



The Sizewell C Project

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Chapters
Chapter 3: Two Village Bypass

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3 TWO VILLAGE BYPASS

3.1 Introduction

3.1.1 This chapter of the **Second ES Addendum** provides an update to **Volume 5** of the **ES** [APP-409 to APP-443], and **Volume 1, Chapter 5** [[AS-184](#)] of the **First ES Addendum**.

3.1.2 The chapter presents the further proposed changes to the proposed development at the two village bypass 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 hereafter as the 'Accepted Changes'.

3.1.3 The further proposed changes of relevance to the two village bypass site are included within Proposed Change 17 and comprise the followings works:

- Reduction of the length of the flood relief culverts through the eastern embankment of the River Alde overbridge. The shorter flood relief culverts would allow a mammal migration ledge to be provided on the eastern flood relief culvert, removing the need for a separate mammal culvert to the east of the River Alde. The shorter flood relief culverts also require amendments to the alignment of the adjacent accommodation track and provision of a portal culvert underneath the track.
- Public Right of Way (PRoW) change – removal of the proposed upgrade of existing footpaths E-243/003/0 and E-243/011/0 to a bridleway from the two village bypass proposals, resulting in a reduction of the site boundary; and
- PRoW change – change to the Access and Rights of Way plans (and the draft DCO) to show a crossing of the north-eastern arm of the proposed Friday Street roundabout. The crossing would connect the existing A1094 to the existing A12.

3.1.4 These are further described in **section 3.2**, and **Figure 3.1.1** presents the revised two village bypass site boundary.

3.2 Description of Proposed Change 17

3.2.1 This section presents details on the proposed changes made to the proposed development at two village bypass site. An updated version of the Description of Development in tracked changes, to include these changes,

is provided within the updated **Two Village Bypass Description of Development** (Doc Ref. 6.14(B) Ch) submitted alongside this **Second ES Addendum** as part of the request for further changes at Deadline 5.

- 3.2.2 The further proposed changes include a reduction of the site boundary (and thereby a change of the Order Limits), as well as changes to the flood relief culverts and accommodation track to the east of the River Alde. The changes are shown on **Figure 3.2.1** in **Volume 2** of this **Second ES Addendum**.
- 3.2.3 **Figures 3.2.2 to 3.2.5** provide the illustrative masterplan for the proposed two village bypass. **Figures 3.2.6** and **3.2.7** illustrate the site clearance plans.
- a) Reduced length of flood relief culverts through the eastern embankment of the River Alde overbridge, and associated changes to the adjacent accommodation track
 - i. Proposed development in the Application, as updated by the Accepted Changes
- 3.2.4 SZC Co. proposed two flood relief culverts of 70m in length which go through both an embankment to the east of the River Alde overbridge (referred to hereafter as the River Alde overbridge east embankment) and the accommodation track (connecting to Parkgate Farm), which is on embankment located to the south of the route of the two village bypass. A shorter mammal migration culvert was also proposed which would pass through the River Alde overbridge east embankment only.
- 3.2.5 See **Figure 5.2.3** in **Volume 2** of the **First ES Addendum** [[AS-197](#)] for the location of the culverts and the accommodation track.
- ii. Description of the proposed change
- 3.2.6 The proposed change is to reduce the length of the flood relief culverts through the River Alde overbridge east embankment from 70m in length to 50m in length.
- 3.2.7 The shorter flood relief culverts would mean that the flood relief culverts would more likely be used by mammals. Therefore, the separate mammal culvert to the east of the flood relief culverts would no longer be provided, and instead, the eastern flood relief culvert would include a mammal migration ledge.
- 3.2.8 In reducing the length of the culverts, an amendment to the accommodation track to the south of the two village bypass route is required. The alignment of the accommodation track would be similar to the proposal as currently

provided for in the Application, remains within the site boundary, and would avoid the Root Protection Area of the existing woodland and proposed mitigation planting. The accommodation track would be steeper than currently shown in the Application over a shorter length.

3.2.9 As part of the associated changes to the accommodation track, an additional watercourse portal culvert would be required under the accommodation track where it crosses an existing ditch. This portal culvert is required as the proposed shorter flood relief culverts would no longer extend underneath the accommodation track.

3.2.10 There would be no change to the site boundary or temporary / permanent land take as a result of the proposed change.

iii. Why is this change proposed?

3.2.11 This change is to meet the Environment Agency's requirements where 50m is the preferred upper limit of culvert length to reduce the risk of blockages, for the ease of maintenance and maximise the chances of it being used by otters.

b) PRoW change – removal of the proposed upgrade of existing Footpaths E-243/003/0 and E-243/011/0 to a bridleway

i. Proposed development in the Application, updated by the Accepted Changes

3.2.12 SZC Co. included two areas within the site boundary on either side of the two village bypass, west to east from St Mary's Church to the east of Walk Barn Farm to include Footpaths E-243/003/0 and E-243/011/0 (see **Figures 5.2.3** and **5.2.4** in **Volume 2** of the **First ES Addendum** [[AS-197](#)]).

3.2.13 The upgrade to a bridleway was requested by SCC to enhance the wider bridleway network. SZC Co. agreed to this request and the upgrade to a bridleway was incorporated in the Application, as updated by the Accepted Changes.

3.2.14 The Application proposals do not currently propose any physical works to convert Footpaths E-243/003/0 and E-243/011/0 to a bridleway. However, a diversion of Footpath E-243/011/0 was included in the Accepted Changes to formalise the route used in practice by the public (see **Volume 1, Chapter 5** of the **First ES Addendum** [[AS-184](#)]).

ii. Description of the proposed change

3.2.15 SZC Co. is proposing to remove the bridleway upgrade from the Application; it is proposed to reduce the site boundary to remove the thin

spurs east and west of the two village bypass. The removal of the upgrade from the proposal would only change the proposed status of the PRowS and not their surfacing, width, or other physical attributes. There would also be no need for mounting blocks for equestrians on either side of the Foxburrow Wood footbridge.

iii. Why is this change proposed?

3.2.16 Further analysis has shown that the bridleway upgrade is not required to mitigate the impacts of the two village bypass, therefore it would not be justified to seek compulsory acquisition powers over this land or for it to be included within the Order limits.

3.2.17 For the compulsory acquisition of land, SZC Co. must demonstrate that land 'is required for the development to which the development consent relates' or 'the land is required to facilitate or is incidental to the proposed development' (S.122(2) of the Planning Act 2008) (Ref. 1).

3.2.18 The proposed bridleway upgrade cannot reasonably be said to meet these conditions.

3.2.19 This change is also proposed as a result of consultation feedback from affected landowners.

c) PRow Change – change to the Access and Rights of Way plans (and the draft DCO) to show a connection between the existing A1094 to the existing A12

i. Proposed development in the Application, as updated by the Accepted Changes

3.2.20 The **Access and Rights of Way Plans** currently shown in the Application, as updated by the Accepted Changes, show that the existing A12 and existing A1094 alignments at the north-eastern end of the two village bypass would be retained and converted to non-motorised user (NMU) use. This is illustrated on an extract of the **Access and Rights of Way Plans** provided in **Plate 3.1**, and refer to the **Access and Rights of Way Plans** for further detail (Doc Ref. 2.4(D)).

3.2.21 Between points PSH11/4 and A11/3 the **Access and Rights of Way Plans** (Doc Ref. 2.4(D)), and shown on Plate 3.1, the dotted green line signifies the 'permanent stopping up of highway (all traffic)'.

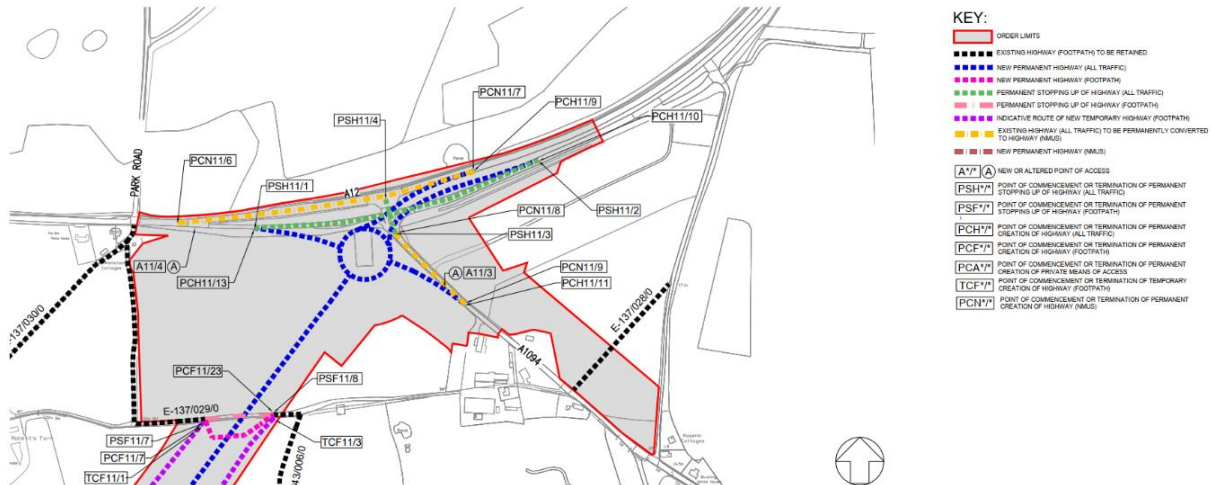
ii. Description of the proposed change

3.2.22 SZC Co. proposes to create a crossing at the north-eastern arm of the proposed Friday Street roundabout (across the tie-ins with the existing A12

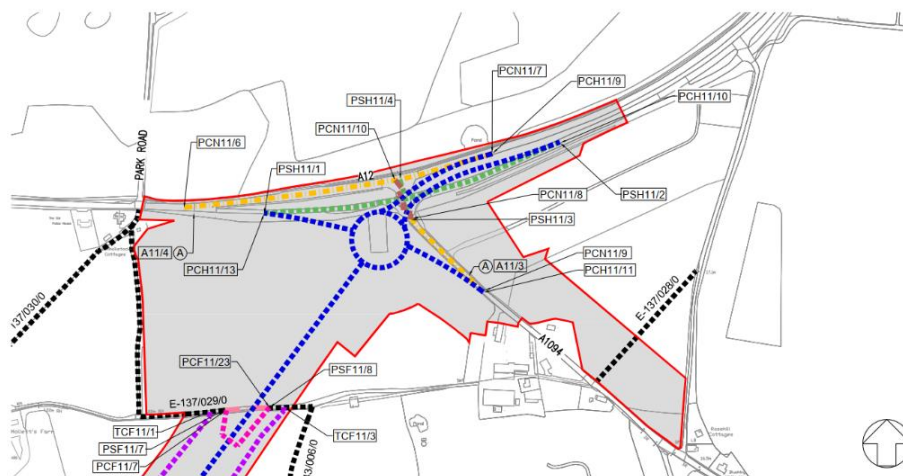
towards Saxmundham). The proposed crossing would provide a link for non-motorised use (i.e. pedestrians, cyclists, equestrians) between the ‘old’ A12 and the ‘old’ A1094.

Plate 3.1 Proposed change at Friday Street roundabout

Access and Rights of Way Plans as shown in the Application, updated by the Accepted Changes



Proposed Changes to the Access and Rights of Way Plans as part of Proposed Change 17



iii. Why is this change proposed?

3.2.23

The change to provide a connection between the non-motorised user routes is proposed in response to feedback from the owners of Friday Street Farm and through discussions with SCC and ESC. The proposed change would allow for pedestrian, cycle and equestrian access between the proposed non-motorised user routes and provide safe access between Farnham and Friday Street Farm by foot or bicycle. It would also assist in non-motorised users travelling to/from Farnham connecting with footpath E-137/028/0 off

the A1094 and help to alleviate a concern raised by SCC regarding cyclists using the Friday Street roundabout.

3.3 Review of Environmental Assessments

3.3.1 A review of whether Proposed Change 17 introduces new or materially different likely significant environmental effects has been undertaken by EIA specialists across all technical assessments reported within **Volume 5** of the **ES** [APP-409 to APP-443], as summarised in **Table 3.1** below.

3.3.2 All marine environmental assessments were screened out of any further assessment as Proposed Change 17 does not include any amendments to marine infrastructure and there are no pathways which would lead to any new or materially different likely significant effects. Similarly, Proposed Change 17 would not alter the impacts of the proposed development with regard to socio-economics, waste and materials, transport, climate change, major accidents and disasters and radiological effects.

3.3.3 The review concluded that Proposed Change 17 could have the potential to affect the landscape and visual assessment reported within **Volume 5, Chapter 6** of the **ES** [APP-421], as updated by **Volume 1, Chapter 5** of the **First ES Addendum** for the Accepted Changes [AS-184] and any other environmental information outlined in the **ES Signposting Document** [REP2-025]. Further consideration was therefore required, as set out in **Section 3.4** below.

3.3.4 Proposed Change 17 does not affect any other environmental assessment topic areas or receptors identified in **Volume 5** of the **ES**, as summarised in **Table 3.1** below.

Table 3.1 Technical assessments with no change to the conclusions as a result of Proposed Change 17

Technical Assessment	Justification
<p>Noise and Vibration With reference to Volume 5, Chapter 4 of the ES [APP-415] and Volume 1, Chapter 5 of the First ES Addendum [AS-184] and any other relevant environmental information outlined in the ES Signposting</p>	<p>Proposed Change 17 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 5, Chapter 4 of the ES [APP-415] and Volume 1, Chapter 5 of the First ES Addendum [AS-184]. The distance of works from noise sensitive receptors would not substantially change and no new noisy activities would be introduced. There would</p>

Technical Assessment	Justification
<p>Document [REP2-025].</p>	<p>be no change to the construction and operational traffic flows.</p>
<p>Air Quality With reference to Volume 5, Chapter 12 of the ES [APP-418] and Volume 1, Chapter 5 of the First ES Addendum [AS-184] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 17 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 5, Chapter 12 of the ES [APP-418] and Volume 1, Chapter 5 of the First ES Addendum [AS-184]). 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>
<p>Landscape and visual With reference to Volume 5, Chapter 6 of the ES [APP-421] and Volume 1, Chapter 5 of the First ES Addendum [AS-184] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 17 has the potential to affect the assessment presented in Volume 5, Chapter 6 of the ES [APP-421] and Volume 1, Chapter 5 of the ES Addendum [AS-184]. Further consideration is given in section 3.4 of this chapter.</p>
<p>Terrestrial Ecology and Ornithology With reference to Volume 5, Chapter 7 of the ES [APP-425] and Volume 1, Chapter 5 of the First ES Addendum [AS-184] and any other relevant environmental information outlined in</p>	<p>Proposed Change 17 would not result in the loss of any additional woodland or alter proposed floodplain grassland habitat creation or proposed woodland planting, compared to the Accepted Changes. It is considered that Proposed Change 17 would not alter the baseline nor give rise to any discernible change in the magnitude of impact to ecological resources including the designated sites, habitats and species ('Important Ecological Features') set out</p>

Technical Assessment	Justification
<p>the ES Signposting Document [REP2-025].</p>	<p>within the assessments at Volume 5, Chapter 7 of the ES [APP-425] and Volume 1, Chapter 5 of the First ES Addendum [AS-184]). These minor changes to site clearance would be more than offset by the proposals for habitat reinstatement described within the Landscape and Ecological Management Plan (Doc Ref. 8.3A(A)).</p>
<p>Amenity and Recreation With reference to Volume 5, Chapter 8 of the First ES [APP-429] and Volume 1, Chapter 5 of the ES Addendum [AS-184] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 17 includes the removal of the proposed upgrade of Footpaths E-243/003/0 and E-243/011/0 to bridleway, however, there would be no change to the alignments of these footpaths as proposed in the Application, updated by the Accepted Changes.</p> <p>As described above, there is no material change to the assessments of air quality and noise and vibration as a result of Proposed Change 17. Section 3.4 of this chapter also reports no material change to the assessment of landscape and visual as a result of Proposed Change 17.</p> <p>It is considered that Proposed Change 17 would not give rise to any change in the amenity and recreation impacts set out within the assessments at Volume 5, Chapter 8 of the ES [APP-429] and Volume 1, Chapter 5 of the First ES Addendum [AS-184].</p>
<p>Historic Environment With reference to Volume 5, Chapter 9 of the ES [APP-432] and Volume 1, Chapter 5 of the First ES Addendum [AS-184]) and any other relevant environmental information outlined in the ES Signposting</p>	<p>Proposed Change 17 would have no material change to the overall land-take of the proposed development, noise and vibration and air quality assessment. In addition, Section 3.4 of this chapter also reports no material change to the assessment of landscape and visual as a result of Proposed Change 17. Therefore, Proposed Change 17 would not 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 5, Chapter 9 of the ES [APP-432] and Volume</p>

Technical Assessment	Justification
<p>Document [REP2-025].</p>	<p>1, Chapter 5 of the First ES Addendum [AS-184].</p>
<p>Soils and Agriculture With reference to Volume 5, Chapter 10 of the ES [APP-435] and Volume 1, Chapter 5 of the First ES Addendum [AS-184] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 17 does not require additional agricultural land to be included within the site boundary, although there is a minor reduction. Therefore, Proposed Change 17 would not give rise to any discernible change in the soils and agriculture impacts (loss of best and most versatile land and loss/disruption to land in agricultural production) to those set out within the assessments at Volume 5, Chapter 10 of the ES [APP-435] and Volume 1, Chapter 5 of the First ES Addendum [AS-184].</p>
<p>Geology and Land Quality With reference to Volume 5, Chapter 11 of the ES [APP-438] and any other relevant environmental information outlined in the ES Signposting Document [REP2-025].</p>	<p>Proposed Change 17 would not give rise to any discernible change in the geology and land quality impacts to those set out within the assessments at Volume 5, Chapter 11 of the ES [APP-438]. There is no change to the source-receptor-pathways considered within the conceptual site model for the two village bypass or physical impacts on soils.</p>
<p>Groundwater and Surface Water With reference to Volume 5, Chapter 12 of the ES [APP-441] and Volume 1, Chapter 5 of the First ES Addendum [AS-184] and any other relevant environmental information outlined in the ES Signposting</p>	<p>Proposed Change 17 includes a change to the length of proposed flood relief culverts. However, there would be no change to the diameter of the culvert and the culverts would convey the same amount of water flow as in the Application, as updated by the Accepted Changes.</p> <p>It is considered that Proposed Change 17 would not give rise to any discernible change in the groundwater and surface water impacts to those set out within the assessments at Volume 5, Chapter 12 of the ES [APP-441]</p>

Technical Assessment	Justification
<p>Document [REP2-025].</p>	<p>and Volume 1, Chapter 5 of the First ES Addendum [AS-184].</p> <p>There is no material change to drainage proposals, flood risk or water quality impacts identified within the ES.</p>

3.4 Landscape and Visual

a) Introduction

3.4.1 This section provides an addendum to the landscape and visual assessment at the two village bypass site resulting from Proposed Change 17, with reference to the following documents submitted with the Application or for the Accepted Changes:

- **Volume 5, Chapter 6** of the **ES** [[APP-421](#)]; and
- **Volume 1, Chapter 5** of the **First ES Addendum** [[AS-184](#)].

b) Relevant changes

3.4.2 The following proposed change as part of Proposed Change 17 is relevant to the landscape and visual assessment reported within **Volume 5, Chapter 6** of the **ES** [[APP-421](#)] and **Volume 1, Chapter 5** of the **First ES Addendum** [[AS-184](#)]:

- Reduced length of flood relief culverts through the eastern embankment of the River Alde overbridge, and associated changes to the adjacent accommodation track.

c) Updated assessment

3.4.3 The proposed change would not extend the study area, change the landscape baseline or result in any changes to the visual baseline or zone of theoretical visibility from those considered within **Volume 5, Chapter 6** of the **ES** [[APP-421](#)] and **Volume 1, Chapter 5** of the **First ES Addendum** [[AS-184](#)].

3.4.4 The proposed change to the accommodation track adjacent to the River Alde overbridge would result in an overall reduction in the height of the accommodation track, and would reduce the extent of construction works

in this vicinity by a small amount and similarly reduce the overall extent of earthworks along the accommodation track during operation.

- 3.4.5 These changes would result in a relatively minor reduction in effects on the landscape character types that the accommodation track is located within during both construction and operation. The effects on landscape character as a result of the proposed River Alde overbridge would remain the more pervasive effect. Within the Valley Meadowlands Landscape Character Type (LCT), as assessed within **Volume 5, Chapter 6** of the **ES [APP-421]** and **Volume 1, Chapter 5** of the **First ES Addendum [AS-184]**, large to large-medium scale effects would be experienced within this part of the LCT during construction and effects would remain of medium-low magnitude, and would be moderate adverse which is considered to be **not significant**. During operation, effects would remain of medium magnitude, and would result in a moderate adverse effect on this area, which is considered to be **not significant**.
- 3.4.6 Within the Rolling Estate Sandlands LCT, as assessed within **Volume 5, Chapter 6** of the **ES [APP-421]** and not altered by **Volume 1, Chapter 5** of the **First ES Addendum [AS-184]**, large scale effects would be experienced within this part of the LCT during construction and effects would remain of medium magnitude, and would be moderate adverse which is considered to be **not significant**. During operation, effects would remain of high-medium magnitude, and would result in a moderate adverse effect on this area, which is considered to be **not significant**.
- 3.4.7 The proposed change would also result in a relatively minor reduction in the visibility of the proposed accommodation track from surrounding visual receptor groups. The visibility of the proposed River Alde overbridge would remain unchanged.
- 3.4.8 Within visual receptor group 3 (users of public footpaths (E-243/001/0, E-243/002/0 and E-374/009/0) and local roads (unnamed) south of Farnham, as well as local residents along them, within approximately 350m), effects would remain as assessed within **Volume 5, Chapter 6** of the **ES [APP-421]** and not altered by **Volume 1, Chapter 5** of the **First ES Addendum [AS-184]**. During construction, there would be large scale visual effects closer to Farnham and small scale further south on footpaths E-243/002/0 and E-374/009/0 where the distance to the construction activity would be greater. Overall, the effects on group 3 receptors would remain of medium magnitude and would result in moderate adverse effects which are considered to be **not significant**. During operation, these effects would remain of medium magnitude and would result in moderate adverse effects which are considered to be **not significant**.

- 3.4.9 Within visual receptor group 5 (users of Tinker Brook to the west of the site, within approximately 250m, and residents along it), would also remain as assessed within **Volume 5, Chapter 6** of the **ES** [APP-421] and not altered by **Volume 1, Chapter 5** of the **First ES Addendum** [AS-184]. During construction, there would be medium scale visual effects from locations with open visibility of the proposed overbridge. Overall, the effects on group 5 receptors would remain of low magnitude and would result in slight adverse effects which are considered to be **not significant**. During operation, these effects would remain of medium magnitude and would result in moderate adverse effects which are considered to be **not significant**.
- 3.4.10 In relation to landscape designations, the Suffolk Coast and Heaths Area of Outstanding Natural Beauty remains outside the study area for the two village bypass and it is considered that there would be no views of the proposed development from within the AONB, and no potential for effects.
- 3.4.11 As such, there are no changes to the residual effects presented within **Volume 5, Chapter 6** of the **ES** [APP-421] and **Volume 1, Chapter 5** of the **First ES Addendum** [AS-184].

3.5 Conclusion

- 3.5.1 In summary, Proposed Change 17 does not change the conclusions on likely significant effects reported within **Volume 5** of the **ES** [APP-409 to APP-443], 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 two village bypass site.

REFERENCES

1. Parliament of the United Kingdom, The Planning Act 2008 (London, 2008)