



The Sizewell C Project

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

Chapter 2: Main Development Site

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None provided.

2 MAIN DEVELOPMENT SITE

2.1 Introduction

2.1.1 This chapter of the **Second ES Addendum** provides an update to **Volume 2** of the **ES** [APP-178 to APP-347], and **Volume 1, Chapter 2** of the **First ES Addendum** [[AS-181](#)].

2.1.2 The chapter presents a description of the further proposed changes to the proposed development at the main development site since the submission of the application for development consent (May 2020), referred to hereafter as the ‘Application’, and changes accepted in April 2021, referred to as the ‘Accepted Changes’.

2.1.3 The further proposed changes of relevance to the main development site are included within Proposed Change 16 and comprise the following works:

- Changes to Public Right of Way (PRoW) Bridleway 19 comprising:
 - a revised alignment of the bridleway south of the new B1122/Lover’s Lane junction. In addition, the Pegasus crossing proposed on Lover’s Lane (south of the existing Recycling Centre) would be relocated approximately 10m further to the south;
 - A revised alignment of the bridleway at Paines Plantation, north of Sizewell Gap. This includes the removal of a strip of trees from the tree belt adjacent to the bridleway; and
- Repositioning of the proposed mammal culvert south of the Leiston Drain watercourse.

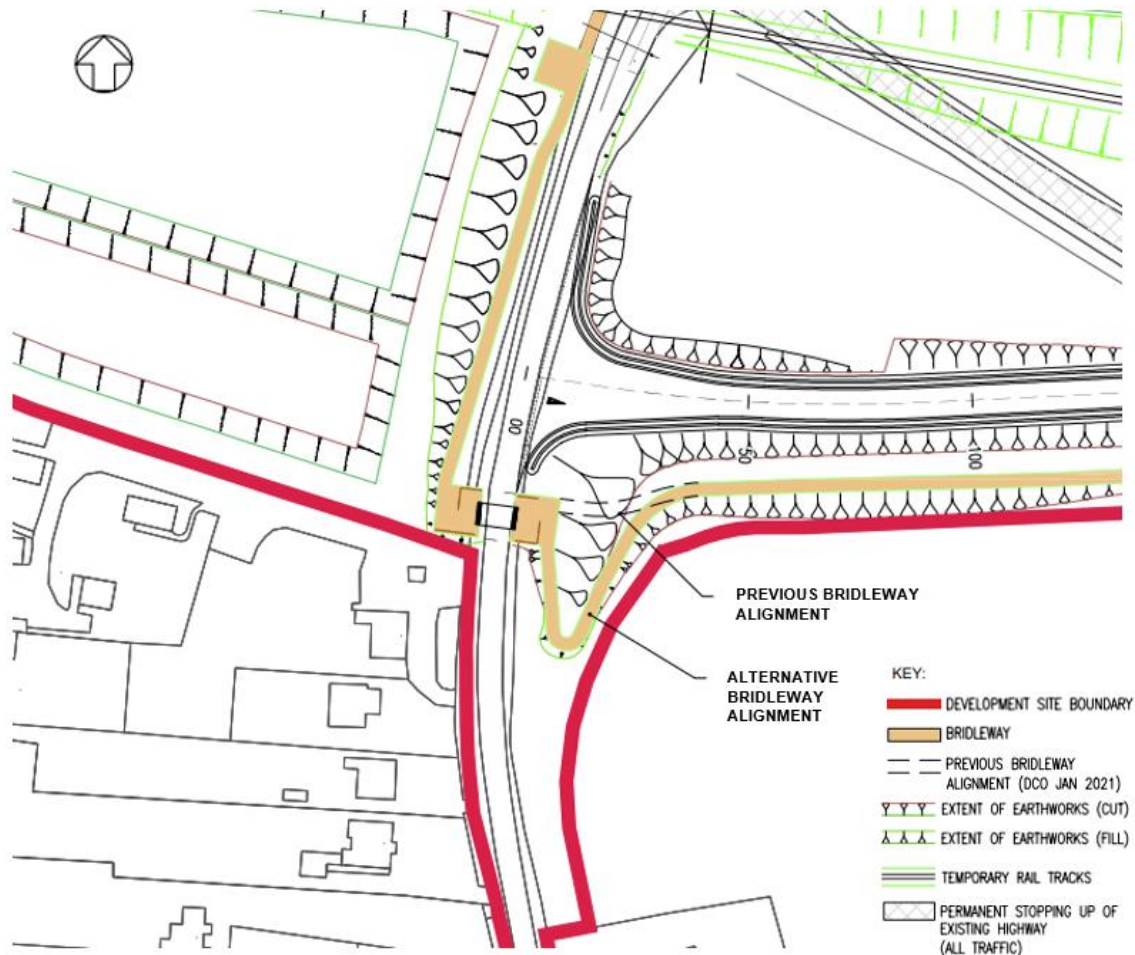
2.1.4 A detailed description of Proposed Change 16 is provided in **section 2.2**.

2.2 Description of Proposed Change 16

2.2.1 This section presents details on the further proposed changes made to the proposed development at main development site. Updated versions of the Description of Development ES chapters in tracked changes, to include these further changes, are provided within the updated **Main Development Site Description of Permanent Development** (Doc Ref. 6.14(B) Ch) and **Description of Construction** (Doc Ref. 6.3 3D(B) Ch) submitted alongside this **Second ES Addendum** as part of the request for further changes at Deadline 5.

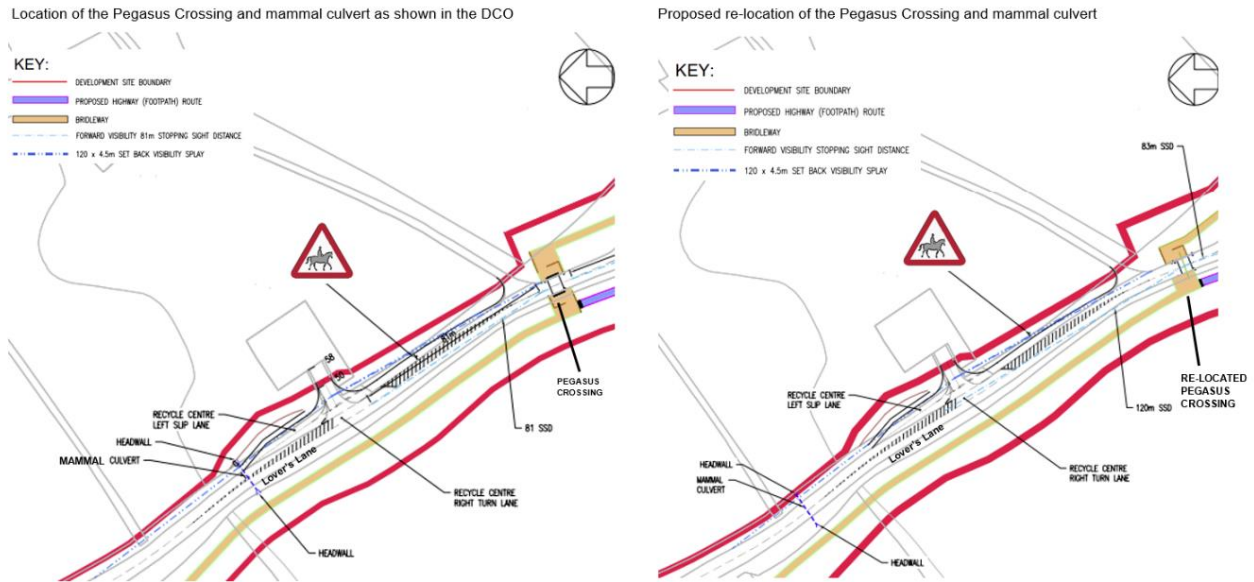
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- 2.2.2 The further proposed changes include amendments to Bridleway 19, including relocation of a Pegasus crossing, and relocation of a mammal culvert. The locations of these changes are shown on **Figure 2.2.1** provided in **Volume 2** of this **Second ES Addendum**.
- a) Bridleway 19 changes south of the new B1122/ Lover’s Lane junction
 - i. Proposed development in the Application, as updated by the Accepted Changes
- 2.2.3 The Application, as updated by the Accepted Changes, proposed to divert the Bridleway 19 alignment so that it runs east to west, south of the B1122 (Abbey Road) / Lover’s Lane junction, as illustrated in **Plate 2.1**. In addition, a Pegasus crossing on Lover’s Lane is also proposed.
- ii. Description of the proposed change
- 2.2.4 SZC Co. proposes to change the alignment of Bridleway 19 south of the B1122 (Abbey Road) / Lover’s Lane junction from a straight east-west alignment to divert to the south with a kink in the alignment, as shown in **Plate 2.1**. This minor diversion to the south would allow for a less steep gradient for equestrian use. The revised alignment is also shown on **Figures 2.2.2** and **2.2.3** in **Volume 2** of this **Second ES Addendum**.

Plate 2.1: Proposed change to the alignment of Bridleway 19 south of the new B1122/ Lover’s Lane junction



2.2.5 SZC Co. also proposes to relocate the Pegasus crossing on Lover’s Lane approximately 10m to the south (refer to **Plate 2.2**). This would improve visibility for users of the Pegasus crossing and vehicular traffic on Lover’s Lane, including vehicles exiting the existing Recycling Centre in a southerly direction. It would also maintain appropriate visibility splays in compliance with DMRB standards and Bridleway Design Guidelines (Ref. 1).

Plate 2.2 Proposed change to the Pegasus crossing and mammal culvert



2.2.6 There would be no change to site boundary (and thereby Order Limits) or the temporary / permanent land take as a result of the change. The land on which the Bridleway 19 diversion would run and the land on which the relocated Pegasus crossing waiting areas would stand (either side of Lover’s Lane) are part of the permanent land take for the Sizewell C Project.

iii. Why is this change proposed?

2.2.7 Both of the above elements of Change 16 are proposed following further design work, including monthly design review meetings with East Suffolk Council ('ESC') and Suffolk County Council ('SCC'). As the design has developed, these changes have been found to be necessary to ensure the best design solutions, in compliance with relevant standards and safety guidance.

2.2.8 The change to the alignment of Bridleway 19, south of the B1122 (Abbey Road)/ Lover’s Lane junction would allow for a less steep gradient for equestrian use.

2.2.9 The relocation of the Pegasus crossing would improve visibility for both users of the Pegasus crossing and vehicular traffic on Lover’s Lane, including vehicles exiting the existing Recycling Centre in a southerly direction.

- b) Bridleway 19 changes at Paines Plantation and removal of trees
 - i. Proposed development in the Application, as updated by the Accepted Changes

2.2.10 The Application, as updated by the Accepted Changes, shows Bridleway 19 passing along the whole northern edge of Paines Plantation adjacent to the site boundary, as illustrated on an extract of the Access and Rights of Way Plans provided in **Plate 2.3**, and refer to the **Access and Rights of Way Plans** (Doc Ref. 2.4(D)) for further detail.

- ii. Description of the proposed change

2.2.11 Further design development has identified that, if there was no change proposed, the alignment currently set out in the Application would require the removal of a strip of trees measuring approximately 300m in length and approximately 2m in width, along the northern edge of Paines Plantation to allow the Bridleway to have the necessary width to comply with Bridleway Design Guidelines. This would require the removal of 60-80 trees. The current width of Paines Plantation varies, but the majority is between 40–60m wide.

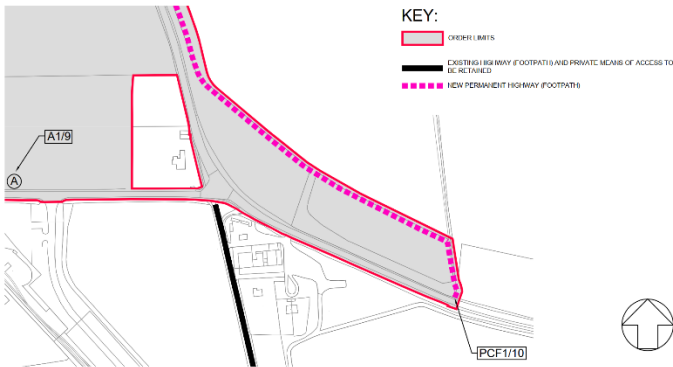
2.2.12 SZC Co. now proposes to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation (**Plate 2.3**).

2.2.13 This change will minimise tree loss, as Bridleway 19 will only pass along the northern edge of Paines Plantation, where the existing trees are located, for approximately 150m (see **Figures 2.2.4** and **2.2.5** provided in **Volume 2** of this **Second ES Addendum**). This would result in the removal of 30-40 trees.

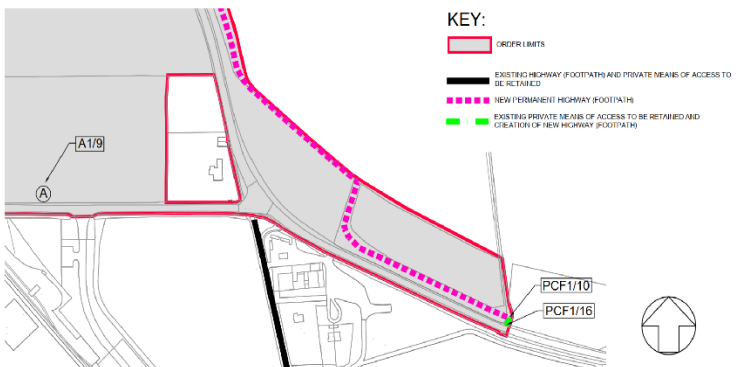
2.2.14 In other words, the revised Bridleway 19 alignment would result in 150m less vegetation clearance than would result from the proposals currently included in the Application and would result in 30-40 fewer trees being lost.

Plate 2.3 Proposed Bridleway 19 change at Paines Plantation

Bridleway 19 Alignment as shown in the Application, updated by the Accepted Changes



Proposed Bridleway 19 Alignment as part of Change 16



iii. Why is this change proposed?

- 2.2.15 The change is proposed so that Bridleway 19 can pass between the tree belt and the site boundary with the necessary width to comply with Bridleway Design Guidelines, whilst also minimising tree loss.
- 2.2.16 The site boundary for the main development site at the south-east end of Bridleway 19 was positioned such that the site boundary would not encroach on the existing ecological mitigation area in the neighbouring field. It is not considered that it would be appropriate, as an alternative to the removal of the strip of trees, to widen the site boundary further north of Paines Plantation as this would affect existing ecological mitigation in the adjacent field. The entire grassland and heathland mosaic in the adjacent field, which includes a number of reptile hibernacula, has been established as primary mitigation for reptiles, and the proposed Bridleway 19 site boundary was positioned to minimise any fragmentation of these habitats.
- c) Repositioning of the proposed mammal culvert south of the Leiston Drain watercourse
- i. Proposed development in the Application, as updated by the Accepted Changes
- 2.2.17 The Application currently shows a mammal culvert passing under Lover's Lane, running perpendicular to the road to the south of the Leiston Drain watercourse, as shown in **Plate 2.2** above.

ii. Description of the proposed change

2.2.18 SZC Co. proposes to reposition the mammal culvert to be in closer proximity to the Leiston Drain watercourse. As for the proposals described in the Application, the culvert would be designed with features to encourage use by mammals. Otter fencing would also be provided to guide mammals to the crossing.

2.2.19 The proposed positioning of the culvert is shown in **Plate 2.2** above.

iii. Why is this change proposed?

2.2.20 This change is proposed following recent design review meetings with the Environment Agency, ESC and SCC concerning the detailed development of proposals affecting Lover's Lane and Bridleway 19.

2.2.21 The re-positioned culvert would make the crossing more attractive and effective for mammals to use and fencing is proposed to guide mammals to the crossing. The level of the mammal crossing would take account of the flood modelling in the Leiston Drain area.

2.3 Review of Environmental Assessments

2.3.1 A review of whether Proposed Change 16 introduces new or materially different likely significant environmental effects has been undertaken by EIA specialists across all technical assessments reported within **Volume 2** of the **ES** [APP-178 to APP-347], as summarised in **Table 2.1** below.

2.3.2 The review concluded that Proposed Change 16 could have the potential to affect the ecological assessment, reported within **Volume 2, Chapter 14** of the **ES** [AS-033], as updated by **Volume 1, Chapter 2** of the **First ES Addendum** for the Accepted Changes [AS-181], and any other environmental information outlined in the **ES Signposting Document** [REP2-025]. Further consideration was therefore required.

2.3.3 Proposed Change 16 does not affect any other environmental assessment topic areas or receptors identified in **Volume 2** of the **ES**, as summarised in **Table 2.1** below. This is due to the relatively minor nature and scale of the works associated with the further proposed change within the context of the proposed development. The proposed change comprises a relatively minor set of design changes aimed at enhancing the safety and amenity of the existing proposals.

Table 2.1: Technical assessments with no change to the conclusions as a result of Proposed Change 16

Technical Assessment	Justification
<p>Conventional Waste and Material Resources</p> <p>With reference to Volume 2, Chapter 8 of the ES [APP-193], Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 does not alter the baseline nor result in material changes to the quantities of resources required or waste generated as a result of the proposed development. Therefore, the further proposed change results in no change to the conclusions of the assessments reported within Volume 2, Chapter 8 of the ES [APP-193] and Volume 1, Chapter 2 of the First ES Addendum [AS-181].</p>
<p>Socio-economics</p> <p>With reference to Volume 2, Chapter 9 of the ES [APP-195], Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 does not alter the baseline nor the workforce estimates during construction or operation. Therefore, the further proposed change results in no change to the conclusions of the assessments reported within Volume 2, Chapter 9 of the ES [APP-195], Volume 1, Chapter 2 of the First ES Addendum [AS-181].</p>
<p>Transport</p> <p>With reference to Volume 2, Chapter 10 of the ES [APP-202] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 would not alter the baseline nor give rise to any discernible change in the transport impacts to those set out within the assessments at Volume 2, Chapter 10 of the ES [APP-202] and Volume 1, Chapter 2 of the First ES Addendum [AS-181]. The change to the length of Bridleway 19 would be 114m, which would not result in any discernible change to the journey distance along this route. Furthermore, the proposed change would improve safety and amenity of non-motorised users along Bridleway 19, albeit not to the extent to change the magnitude of impacts described within the ES. There would be no change to the construction and operational traffic flows.</p>

Technical Assessment	Justification
<p>Noise and Vibration With reference to Volume 2, Chapter 11 of the ES [APP-202] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 would not alter the baseline nor give rise to any discernible change in the noise and vibration impacts to those set out within the assessments at Volume 2, Chapter 11 of the ES [APP-202] and Volume 1, Chapter 2 of the First ES Addendum [AS-181]. The distance of works from noise sensitive receptors would not substantially change and no new noisy activities would be introduced. There would be no change to the construction and operational traffic flows.</p>
<p>Air Quality With reference to Volume 2, Chapter 12 of the ES [APP-212] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 would not alter the baseline nor give rise to any discernible change in the air quality impacts to those set out within the assessments at Volume 2, Chapter 12 of the ES [APP-212] and Volume 1, Chapter 2 of the ES Addendum [AS-181]). The distance of works from sensitive receptors to construction dust would not substantially change and no new activities which could give rise to air quality impacts would be introduced. There would be no change to the construction and operational traffic flows.</p>

Technical Assessment	Justification
<p>Landscape and Visual</p> <p>With reference to Volume 2, Chapter 13 of the ES [APP-216] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 would not alter the baseline nor give rise to any discernible change in the landscape and visual impacts to those set out within the assessments at Volume 2, Chapter 13 of the ES [APP-216] and Volume 1, Chapter 2 of the First ES Addendum [AS-181]. Whilst the removal of trees from the northern side of Paines Plantation is proposed, these tree removals would not have any material adverse impact on public amenity, as the majority of the plantation would remain intact. The plantation would continue to contribute to local landscape amenity and would screen the existing power station complex from the users of Lover’s Lane. Therefore, there would be no discernible change to the impacts of the main development site on landscape character, adjacent views or the natural beauty and special quality indicators of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty.</p>
<p>Terrestrial Ecology and Ornithology</p> <p>With reference to Volume 2, Chapter 14 of the ES [AS-033] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 could have the potential to affect the ecological assessment, reported within Volume 2, Chapter 14 of the ES [AS-033], as updated by Volume 1, Chapter 2 of the First ES Addendum [AS-181]. Further consideration is given in section 2.4 below.</p>

Technical Assessment	Justification
<p>Amenity and Recreation</p> <p>With reference to Volume 2, Chapter 15 of the ES [APP-267] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>As described above, there is no material change to the assessments of transport, air quality, noise and vibration and landscape and visual effects. Proposed Change 16 would also not alter the baseline nor give rise to any discernible change in the amenity and recreation impacts, compared to those set out within the assessments at Volume 2, Chapter 15 of the ES [APP-267] and Volume 1, Chapter 2 of the First ES Addendum [AS-181]. Furthermore, the proposed change would improve safety and amenity of non-motorised users along Bridleway 19, albeit not to the extent to change the magnitude of impacts described within the ES.</p>
<p>Terrestrial Historic Environment</p> <p>With reference to Volume 2, Chapter 16 of the ES [APP-272] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>With no material change to the overall land-take of the proposed development, noise and vibration, and landscape and visual effects, Proposed Change 16 would not alter the baseline nor give rise to any discernible change in the magnitude of disturbance of heritage assets or change to setting to those set out within the assessments at Volume 2, Chapter 16 of the ES [APP-272] and Volume 1, Chapter 2 of the First ES Addendum [AS-181].</p>
<p>Soils and Agriculture</p> <p>With reference to Volume 2, Chapter 17 of the ES [APP-277] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 does not require additional agricultural land to be included within the site boundary. Therefore, Proposed Change 16 would not alter the baseline nor give rise to any discernible change in the soils and agriculture impacts (loss of best and most versatile land or loss/disruption to land under agricultural use) to those set out within the assessments at Volume 2, Chapter 17 of the ES [APP-277] and Volume 1, Chapter 2 of the First ES Addendum [AS-181].</p>

Technical Assessment	Justification
<p>Geology and Land Quality With reference to Volume 2, Chapter 18 of the ES [APP-280] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 would not alter the baseline nor give rise to any discernible change in the geology and land quality impacts to those set out within the assessments at Volume 2, Chapter 18 of the ES [APP-280] and Volume 1, Chapter 2 of the First ES Addendum [AS-181]. There is no change to the source-receptor-pathways considered within the conceptual site model for the main development site or physical impacts on soils.</p>
<p>Groundwater and Surface Water With reference to Volume 2, Chapter 19 of the ES [APP-297] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 would not alter the baseline nor give rise to any discernible change in the groundwater and surface water impacts to those set out within the assessments at Volume 2, Chapter 19 of the ES [APP-297] and Volume 1, Chapter 2 of the ES Addendum [AS-181]. There is no material change to drainage proposals, flood risk or water quality impacts identified within the ES.</p>
<p>Marine Environmental Assessments With reference to Volume 2, Chapters 20 to 24 of the ES [APP-311 to APP-337] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 does not impact on the marine environment. Therefore, there is no change to the baseline or effects on the marine environment reported within Volume 2, Chapters 20 to 24 of the ES [APP-311 to APP-337] and Volume 1, Chapter 2 of the First ES Addendum [AS-181].</p>
<p>Radiological Considerations With reference to Volume 2, Chapter 25 of the ES [APP-340] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 does not include works to any facilities associated with activities or processes which involve the handling or the production of radioactive items or material. Therefore, there is no change to the baseline or assessment presented within Volume 2, Chapter 25 of the ES [APP-340].</p>

Technical Assessment	Justification
<p>Climate Change With reference to Volume 2, Chapter 26 of the ES [APP-342] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 does not result in material changes to the quantities of resources required or waste generated as a result of the proposed development, and therefore, has no discernible impact on the greenhouse gas emissions from the proposed development. Furthermore, there is no change to the climate change resilience of the proposed development or in-combination climate impacts, as described within Volume 2, Chapter 26 of the ES [APP-342] and Volume 1, Chapter 2 of the First ES Addendum [AS-181].</p>
<p>Major Accidents and Disasters With reference to Volume 2, Chapter 27 of the ES [APP-344] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 16 does not alter major accident or disaster hazards or proposed mitigation assessed within Volume 2, Chapter 27 of the ES [APP-344] and Volume 1, Chapter 2 of the First ES Addendum [AS-181]. Therefore, there is no change to the assessment.</p>
<p>Health and Wellbeing With reference to Volume 2, Chapter 28 of the ES [APP-346] and Volume 1, Chapter 2 of the First ES Addendum [AS-181] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>As no discernible change to the baseline or assessments of socio-economics, transport, noise and vibration, air quality, and radiological effects have been identified, the assessment of effects on health and wellbeing would also remain as set out within Volume 2, Chapter 28 of the ES [APP-346] and Volume 1, Chapter 2 of the First ES Addendum [AS-181].</p>

2.4 Terrestrial Ecology and Ornithology

a) Introduction

2.4.1 This section provides an addendum to the terrestrial ecology and ornithology assessment of the main development site resulting from Proposed Change 16, with reference to the following documents submitted with the Application or for the Accepted Changes:

- **Volume 2, Chapter 14** of the ES [[AS-033](#)]; and
- **Volume 1, Chapter 2** of the **First ES Addendum** [[AS-181](#)].

b) Relevant changes

2.4.2 The following proposed changes as part of Proposed Change 16 are relevant to the terrestrial ecology and ornithology assessment reported within **Volume 2, Chapter 14** of the ES [[AS-033](#)] and **Volume 1, Chapter 2** of the **First ES Addendum** [[AS-181](#)]:

- Bridleway 19 changes at Paines Plantation and removal of trees; and
- Repositioning of the proposed mammal culvert south of the Leiston Drain watercourse.

c) Updated assessment

i. Bridleway 19 changes at Paines Plantation and removal of trees

2.4.3 Proposed Change 16 at Paines Plantation requires the removal of an approximately 2m wide strip of woodland (approximately 30-40 trees) at the northern edge of the plantation. It is noted that if the change to the Bridleway 19 alignment at this location were not implemented, the required site clearance would be double the amount resulting from this change (identified as part of further design development). The change would result in 30-40 fewer trees being lost than would be required by the proposals in the Application, as updated by the Accepted Changes.

2.4.4 As shown on the Phase 1 habitat plan in **Figure 14A3.1**, Paines Plantation is a broadleaved woodland - plantation (see **Volume 2, Chapter 14A3** of the ES [[APP-230](#)]). The current width of Paines Plantation varies, however the majority is between 40–60m wide. The trees in the plantation are closely spaced and originate from early 1990's. **Plate 2.4** provides photographs of Paines Plantation which illustrate the nature and age of the trees. When the plantation was created it was to screen views of the newly built Sizewell B, from views from the Sizewell Gap and Leiston. The trees are a mix of native plantings, including pedunculate oak and silver birch but primarily stands of a long-leaved non-native pine species (likely maritime or Corsican pine). There is no understorey and the ground flora is dominated by tall grasses, as shown in **Plate 2.4**.

- 2.4.5 The trees are relatively young plantings and as characteristic of this age of tree, there are no potential roost features for bats and no other Important Ecological Features (IEFs) listed for the main development site (identified within Table 14.9 in **Volume 2 Chapter 14** [AS-033]) are likely to be present.
- 2.4.6 The proposed plantation loss is very local, small scale and of relatively low value trees, such that there would be no substantive change to the woodland loss figures or the biodiversity net gain calculations if these were reworked.

Plate 2.4 Photographs of Paines Plantation along the northern edge of the woodland, looking south



2.4.7 In summary, despite the limited amount of additional vegetation to be removed (which is less than would be required with the Bridleway 19 alignment currently proposed in the Application identified as part of design

development), Proposed Change 16 would not alter the baseline nor give rise to any discernible change in the magnitude of impact to ecological resources within the context of the overall main development site impacts, including with regard to the impacts on designated sites, habitats and species IEFs as set out within **Volume 2, Chapter 14** of the **ES** [AS-033] and **Volume 1, Chapter 2** of the **First ES Addendum** [AS-181]. These minor changes to site clearance would be more than offset by the proposals for habitat reinstatement described within the **Outline Landscape and Ecological Management Plan** [REP1-010].

- ii. Repositioning of the proposed mammal culvert south of the Leiston Drain watercourse

2.4.8 Proposed Change 16 moves the proposed mammal culvert closer to the Leiston Drain watercourse, in order to improve ecological connectivity and use by mammals (i.e. water voles and otters). Whilst the changed mammal culvert location represents an improvement on the design presented within the Application, it does not change the conclusions of the assessment of effects on water voles and otters presented within **Volume 2, Chapter 14** of the **ES** [AS-033], as updated by **Volume 1, Chapter 2** of the **First ES Addendum** [AS-181].

2.5 Conclusion

2.5.1 In summary, Proposed Change 16 does not change the conclusions on likely significant effects reported within **Volume 2** of the **ES** [APP-178 to APP-347], as updated by the **First ES Addendum** for the Accepted Changes [AS-179 to AS-260]. This is due to the relatively minor nature and scale of the works associated with the further proposed change within the context of the proposed development at the main development site.

REFERENCES

1. CD 143 - Designing for walking, cycling and horse-riding (March 2021):
<https://www.standardsforhighways.co.uk/dmr/search/9b379a8b-b2e3-4ad3-8a93-ee4ea9c03f12> [Accessed 9 July 2021]