Signposting Document [REP2-025]**.

1.3.7 The findings of the **Shadow Habitats Regulations Assessment Report** [APP-145 to APP-152, AS-173 to AS-178 and [REP2-032](#)], **Water Framework Directive** [APP-619 to APP-633 and AS-277 to AS-279] and **Flood Risk Assessments** [APP-093 to APP-144, AS-157 to AS-172 and REP2-026 to REP2-031] would also remain unchanged.

1.4 General assumptions and limitations

1.4.1 Where relevant for each environmental topic, key assumptions and limitations for undertaking the assessment have been explained and their consequences on the completeness or potential accuracy of the conclusions have been identified. In general, these remain as set out in **Volume 1, Chapter 6** of the **ES** submitted with the Application [[APP-171](#) and [APP-177](#)], unless otherwise stated within the subsequent chapters of this **Second ES Addendum**.

1.5 Structure of this ES Addendum

1.5.1 This **Second ES Addendum** comprises three volumes.

1.5.2 The remainder of this volume (**Volume 1**) is structured so the chapters provide an addendum to the corresponding ES volumes, as outlined below:

- **Chapter 2 – Main development site** (update to ES Volume 2 [APP-178 to APP-347] and **First ES Addendum Volume 1 Chapter 2** [[AS-181](#)]);
- **Chapter 3 – Two village bypass** (update to ES Volume 5, [APP-409 to APP-443] and **First ES Addendum Volume 1 Chapter 5** [[AS-184](#)]);
- **Chapter 4 – Sizewell link road** (update to ES Volume 6, [APP-444 to APP-477] and **First ES Addendum Volume 1 Chapter 6** [[AS-185](#)]).

1.5.3 **Volume 2** of this **Second ES Addendum** provides the relevant figures corresponding to the chapters set out in this volume.

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- 1.5.4 **Volume 3** of this **Second ES Addendum** provides the relevant appendices corresponding to the chapters set out in this volume.
- 1.5.5 This **Second ES Addendum** is also accompanied by a **non-technical summary (NTS)** which provides a summary of the key findings from this volume of the **Second ES Addendum** in non-technical language. The **Second ES Addendum NTS** provides an update to the NTS submitted with the Application [[APP-159](#)] and **First ES Addendum NTS** [[AS-179](#)].

REFERENCES

1. Parliament of the United Kingdom, The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended), (London, 2017).
2. Parliament of the United Kingdom, The Marine Works (Environmental Impact Assessment) Regulations 2007, (London, 2007).