



The Sizewell C Project

8.21 Part 1 - Change Report

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

July 2021

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



CONTENTS

EXECUTIVE SUMMARY	1
1 INTRODUCTION	6
1.1 Introduction	6
1.2 Other submissions to the ExA and their relationship to this submission 9	
1.3 Contents and navigating the submission	10
2 PROPOSED CHANGES	11
2.1 Introduction to the proposed changes	11
2.2 The proposed changes	15
REFERENCES	30

TABLES

Table 2.1: List of proposed changes	12
Table 2.2: Online or Paper Form Responses relating to Proposed Change 16 (no. of responses)	16
Table 2.3: The plots proposed to be removed from the Order Limits and the reasons for their removal	
19 Table 2.4: The plots in relation to which the area over which rights are sought is proposed to be reduced, including the extent of and reasons for the reduction	20
Table 2.5: Online or Paper Form Responses related to Proposed Change 17 (no. of responses)	22
Table 2.6: Purpose for which compulsory acquisition or temporary possession powers are sought over land not within the Order Limits as provided for in the Application as updated by the Accepted Changes	25
Table 2.7: Online or Paper Form Responses related to Proposed Change 18 (no. of responses)	27

EXECUTIVE SUMMARY

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

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.

On 21 April 2021, the appointed Examining Authority (ExA) accepted for Examination 15 changes to the Application (Accepted Changes).

On 2 June 2021, SZC. Co notified the ExA of its intention to propose further changes to the Application and, during the period 11 June to midday 12 July 2021, 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 proposes three further changes to the Application.

Chapter 2 of this document:

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

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 Description	Environment Effects and Habitats and Protected Species	Order Limit Changes	New Compulsory Acquisition or Temporary Possession	Impact on Businesses or Residents
Proposed Change 16 (Lover's Lane and Main Development Site Access Works)	i. A different alignment of Public Right of Way (PRoW) Bridleway 19 south of the new B1122/Lover's Lane junction and the relocation of the Pegasus crossing proposed on Lover's Lane (south of the existing Recycling Centre) approximately 10m further to the south.	No new or materially different likely significant effects on the environment from that reported in 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] and the environmental information outlined in the ES Signposting Document [REP2-025] . No change to Shadow Habitats Regulation Assessment or new European Protected Species licence.	None	None	No new or materially different significant effects on businesses or residents.
	ii. Change to 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. This would require removal of some trees at the northern edge of Paines Plantation (approx. 30-40 fewer trees would be lost than currently proposed in the Application). This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.				
	iii. Repositioning of the proposed mammal culvert south of the Leiston Drain watercourse.				
Proposed Change 17 (two village bypass)	i. 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 associated changes to the adjacent accommodation track. The associated changes to the accommodation track include a change to the gradient of	No new or materially different likely significant effects on the environment from that reported in 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] and the environmental information outlined	i. None	None	No new or materially different significant effects on businesses or residents.

Proposed Change Number	Proposed Change Description	Environment Effects and Habitats and Protected Species	Order Limit Changes	New Compulsory Acquisition or Temporary Possession	Impact on Businesses or Residents
	the track and the insertion of a portal culvert underneath the track.	in the ES Signposting Document [REP2-025] . No change to Shadow Habitats Regulation Assessment or new European Protected Species licence.			
	ii. 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 Order Limits.		ii. Reduction		
	iii. A new crossing of the north-eastern arm of the proposed Friday Street roundabout to connect the existing A1094 to the existing A12.		iii. None		
Proposed Change 18 (Sizewell link road)	i. Pretty Road Bridge to change from a non-motorised user bridge to a vehicular bridge resulting in the junction between Pretty Road and the Sizewell link road on the south west side of the route no longer being proposed.	No new or materially different likely significant effects on the environment from that reported in Volumes 2 and 6 of the ES, as updated by the First ES Addendum for the Accepted Changes [AS-179 to AS-260] and the environmental information outlined in the ES Signposting Document [REP2-025] . No change to Shadow Habitats Regulation Assessment or new European Protected Species licence.	i. None	i. None	No new or materially different significant effects on businesses or residents.
	ii. PRow changes to provide safe crossing points and reflect topography.		ii. None	ii. None	
	iii. An increase to the Order Limits to allow for a gravity drainage solution to be achieved to the west of the East Suffolk line.		iii. Increase	iii. Compulsory acquisition powers – consent of all persons with an interest has been obtained.	
	iv. A change to the road layout and minor amendment to the boundary of Work No. 12B 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.		iv. None	iv. None	

Proposed Change Number	Proposed Change Description	Environment Effects and Habitats and Protected Species	Order Limit Changes	New Compulsory Acquisition or Temporary Possession	Impact on Businesses or Residents
	v. A change to the road layout, carriageway level and boundary of Work No. 12B at the B1122/25 link to address a departure from DMRB standards, resulting in an increase in the Order Limits over highway land.		v. Increase	v. Temporary possession only over highway land.	
	vi. An extension to the Order Limits over highway land to allow for an improved tie in between Hawthorn Road and the Sizewell link road. It is also proposed to make minor revisions to the boundary of Work No. 12B where the Sizewell link road joins Hawthorn Road to allow for improved tie ins with the existing highway.		vi. Increase	vi. Temporary possession only over highway land.	
	vii. An extension to the Order Limits over highway land to allow for an improved tie in between the eastern and western arms of the proposed Middleton Moor roundabout and the existing B1122. It is also proposed to make minor revisions to the boundary of Work No. 12B at the Middleton Moor roundabout to allow for improved tie ins with the existing highway.		vii. Increase	vii. Temporary possession only over highway land.	
	viii. Minor revisions to the boundary of Work No. 12B to allow for an improved tie in with the existing highway are proposed at the Trust Farm Link/B1122 junction, the Moat Road junction and at the eastern end of the Sizewell link road where it joins the existing B1122.		viii. None	viii. None	

All the proposed changes are minor in the context of the Sizewell C Project and none is so material that it constitutes a materially different project. Proposed Changes 16 to 18 would not require any amendment to the other consents and licences as outlined in the **Schedule of Other Consents and Licences** [\[REP3-011\]](#) and would not create any impediment to securing those licences and consents.

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.

Part 2 of this submission comprises the updates and addenda to the Application documents which would be appropriate if the proposed changes 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 21 April 2021, the appointed Examining Authority (ExA) accepted for Examination 15 changes to the Application (Accepted Changes).

1.1.4 On 2 June 2021, SZC Co. wrote to the ExA providing notification that it wished to propose further changes to the Application [REP2-001]. 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 (entitled '**Second Notification of Proposed Project Changes Report**') [REP2-131] was provided which identified the nature of the changes proposed and advised of SZC Co.'s intention to request that changes of the nature described in the Notification Report be accepted as changes to the Application.

1.1.5 SZC Co. explained in the letter and the **Second Notification of Proposed Project Changes Report** [REP2-131] its intention to undertake consultation on the proposed changes in accordance with the requirements of the Advice note 16.

1.1.6 On 8 June 2021, the Planning Inspectorate responded [PD-026], noting SZC Co.'s intention to submit a request for changes to the Application. 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 ExA would require in order to consider whether to accept the proposed changes either in whole or in part.

1.1.7 SZC Co. has followed closely the advice provided by the ExA and this document forms the first of two parts (Part 1) of SZC Co.'s request to make changes to the Application. 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 ExA to make changes to the Application. SZC Co. considers that these proposed changes are not material for the reasons explained throughout this document. However, as it is recognised that this is a question of planning judgment for the ExA, SZC Co. has nevertheless followed the process for making a material change set out in Advice note 16.
- 1.1.9 Each of the changes, has been the subject of non-statutory consultation undertaken between 11 June and midday 12 July 2021 (the Consultation Document is provided as **Appendix E** to the **Consultation Report Third Addendum** (Doc Ref. 5.1Ad3 Ch)).
- 1.1.10 **Chapter 2** of this document:
- identifies and describes each proposed change;
 - identifies how each proposed change has been the subject of consultation and explains the issues arising from 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 materially different likely significant environmental effects arising from each proposed change; and
 - explains why each change is considered necessary.
- 1.1.11 In particular, this submission provides the information requested in the ExA's letter of 8 June 2021 [[PD-026](#)] and includes the information required by Figure 3 of Advice note 16.
- 1.1.12 Part 2 of this submission includes the updates and addenda to the Application documents necessary to describe, explain and assess the proposed changes.
- 1.1.13 SZC Co. formally requests that each of the proposed changes to the Application is accepted.

c) Policy context

- 1.1.14 The Overarching National Policy Statement ("NPS") for Energy ("NPS EN-1") (Ref 1.1) and the NPS for Nuclear Power Generation ("NPS EN-6") (Ref 1.2) were considered by Parliament and formally designated in July 2011. Together, NPS EN-1 and NPS EN-6 provide the framework for development consent decisions on applications for new nuclear power stations which are capable of deployment by the end of 2025.

- 1.1.15 The need for the Project is established in NPS EN-1 and NPS EN-6 which lists Sizewell as one of eight potentially suitable sites for the deployment of new nuclear power stations in England and Wales before the end of 2025. NPS EN-1 confirms that all applications for development consent within the scope of the NPS should be assessed on the basis that the Government has demonstrated that there is a need for those types of infrastructure. NPS EN-1 confirms that it is Government policy that new nuclear power forms an important element of the strategy for moving towards a decarbonised, diverse electricity sector by 2050, and that nuclear power should be able to contribute to the UK's need for new capacity. The need for new nuclear power generation is described as "urgent".
- 1.1.16 Whilst SZC Co. remains confident that Sizewell is suitable for the deployment of a new nuclear power station, it is no longer possible for deployment to take place by the end of 2025. In December 2017, the Government published a Written Statement on Energy Infrastructure (ref. HLWS316) (the "2017 Ministerial Statement") which reiterated the continuing need for new nuclear and explained that the Government had begun the process of consulting on the preparation of a new NPS for nuclear power stations expected to be deployed after 2025. For projects yet to apply for development consent and due to deploy beyond 2025, which includes Sizewell C, the 2017 Ministerial Statement confirmed that 'Government continues to give its strong in principle support to project proposals at those sites currently listed in EN-6' (Ref 1.3).
- 1.1.17 In July 2018, the Government published its response to the consultation. The Government's Response (Ref 1.4) reiterated the statements made in the 2017 Ministerial Statement and confirmed again the important role of nuclear in the UK's energy future. These matters have now been confirmed most recently in the Energy White Paper – Powering our Net Zero Future, December 2020 (Ref 1.5).
- 1.1.18 A more detailed explanation of the legislative and policy context of the Project can be found in **Chapter 3** of the **Planning Statement** [Examination Library Ref. APP-590] and **Chapter 2** of the **Planning Statement Update** (Doc Ref. 8.4Ad).
- 1.1.19 The proposed further changes are relatively minor and all of them are intended to improve the Application and enhance the delivery of the Project. There is therefore a pressing need for the changes to be made to the Application.
- d) **Decarbonisation and the need for new nuclear capacity**
- 1.1.20 Climate change is one of the greatest global challenges we face. To meet agreed global climate change targets, CO2 emissions from all sectors must be reduced to near zero levels (Ref 1.6).
- 1.1.21 Nuclear power is the largest source of low-carbon electricity in the developed world (Ref 1.6) and the UK Government recognises that new nuclear power stations will form an important part of the country's transition to a low-carbon

energy system that is resilient, diverse and value for money for end users (Ref 1.7). Nuclear generation has a lower carbon footprint than low-carbon alternatives, such as large-scale solar and carbon capture and storage and a similar footprint to wind generation. It also has a significantly lower physical footprint, requiring around 1,000 times less land than solar and 1,500 times less land than onshore wind.

1.1.22 The Government recognises that new nuclear power stations are critical to the country's transition to a more resilient, affordable and diverse low-carbon energy system. NPS EN-1 states: "Nuclear power generation is a low carbon, proven technology, which is anticipated to play an increasingly important role as we move to diversify and decarbonise our sources of electricity...[i]t is Government policy that new nuclear power should be able to contribute as much as possible to the UK's need for new capacity."

1.1.23 Sizewell C would provide 3,340 megawatts (3.34 gigawatts).

e) **Approach to Submission**

1.1.24 SZC Co.'s intention is to ensure that this submission is as clear and helpful to the ExA and interested parties as it can be. The submission is strictly limited to the proposed changes and their implications. It does not otherwise seek to update or amend the Application.

1.1.25 The submission does not presume that the proposed changes will be accepted by the ExA. The submission, including its supporting information, seeks to clearly identify and differentiate each proposed change and the implications of each for the submitted Application documents. Whilst the proposed changes seek to enhance the sustainable delivery of the Project, the proposed changes can be considered on their own merits and none the proposed changes are physically dependent on each other.

1.1.26 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 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 is clearly described and its consequences for the Application documents are separately identified.

1.2 **Other submissions to the ExA and their relationship to this submission**

1.2.1 A number of documents relating to the currently accepted DCO application are being submitted to the ExA at Deadline 5. These are as listed in the **Navigation Document** (Doc Ref 1.3(L)).

- 1.2.2 The request for further proposed changes however provides a set of updated Application documents which reflect the position should the proposed changes be accepted.
- 1.2.3 A definitive document list identifying which documents are unaffected and which have been updated or made subject to addenda as part of the change request submission is provided in the **Navigation Document** (Doc Ref. 1.3(L)Ch). The documents associated with the change request are coloured green to help differentiate between those that are being submitted as part of the wider Deadline 5 submission.
- 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
 - **Part 2:** comprises the updates and addenda to the Application documents which would be appropriate if the proposed changes were accepted.
- 1.3.2 The **draft Development Consent Order** (Doc Ref. 3.1(D) Ch) and the **Explanatory Memorandum** (Doc Ref 8.17(E) Ch) are submitted as updated, track changed versions of the Application documents. The **Environmental Statement Second Addendum** (Doc Ref. 6.16 Ch) provides details of the proposed 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. Tables 2.3 of this document provides a summary of land parcels which are proposed to be removed from the Order Limits as a result of the proposed further changes and the reasons for their removal. Table 2.4 of this document provides a summary of land parcels which the area over which rights are sought is proposed to be reduced as a result of the proposed further changes, including the extent of and reasons for the reduction. Table 2.6 of this document provides a summary of land parcels which compulsory acquisition or temporary possession powers are sought over land not within the Order Limits as provided for in the Application as updated by the Accepted Changes.
- 1.3.3 Where other Application documents are affected by the proposed changes, 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.
- 1.3.4 An updated **Navigation Document** (Doc Ref 1.3(L)Ch) 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 3 changes to the Application. The principle of these changes was identified in the **Second Notification of Proposed Project Changes Report** [\[REP2-131\]](#). All of the changes have been the subject of a non-statutory public consultation exercise undertaken between 11 June and midday 12 July 2021 (the consultation document can be found at **Appendix E** to the **Consultation Report Third Addendum**: Doc. Ref 5.1Ad3 Ch).
- 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 consultation and the implications of each proposed change in relation to land interests. It also explains whether the changes give rise to any new or materially different likely significant environmental effects from those identified in the **Environmental Statement** (Doc. Ref. Book 6) submitted with the Application as updated by the **First ES Addendum** for the Accepted Changes [AS-179 to AS-260] and the environmental information outlined in the **ES Signposting Document** [\[REP2-025\]](#).
- 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 and follows on from the 15 Accepted Changes.

Table 2.1: List of proposed changes

Proposed Change Number	Proposed Change Description	Environment Effects and Habitats and Protected Species	Order Limit Changes	New Compulsory Acquisition or Temporary Possession	Impact on Businesses or Residents
Proposed Change 16 (Lover's Lane and Main Development Site Access Works)	i. A different alignment of Public Right of Way (PRoW) Bridleway 19 south of the new B1122/Lover's Lane junction and the relocation of the Pegasus crossing proposed on Lover's Lane (south of the existing Recycling Centre) approximately 10m further to the south.	No new or materially different likely significant effects on the environment from that reported in 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] and the environmental information outlined in the ES Signposting Document [REP2-025] . No change to Shadow Habitats Regulation Assessment or new European Protected Species licence.	None	None	No new or materially different significant effects on businesses or residents.
	ii. Change to 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. This would require removal of some trees at the northern edge of Paines Plantation (approx. 30-40 fewer trees would be lost than currently proposed in the Application). This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.				
	iii. Repositioning of the proposed mammal culvert south of the Leiston Drain watercourse.				
Proposed Change 17 (two village bypass)	i. 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 associated changes to the adjacent accommodation track. The associated changes to the accommodation track include a change to the gradient of the track and the insertion of a portal culvert underneath the track.	No new or materially different likely significant effects on the environment from that reported in 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] and the environmental information outlined in the ES Signposting Document [REP2-025] .	i. None	None	No new or materially different significant effects on businesses or residents.

Proposed Change Number	Proposed Change Description	Environment Effects and Habitats and Protected Species	Order Limit Changes	New Compulsory Acquisition or Temporary Possession	Impact on Businesses or Residents
	ii. 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 Order Limits.	No change to Shadow Habitats Regulation Assessment or new European Protected Species licence.	ii. Reduction		
	iii. A new crossing of the north-eastern arm of the proposed Friday Street roundabout to connect the existing A1094 to the existing A12.		iii. None		
Proposed Change 18 (Sizewell link road)	i. Pretty Road Bridge to change from a non-motorised user bridge to a vehicular bridge resulting in the junction between Pretty Road and the Sizewell link road on the south west side of the route no longer being proposed.	No new or materially different likely significant effects on the environment from that reported in Volumes 2 and 6 of the ES, as updated by the First ES Addendum for the Accepted Changes [AS-179 to AS-260] and the environmental information outlined in the ES Signposting Document [REP2-025]. No change to Shadow Habitats Regulation Assessment or new European Protected Species licence.	i. None	i. None	No new or materially different significant effects on businesses or residents.
	ii. PRow changes to provide safe crossing points and reflect topography.		ii. None	ii. None	
	iii. An increase to the Order Limits to allow for a gravity drainage solution to be achieved to the west of the East Suffolk line.		iii. Increase	iii. Compulsory acquisition powers – consent of all persons with an interest has been obtained.	
	iv. A change to the road layout and minor amendment to the boundary of Work No. 12[XX] 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.		iv. None	iv. None	
	v. A change to the road layout, carriageway level and boundary of Work No. 12[XX] at the B1122/25 link to address		v. Increase	v. Temporary possession only	

Proposed Change Number	Proposed Change Description	Environment Effects and Habitats and Protected Species	Order Limit Changes	New Compulsory Acquisition or Temporary Possession	Impact on Businesses or Residents
	a departure from DMRB standards, resulting in an increase in the Order Limits over highway land.			over highway land.	
	vi. An extension to the Order Limits over highway land to allow for an improved tie in between Hawthorn Road and the Sizewell link road. It is also proposed to make minor revisions to the boundary of Work No. 12B where the Sizewell link road joins Hawthorn Road to allow for improved tie ins with the existing highway.		vi. Increase	vi. Temporary possession only over highway land.	
	vii. An extension to the Order Limits over highway land to allow for an improved tie in between the eastern and western arms of the proposed Middleton Moor roundabout and the existing B1122. It is also proposed to make minor revisions to the boundary of Work No. 12B at the Middleton Moor roundabout to allow for improved tie ins with the existing highway.		vii. Increase	vii. Temporary possession only over highway land.	
	viii. Minor revisions to the boundary of Work No. 12B to allow for an improved tie in with the existing highway are proposed at the Trust Farm Link/B1122 junction, the Moat Road junction and at the eastern end of the Sizewell link road where it joins the existing B1122.		viii. None	viii. None	

2.1.5 A detailed description of each change is provided in the relevant chapter of the **Environmental Statement (ES) Second Addendum** (Doc Ref. 6.16 Ch), whilst Doc Ref's 6.14(B) Ch, 6.3B, 6.3 3D(B) Ch, 6.14(B) Ch, 6.14(A) Ch), provide track changed versions of the Descriptions of Development contained in the submitted **ES** (Book 6).

2.1.6 Proposed Changes 16 to 18 would not require any amendment to the other consents and licences as outlined in the **Schedule of Other Consents and Licences** [REP3-011] and would not create any impediment to securing those licences and consents.

2.2 The proposed changes

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

Proposed Change 16: Lover's Lane and Main Development Site Access Works

Description and reason for the proposed change

2.2.2 A detailed description of the proposed change is set out in the **Second ES Addendum** (Doc Ref. 6.16 Ch) and the description of development for the main development site has been track changed (Doc Ref: 6.14(B) Ch and 6.3(B)).

2.2.3 In summary, the further proposed changes of relevance to the main development site comprise the following works:

- Changes to Public Right of Way (PRoW) Bridleway 19 comprising:
 - i. a revised alignment of the bridleway south of the new B1122/Lover's Lane junction. This minor diversion to the south would allow for a less steep gradient for equestrian use. 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. 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. 1.8);
 - ii. A revised alignment of the bridleway at Paines Plantation, north of Sizewell Gap to allow the necessary width to comply with Bridleway Design Guidelines, whilst also minimising tree loss. The alignment would be changed so that Bridleway 19 can 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. This change would involve the removal of a strip of trees but would minimise tree loss by only passing along the northern edge of Paines Plantation, where the existing trees are located, for approximately 150m (i.e. 150m less than currently proposed in the Application); and

iii. Repositioning of the proposed mammal culvert south of the Leiston Drain watercourse. 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.

Consultation on the proposed change

- 2.2.4 Proposed Change 16 was the subject of consultation in June to July 2021. 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 Third Addendum** (Doc Ref. 5.1Ad3 Ch)).
- 2.2.5 The number of responses to each question of the Feedback Form regarding Proposed Change 16 are shown in **Table 2.2**. These questions were only answered by those who took part in the consultation via the online or paper response forms.
- 2.2.6 SZC Co. has reviewed and considered all relevant responses to the consultation as explained in detail within the tables at **Appendix I** of the **Consultation Report Third Addendum** (Doc Ref. 5.1Ad3 Ch)).
- 2.2.7 ESC noted that environmental assessments undertaken for Proposed Change 16(i) were not provided as consultation material. ESC did not provide any comments on the acceptability of this change.
- 2.2.8 In respect of Proposed Change 16(ii), ESC had no objection on arboriculture and landscape grounds.
- 2.2.9 ESC were supportive of Proposed Change 16 (iii) as it places the culvert in a better location than previously proposed.
- 2.2.10 SCC Highways welcomed Proposed Change 16(i), subject to detailed design and road safety audits.
- 2.2.11 SCC Highways did not object Proposed Change 16(ii) subject to assessment of the environmental and ecological impacts.
- 2.2.12 In respect of Proposed Change 16(iii), SCC Highways considered this change to be an improvement in highway design terms.
- 2.2.13 Natural England were very supportive of Proposed Change 16 (iii) on the basis that it improved ecological connectivity and use by mammals.

Table 2.2: Online or Paper Form Responses relating to Proposed Change 16 (no. of responses)

Table 2.2: Online or Paper Form Responses relating to Proposed Change 16 (no. of

Question within Questionnaire	Number of Responses			Total responses	No response
	Appropriate	Inappropriate	Not sure		
(i) Bridleway 19 We are proposing to improve Bridleway 19 (south of the new B1122/Lover's Lane junction) by changing the alignment of the route to make it less steep. We are also proposing to relocate (10m to the south) the signalised (Pegasus) crossing on Lover's Lane to improve visibility and safety. Do you think this potential change is:	2	8	3	13	45
(ii) Removal of trees To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing 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. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field. Do you think this potential change is:	2	11	1	14	44
(iii) Mammal culvert We are proposing to reposition the mammal culvert passing under Lover's Lane so it is closer to Leiston Drain. This location would make the crossing more attractive and effective for mammals to use, while fencing would help guide them to it. Do you think this potential change is:	4	8	2	14	44

Impact on compulsory acquisition and temporary possession

2.2.14 Proposed Change 16 requires no addition or removal of land from the Order Limits and has no implications for the Infrastructure Planning (Compulsory

Acquisition) Regulations 2010. It would not result in any new compulsory acquisition or temporary possession powers.

Environmental impacts of the proposed change

- 2.2.15 The potential for any new or materially different likely significant environmental effects arising from Proposed Change 16 is assessed in Part 2 of this submission.
- 2.2.16 The review concluded that there would be no new or materially different likely significant effects on the environment from those reported in the ES, as updated by the First ES Addendum and other environmental information outlined in the ES Signposting Document [[REP2-025](#)].
- 2.2.17 However, following receipt of comments from Natural England and East Suffolk Council (ESC) during consultation a further review of whether Proposed Change 16 would change the conclusions of the terrestrial ecology and ornithology 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](#)] was undertaken.
- 2.2.18 An updated assessment was carried out, which confirmed that Proposed Change 16 would not result in any new or materially different likely significant effects on the environment from those reported in the ES, as updated by the First ES Addendum and other environmental information outlined in the ES Signposting Document [[REP2-025](#)].

SZC Co.'s conclusions on the case for Proposed Change 16.

- 2.2.19 The proposed change comprises a relatively minor set of design changes aimed at enhancing the safety and amenity of the existing proposals.
- 2.2.20 There would be no new or materially different likely significant effects on the environment from those reported in the ES, as updated by the First ES Addendum and other environmental information outlined in the ES Signposting Document [[REP2-025](#)].
- 2.2.21 SZC Co. requests that Proposed Change 16 is accepted.

Proposed Change 17: Two village bypass

Description and reason for the proposed change

- 2.2.22 A detailed description of the proposed change is set out in the **Second ES Addendum** (Doc Ref. 6.16 Ch) and the description of development has been track changed in Doc Ref 6.14(B) Ch.
- 2.2.23 In summary, the further proposed changes of relevance to the two village bypass site comprise the followings works:

i. Reducing 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 would also require associated changes to the adjacent accommodation track. The associated changes to the accommodation track include a change to the gradient of the track and the insertion of a portal culvert underneath the track.

ii. 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 Order Limits; and

iii. 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.

2.2.24 Table 2.3 provides a summary of the land parcels that are proposed to be removed from the Order Limits and Table 2.4 provides a summary of the land parcels that are proposed to be reduced in extent as a result of the further proposed changes.

Table 2.3: The plots proposed to be removed from the Order Limits and the reasons for their removal

Plot Number	Description of land	Reason for removal
Two village bypass		
2VBP/17/13	Approximately 182.23 square metres of private track and public footpath (Farnham 3), Farnham, Saxmundham Unregistered	The upgrade to a bridleway was previously requested by SCC who considered that there could be an opportunity to provide for the general enhancement of the wider bridleway network as part of the Sizewell C proposals at the two village bypass. However, further analysis by SZC Co. 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. This change is also proposed as a result of consultation feedback from affected landowners. (Proposed Change 17ii.)
2VBP/18/16a	Approximately 94.49 square metres of private track leading to Walk Barn Bungalow and public footpaths (Farnham 3 and Farnham 11), Farnham, Saxmundham Freehold title SK349176	
2VBP/18/16b	Approximately 643.02 square metres of agricultural field, trees and shrubbery; north-east of Walk Barn Bungalow and south of Palant's Grove, Farnham, Saxmundham Freehold title SK349176	

Plot Number	Description of land	Reason for removal
2VBP/18/16c	Approximately 865.13 square metres of private track leading to Walk Barn Bungalow and public footpaths (Farnham 11 and Farnham 12), Farnham, Saxmundham Freehold title SK349176	
2VBP/18/16d	Approximately 108.27 square metres of private track leading to Walk Barn Bungalow and public footpaths (Farnham 11 and Farnham 12), Farnham, Saxmundham Freehold title SK349176	

Table 2.4: The plots in relation to which the area over which rights are sought is proposed to be reduced, including the extent of and reasons for the reduction

Plot Number	Description of land	Reason for removal
Two village bypass		
2VBP/17/14	Approximately 7369.07 square metres of agricultural field, private track, and public footpath (Farnham 3); north of Pond Wood and south of Hall Cottages, Farnham, Saxmundham Freehold title SK349176 Reduction from 7369.07 to 6334.04 square metres (reduction of 1035.03 square metres)	The upgrade to a bridleway was previously requested by SCC who considered that there could be an opportunity to provide for the general enhancement of the wider bridleway network as part of the Sizewell C proposals at the two village bypass. However, further analysis by SZC Co. 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. This change is also proposed as a result of consultation feedback from affected landowners. (Proposed Change 17ii.)
2VBP/18/16	Approximately 1786.41 square metres of private track leading to Walk Barn Bungalow and public footpaths (Farnham 3, Farnham 6 and Farnham 11), Farnham, Saxmundham Freehold title SK349176 Reduction from 1786.41 to 570.83 square metres (reduction of 1215.58 square metres)	

Consultation on the proposed change

- 2.2.25 Proposed Change 17 was the subject of consultation in June to July 2021. 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 Third Addendum** (Doc Ref. 5.1Ad).
- 2.2.26 The number of responses to each question of the Feedback Form regarding Proposed Change 17 are shown in **Table 2.5**. These questions were only answered by those who took part in the consultation via the online or paper response forms.
- 2.2.27 SZC Co. has reviewed and considered all relevant responses to the consultation as explained in detail within the tables at **Appendix I** of the **Consultation Report Third Addendum**.
- 2.2.28 ESC made no specific comments Proposed Changes 17 (i-iii), however acknowledged that Proposed Change 17 (i) would potentially bring some environmental benefits.
- 2.2.29 Proposed Change 17(i) was supported by SCC Highways.
- 2.2.30 SCC Highways expressed disappointment in respect of Proposed Change 17(ii), however, and acknowledged the position of local residents on this matter.
- 2.2.31 SCC Highways welcomed the Proposed Change 17(iii) subject to detailed design and road safety audits.

Table 2.5: Online or Paper Form Responses related to Proposed Change 17 (no. of responses)

		Appropriate	Inappropriate	Not sure	Total responses	No response
17.	(i) Flood relief culverts Reflecting feedback and Environment Agency advice, we are proposing to reduce the length of the flood relief culverts through the River Alde overbridge embankment from 70m to 50m. This would reduce the risk of blockages and maximise the chances of otters using them.	4	8	3	15	43

		Appropriate	Inappropriate	Not sure	Total responses	No response
	Do you think this potential change is:					
	(ii) Removal of bridleway upgrade We are no longer proposing to upgrade two existing footpaths (E-243/003/0 and E-243/011/0) to a bridleway. This is in response to feedback from the local community and a review of the DCO application that found the upgrade was not legally justified as a mitigation for the impacts of the two village bypass. Do you think this potential change is:	6	5	4	15	43
	(iii) Friday Street roundabout We are now proposing to create a crossing for pedestrians and cyclists across the north-eastern arm of the proposed Friday Street roundabout to provide a link between the 'old' A12 and the 'old' A1094. This would improve safety for pedestrians and cyclists, particularly between Farnham and Friday Street Farm. Do you think this potential change is:	4	8	3	15	43

Impact on compulsory acquisition and temporary possession

- 2.2.32 Proposed Change 17 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 would not result in any new compulsory acquisition or temporary possession powers.
- 2.2.33 Proposed Change 17ii. would result in a reduction in the Order Limits.

Environmental impacts of the proposed change

- 2.2.34 The potential for any new or materially different likely significant environmental effects arising from Proposed Change 17 is assessed in Part 2 of this submission.
- 2.2.35 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 required.
- 2.2.36 An updated assessment was carried out, which confirmed that Proposed Change 17 would not result in any new or materially different likely significant effects from that presented within **Volume 5, Chapter 6** of the **ES [APP-421]** and **Volume 1, Chapter 5** of the **First ES Addendum [AS-184]**.

SZC Co.'s conclusions on the case for Proposed Change 17

- 2.2.37 The proposed change represents a set of minor design refinements to enhance the existing proposals.
- 2.2.38 Due to the relatively minor nature and scale of the works associated with Proposed Change 17, within the context of the proposed development, there would be no new or materially different likely significant effects from those presented within **Volume 5, Chapter 6** of the **ES [APP-421]** and **Volume 1, Chapter 5** of the **First ES Addendum [AS-184]** as a result of the change.
- 2.2.39 SZC Co. requests that Proposed Change 17 is accepted.

Proposed Change 18: Sizewell link road

Description and reason for the proposed change

- 2.2.40 A detailed description of the proposed change is set out in the **Second ES Addendum** (Doc Ref 6.16 Ch) and the description of development for the Sizewell link road has been track changed in Doc Ref. 6.14(A) Ch).

2.2.41 In summary, the further proposed changes of relevance to the Sizewell link road site comprise the followings works:

- i. Pretty Road bridge - change from a Non-Motorised User (NMU) bridge to vehicular bridge to avoid the closure to vehicles of Pretty Road and increase connectivity across the route of the Sizewell link road. To facilitate this change, a junction between Pretty Road and the Sizewell link road on the south west side of the route is no longer included in the proposals.
- ii. PRow - changes to ensure that the PRow proposals provide safe crossing points and reflect topography.
- iii. Additional land for drainage – change to allow for a gravity drainage solution to be achieved to the west of the East Suffolk line. Final details of the layout and highway alignment, including details of the surface and foul water drainage system will be submitted to and approved by SCC prior to the relevant part of the works commencing, as secured through Requirement 22 in the **draft DCO** (Doc Ref: 3.1 (D) Ch).
- iv. A change to the road layout and minor amendment to the boundary of Work No. 12B 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.
- v. A change to the road layout, carriageway level and boundary of Work No. 12B at the B1122/25 link to address a departure from DMRB standards resulting in an increase to the Order Limits.
- vi. A small increase to the Order Limits and minor amendment to the boundary of Work No. 12B is proposed at Hawthorn Road. This would allow for an improved tie in between the proposed Sizewell link road and the existing Hawthorn Road.
- vii. Small increases to the Order Limits and a change to the boundary of Work No. 12B shown on the Works Plans (Doc Ref. 2.3(D) Ch) are proposed at the Middleton Moor roundabout. This is to allow for an improved tie in between the eastern and western arms of the proposed Middleton Moor roundabout and the existing B1122.
- viii. Minor revisions to the boundary of Work No. 12B shown on Works Plans (Doc Ref. 2.3(D) Ch) are proposed at the Trust Farm Link/B1122 junction, the Moat Road junction and at the eastern end of the Sizewell link road where it joins the existing B1122. This is proposed to accommodate the detailed design of the road and allow for improved tie ins with the existing highway.

2.2.42 Minor updates to the private means of access tracks on the Sizewell link road General Arrangement plans are proposed (these do not increase the Order Limits). These are proposed as a result of further landowner engagement. The final detailed design will be secured through Requirement 22 of the draft DCO (Doc Ref 3.1D Ch).

2.2.43 Table 2.6 provides a summary of the land parcels that are proposed to be added to the Order Limits and whether compulsory acquisition or temporary possession powers are sought over that land to facilitate the further proposed changes.

Table 2.6: Purpose for which compulsory acquisition or temporary possession powers are sought over land not within the Order Limits as provided for in the Application as updated by the Accepted Changes

New Plot Number	Rights Sought	'additional land' as defined by the CA Regulations ¹	Approximate New Plot Area (sq. metres)	Reason for Addition
Sizewell link road				
SLR/19/11b	Class 1 & Class 4	Yes – however consent has been secured from all persons with an interest in this land to its inclusion	4953.05	An extension to the Order Limits on the west side of the East Suffolk line, to the south of the SLR, to enable a gravity drainage solution. (Proposed Change 18iii.)
SLR/20/03c	Class 4 & Class 5	No – temporary possession only	716.88	An extension to the Order Limits to allow tie in works between the eastern and western arms of the proposed Middleton Moor roundabout and the existing B1122. (Proposed Change 18vii.)
SLR/20/03d	Class 4 & Class 5	No – temporary possession only	483.13	
SLR/21/19b	Class 4 & Class 5	No – temporary possession only	303.79	An extension to the Order Limits to allow tie in works between Hawthorn Road and the Sizewell link road. (Proposed Change 18vi.)
SLR/21/28c	Class 4 & Class 5	No – temporary possession only	138.20	A change to the road layout and carriageway level at the B1122/25 link to address a departure from DMRB standards. The proposed increase of the carriageway levels would also help to achieve a gravity drainage solution for this part of the road.

¹ Infrastructure Planning (Compulsory Acquisition) Regulations 2010.

New Plot Number	Rights Sought	'additional land' as defined by the CA Regulations ¹	Approximate New Plot Area (sq. metres)	Reason for Addition
				(Proposed Change 18v.)

Consultation on the proposed change

- 2.2.44 Proposed Change 18 was the subject of consultation in June to July 2021. Details of the consultation exercise, the results of the consultation and SZC Co.'s response to the issues raised are set out in the **Consultation Report Third Addendum** (Doc Ref. 5.1Ad3 Ch).
- 2.2.45 The number of responses to each question of the Feedback Form regarding Proposed Change 18 are shown in **Table 2.7**. These questions were only answered by those who took part in the consultation via the online or paper response forms
- 2.2.46 SZC Co. has reviewed and considered all relevant responses to the consultation as explained in detail within the tables at **Appendix I** of the **Consultation Report Third Addendum**.
- 2.2.47 ESC welcomed the Proposed Change 18(i) on the basis that Pretty Road is a historic route that provides direct access in both directions to the Grade II listed Theberton Hall and it would be "*appropriate*" to retain it in this function for vehicles rather than becoming a footway /private access as previously proposed. ESC also welcomed that there will not now be any road connection between Pretty Road and the new link road.
- 2.2.48 SCC Highways welcomed Proposed Change 18(i) to allow use by vehicles and the removal of the junction of the realigned Pretty Road and the Sizewell link road.
- 2.2.49 Proposed Change 18 (iii) was welcomed by SCC Highways subject to confirmation it is achievable. In respect of Proposed Change 18 (v), SCC Highways were supportive of a gravity drainage solution rather than requiring pumping.
- 2.2.50 Therberton and Eastbridge Parish Council and Stop Sizewell C were supportive of Proposed Changes 18 (i) subject to the detailed design.

**Table 2.7: Online or Paper Form Responses related to Proposed Change 18
(no. of responses)**

Question within Questionnaire	Number of Responses			Total responses	No response
	Appropriate	Inappropriate	Not sure		
(i) Pretty Road bridge Previously only for pedestrians, cyclists and horse-riders, we are now proposing a bridge that will also be suitable for vehicles so Pretty Road can continue to provide a road connection, for example between Theberton and Saxmundham. Do you think this potential change is:	5	9	2	16	42
(ii) Public rights of way Our detailed design work has highlighted some changes to public rights of way around the Sizewell link road to improve safety at crossing points and better reflect the local landscape. Do you think this potential change is:	5	9	1	15	43
(iii) Gravity drainage We are proposing changes to allow for a gravity drainage solution - potentially removing the need for pumped drainage - to the west of the East Suffolk Line (south of the proposed Sizewell link road). Do you think this potential change is:	4	7	4	15	43
(iv) B1122 near Brown's Plantation	2	8	4	14	44

Question within Questionnaire	Number of Responses			Total responses	No response
	Appropriate	Inappropriate	Not sure		
Do you think this potential change is:					
(v) B1122/25 link Do you think this potential change is:	2	8	4	14	44
(vi) Hawthorn Road Do you think this potential change is:	1	9	3	13	45
(vii) Middleton Moor roundabout Do you think this potential change is:	2	10	2	14	44
(viii) Trust Farm link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122 Do you think this potential change is:	2	10	2	14	44

Impact on compulsory acquisition and temporary possession.

- 2.2.51** Proposed Changes 18v., vi. and vii. would result in extension to the Order Limits over highway land. However, no compulsory acquisition powers are sought over this land, only powers to temporarily possess the land if necessary.
- 2.2.52** Proposed Change 18iii. would result in extension to the Order Limits and new compulsory acquisition powers are being sought over that land. This therefore falls within the definition of "additional land" in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010, being '*land which it is proposed shall be subject to compulsory acquisition and which was not identified in the book of reference submitted with the application as land*' (Regulation 2). However, the prescribed procedure for compulsory acquisition of additional land set out in Regulation 4 does not apply because all persons with an interest in the additional land have consented to the inclusion of a provision within the DCO authorising the compulsory acquisition of that land. Copies the consent letters are submitted in the appendix to the cover letter for the change request.
- 2.2.53** Proposed Change 18 would not result in any other new compulsory acquisition or temporary possession powers.

Environmental impacts of the proposed change

- 2.2.54 The potential for any new or different likely significant environmental effects arising from Proposed Change 18 is assessed in Part 2 of this submission.
- 2.2.55 The review concluded that Proposed Change 18 could have the potential to affect the landscape and visual assessment, reported within **Volume 6, Chapter 6** of the **ES** [APP-457], as updated by **Volume 1, Chapter 6** of the **ES Addendum** for the Accepted Changes [AS-185] and any other environmental information outlined in the **ES Signposting Document** [REP2-025]. Further consideration was required.
- 2.2.56 An updated assessment was carried out, which confirmed that Proposed Change 18 would not result in any new or materially different likely significant effects from that presented within **Volume 6, Chapter 6** of the **ES** [APP-457] and **Volume 1, Chapter 6** of the **First ES Addendum** [AS-185].

SZC Co.'s conclusions on the case for Proposed Change 18

- 2.2.57 The proposed change comprises a set of minor design revisions aimed at enhancing the sustainability of the drainage solutions, improving the safety and geometry of the detailed design of the link road and restoring Pretty Road as a local through road in response to local views.
- 2.2.58 There would be no new or materially different likely significant effects from those presented within **Volume 6, Chapter 6** of the **ES** [APP-457] and **Volume 1, Chapter 6** of the **First ES Addendum** [AS-185] as a result of the change.
- 2.2.59 SZC Co. requests that Proposed Change 18 is accepted.

REFERENCES

- 1.1 Department of Energy and Climate Change, Overarching National Policy Statement for Energy (EN-1) (London: The Stationery Office, 2011)
- 1.2 Department of Energy and Climate Change, National Policy Statement for Nuclear Power Generation (EN-6) (London: The Stationery Office, 2011)
- 1.3 Department for Business, Energy and Industrial Strategy (2017). Consultation on the Siting Criteria and Process for a New National Policy Statement for Nuclear Power with Single Reactor Capacity Over 1 Gigawatt Beyond 2025. (Online). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/666057/061217_FINAL_NPS_Siting_Consultation_Document-1.pdf
- 1.4 Department for Business, Energy and Industrial Strategy (2018). Government Response: Consultation on the Siting Criteria and Process for a New National Policy Statement for Nuclear Power with Single Reactor Capacity Over 1 Gigawatt Beyond 2025 (Online). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/727628/NPS_Siting_Criteria_Consultation_-_Government_Response.pdf
- 1.5 The Energy White Paper – Powering our Net Zero Future (2020) Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/945899/201216_BEIS_EWP_Command_Paper_Accessible.pdf
- 1.6 Neil Hirst, The role of nuclear electricity in a lowcarbon world (Imperial College London, 2018) Available at: <https://www.imperial.ac.uk/media/imperial-college/grantham-institute/public/publications/briefing-papers/BP24-The-role-of-nuclear-electricity-in-a-low-carbon-world.pdf>
- 1.7 Department for Business, Energy & Industrial Strategy, Updated Energy and Emissions Projections 2018 (London, 2019) Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/794590/updated-energy-and-emissions-projections-2018.pdf
- 1.8 CD 143 - Designing for walking, cycling and horse-riding (March 2021): <https://www.standardsforhighways.co.uk/dmrb/search/9b379a8b-b2e3-4ad3-8a93-ee4ea9c03f12> [Accessed 9 July 2021].