The Planning Act 2008

Sizewell C (SZC)

Planning Inspectorate Reference: *EN010012*

Deadline 6 – *6 August 2021*

East Suffolk Council comments on Deadline 5 submissions from the Applicant and other Interested Parties

East Suffolk Council 20026200

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Introduction

East Suffolk Council (ESC) note that the Applicant is proposing a further change to the application in the form of a temporary desalination plant for part of the construction before the transfer main is available (December 2024 earliest date). This is to provide the required potable water to the construction site. We note that the temporary desalination plant would comprise an intake pipe with screen, an outfall pipe with diffuser, and associated onshore pumping station and plant. ESC will take part in the consultation that the Applicant is currently undertaking (4 Aug – 27 Aug).

This submission at Deadline 6 provides ESC's comments on selected submissions made primarily by the Applicant at Deadline 5. Due to the short time between deadlines and the delay in publishing documents on the Inspectorate website, ESC has not been able to undertake a review of other parties' submissions in this document. Those that we have not reviewed provided by the Applicant include the updated BNG reports and the draft protected species licences.

ESC is in dialogue with the Applicant regarding outstanding drafting concerns with the draft DCO. Rather than respond formally at this deadline, ESC will reserve comment in detail on the draft DCO until Deadline 7, at which point we anticipate and are hopeful that a number of our concerns will have been resolved. The detailed and hopefully complete Deed of Obligation is proposed to be submitted at Deadline 7; ESC is currently working hard towards populating the Deed of Obligation in greater detail so has deferred providing specific comments on the draft Deed of Obligation at this Deadline.

There are a number of areas referenced within the Applicant's answers to written questions that ESC is in dialogue with the Applicant on. As such, we do not propose responding further to the questions in this submission but will continue to work with the Applicant on revising and updating the Statement of Common Ground so it can be submitted at Deadline 7.

ESC has been working with the Applicant in advance of ISH8: Air quality and noise and vibration. This has included reviewing an updated Noise Monitoring and Management Plan (NMMP) and an updated Noise Mitigation Strategy (NMS). The Applicant will be submitting these documents at this Deadline (Deadline 6). Having regard to the upcoming ISH8, ESC has agreed with the Applicant that we will provide our initial comments on the versions we have seen that are to be submitted at this Deadline, so as to aid the ExA in drafting the agenda for that ISH.

Appendices

ESC has included, as appendices to this document, two Requests for Information (RFI) (M006 and M007) that have been submitted by ESC to the Applicant in relation to noise and vibration. We anticipate receiving responses to these RFIs before or during ISH9 on 25 August 2021. However,

we have discussed this with the Applicant and agreed that it would be beneficial to the ExA to have seen these RFIs prior to the ISH. They are attached to this submission as Appendix A: M006 and Appendix B: M007.

Noise Monitoring and Management Plan (NMMP)

BACKGROUND

The Applicant issued ESC with a draft Noise Monitoring and Mitigation Plan (NMMP) for the Main Development Site (MDS) on 12 July 2021. The document provides a framework for monitoring and managing noise at the MDS, to be secured via the Code of Construction Practice (CoCP) and incudes proposals for Bespoke Mitigation Plans which are offered by the Applicant as an alternative to formal applications under Section 61 of the Control of Pollution Act 1974. ESC understand that similar documents will be produced for the associated development (AD) sites and other constructions works related to the Sizewell C development.

As agreed with the Applicant, we are submitting these comments direct into the Examination to inform ISH8. This is not intended at this stage to form an exhaustive list of comments/suggested changes. In particular any bespoke process to replace the formal Section 61 process would require legal review to ensure that the proposals are enforceable in practice;

COMMENTS ON INDIVIDUAL SECTIONS

Periodic review of NMMP

Section 1.2.2 states:

"The NMMP will be subject to periodic review and update so that it remains current and relevant to the works being undertaken and treated as a live document. The document will be subject to agreement with the relevant local planning authorities."

The Applicant needs to clarify how often, or under what circumstances, the NMMP would be reviewed. ESC need reassurance of what protections would be in place to prevent works which carry potential for significant noise and vibration impacts starting before a revised NMMP is submitted to, and approved, by ESC.

Noise Mitigation Scheme

Section 1.2.3 states:

"*The NMMP relates to the monitoring and management of construction works at source, i.e. those activities under the control of the contractor, and between source and receptor, i.e. the noise or vibration pathway from the sources to affected properties. The NMMP does not relate to any control at the receptor*."

The construction noise calculations required to determine whether properties are eligible under the Noise Mitigation Scheme are the same as those required to determine whether the CoCP construction noise thresholds will be breached.

ESC therefore expect that the two processes will happen in parallel and presumably in conjunction with the development of the CEMPs for individual packages of works.

Meetings

Section 3.1.1 states:

"Regular meetings will be held between representatives of SZC Co., ESC and the contractor. Unless agreed otherwise between the parties, the meetings will be held monthly for the first year of the project post-consent, and every two months thereafter."

ESC welcomes the commitment to periodic meetings to discuss noise management but are conscious that this process may require some flexibility to address upcoming noise issues as they arise.

Noise and Vibration Thresholds

These noise and vibration thresholds are aligned with the construction noise thresholds in the CoCP which ESC have commented on elsewhere in this submission. ESC maintain that the scale and duration of the works mean that the construction noise thresholds for *"construction activities involve large scale and long-term earth moving activities"* from Annex E5 of BS 5228-1 would be more appropriate. It is accepted that these criteria would be exceeded at times, but this would lower the threshold at which contractors are required to identify noisy activities and demonstrate that all practical measures are in place to minimise noise impacts to surrounding receptors.

Bespoke Mitigation Plans

Sections 4.4.1 and 4.4.2 state:

"Where it is anticipated that the thresholds stated in Tables 4.1 and 4.2 may be exceeded, despite the use of best practicable means, a bespoke mitigation plan will be submitted to ESC for approval.

Details of works likely to require a bespoke mitigation plan and a draft of the plan shall be provided to ESC at least two weeks prior to the start of the works, to include proposed method statements, likely noise or vibration levels at the closest sensitive receptors, proposed mitigation, and a scheme for notifying local residents. The purpose will be to agree measures to reduce noise as far as reasonably practical for particularly noisy activities. If appropriate, the bespoke mitigation plan can include revised noise thresholds."

It is not clear from this statement when the modelling work would be undertaken to determine whether a specific package of works is likely to generate noise levels which exceed the thresholds, and whether ESC would be party to this information.

Furthermore, two weeks is clearly insufficient time for local authority officers to review submissions. The Control of Pollution Act allows for 28 days to respond to Section 61 applications, and this should be the minimum for any alternative bespoke process.

ESC's view is that all works expected to exceed the noise thresholds should have noise limits fixed to them with an agreed procedure to address situations where these revised noise levels are exceeded.

Sections 4.4.3 and 4.4.4 state:

"The details of the works and proposed controls shall be approved by ESC before the specified activity can commence and adhered to throughout the duration of those activities. The number and duration of occasions on which activities subject to bespoke mitigation plans are carried out shall be limited to those approved by ESC."

It is not clear what would happen if ESC did not approve the information supplied by the Applicant. A collaborative approach to the management and monitoring of construction noise is welcomed and encouraged by ESC. However, it is highly likely that some disagreements could arise between ESC, the Applicant, and their contractors at some point throughout this long-term construction project and it is important for all parties that the agreed process is unambiguous and with a clearly defined methodology to resolve any such disagreements if and/or when they arise.

This point is made in the context of there being a clearly defined practical process for Applications for Section 61 consents and associated appeals, as summarised in Annex A of BS 5228-1.

Figure A.1 **Procedures to control construction noise under the Control of Pollution Act 1974**

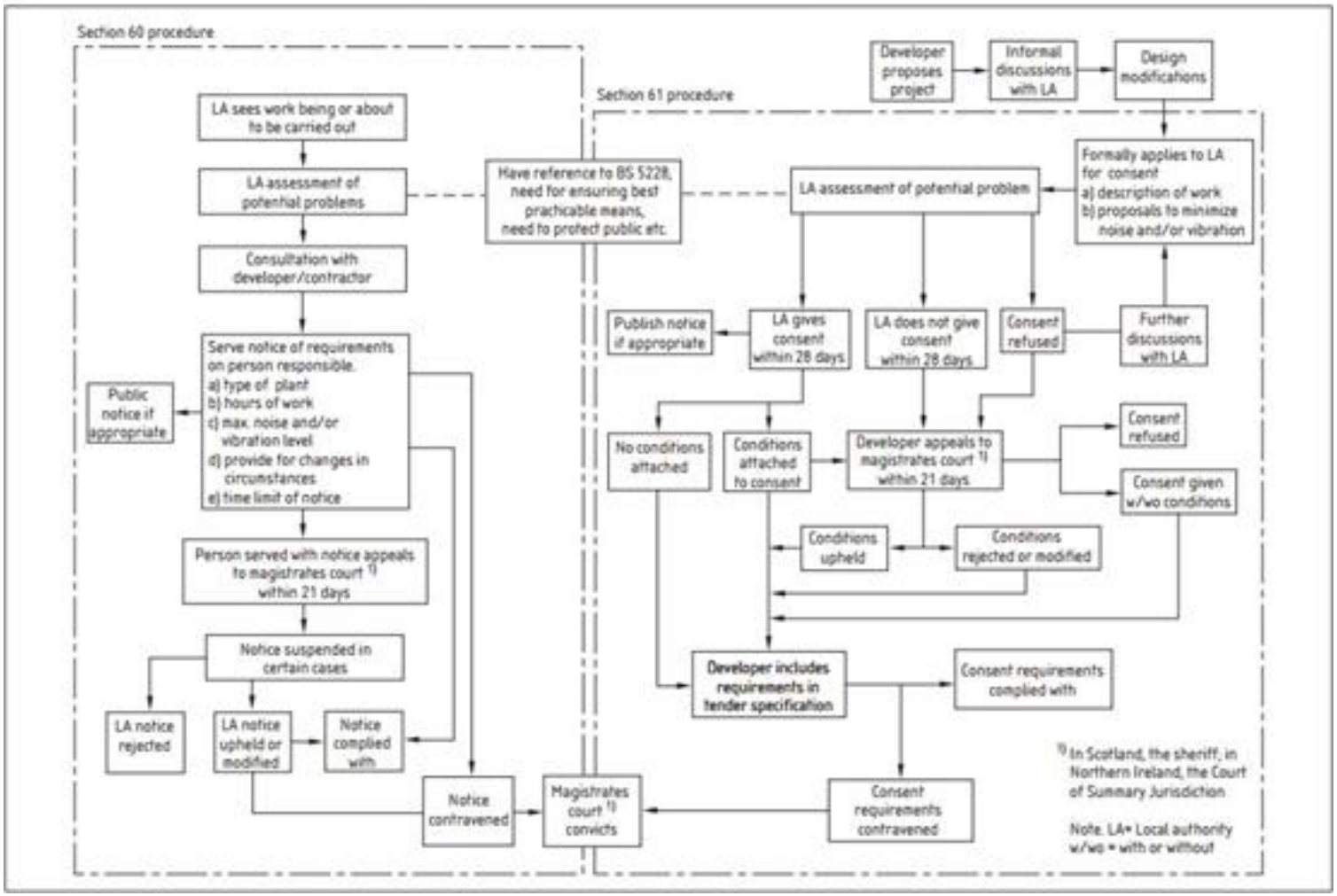

Figure 1 - Section 60 & 61 Procedure (extract from BS5288-1)

In order to accept the Bespoke Mitigation Plans process, ESC would need this to be substantially closer to the formal Section 61 process than is currently proposed. This would also require legal input to ensure that the process is enforceable in practice (presumably via the CoCP and/or directly through the DCO).

Given the inherent risks associated with the adoption of an insufficiently precise and therefore unenforceable document, it is not clear at present what advantages the Applicant's proposed bespoke solution has over the tried and tested Section 61 process.

Noisy work controls

Section 5.2.9 states:

"As set out in 4.2.5, any periods where the thresholds set out in Tables 4.1 and 4.2 are likely to be exceeded for more than two consecutive days or nights, will be considered to constitute 'noisy' works and the following actions from the CoCP will be implemented:

- *A bespoke mitigation plan shall be submitted for approval by ESC;*
- *staggering or restricting certain activities to less-sensitive periods (CoCP Part B Table 3.1);*
- *installing temporary screens as required to provide additional screening attenuation and to protect sensitive receptors (CoCP Part B paragraph 3.3.2);*
- *notifying local communities of potentially noisy or disruptive works (CoCP Part B paragraph 3.3.6 and paragraph 3.3.22)."*

The above definition of noisy works would not capture any works which might regularly generate high levels of noise on non-consecutive days.

Site controls

Sections 5.4.3 states:

"Contractors will be required to implement the mitigation measures outlined above where appropriate to the location and scope of their works. SZC Co. will confirm that noise mitigation measures appropriate to the location and scope of contractor's works are being effectively implemented on site, through a combination of contractor-submitted method statement review and on-site inspections."

ESC's expectation is that this information will be made available for review as part of the ongoing consultation process described in Section 3.1.1 of the document.

Noise and Vibration Monitoring

Section 6 describes general technical methodology for noise and vibration monitoring but does not contain details of what circumstances would typically trigger monitoring.

A targeted approach to monitoring noise and vibration from specific activities which are expected to be close to thresholds, or in response to complaints, is likely to be more useful than long-term logging of noise levels at pre-defined locations.

Section 6.7.2 states

"Further baseline measurements shall be undertaken in advance of the start of any works and reported to ESC. Any baseline measurements undertaken after the works have started should, as far as is possible, be free from the influence of SZC Co. construction works and should capture the existing level of ambient noise at each location."

It is worth noting that the Applicant's proposed noise thresholds around the MDS are not dependent on baseline ambient noise levels. ESC is challenging these thresholds with the Applicant and proposing alternative criteria from Annex E5 of BS5288-1 which are related to baseline noise levels at certain times of day.

ESC expect that the location of any additional baseline noise monitoring will be agreed with ESC as part of the process described in Section 3.1.1 of the document.

Complaints handling process

Section 7 refers back to the complaints handling procedure in the CoCP which ESC have commented on elsewhere in this submission.

Noise Mitigation Strategy (NMS)

ESC is submitting these comments to the ExA following agreement with the Applicant to inform the ExA in advance of ISH8. The Applicant is submitting the NMS to the ExA at Deadline 6, these comments should be read alongside that document.

The table comprises:

- First column: the relevant page number (document, not pdf page);
- Second column: a reference (section, figure, or table number);

- Third column: relevant source document extract (text or Figure snapshot)
- Fourth column: our observations and concerns on the cited extract

All extracts from the *Initial Statement of Common Ground*, including page, section number, text and footnotes etc. are shown in *italics* in first three columns, including references elsewhere as appropriate.

Pg No.	Section Ref.	*Relevant Text / illustration*	Observations and Concerns
1	1.1.1	This document sets out the Noise Mitigation Scheme that SZC Co. shall implement and apply in respect of the construction and operation of the SZC Project.	The Noise Mitigation Scheme (NMS) also relates to noise associated with the transport strategy.
1	1.1.5	SZC Co. will provide a telephone helpline service during the Construction Period (as defined in the Deed of Obligation) to assist owners who have been contacted by SZC Co. in accordance with the Noise Mitigation Scheme with any queries they have in respect of the processes set out in Sections 1.2 to 1.8 of this document.	This implies only residents that have been contacted by SZC Co might either benefit from the scheme and/or benefit from the helpline; for clarification ESC expect that residents will be able to bid into the scheme or be directed to the scheme by ESC as a result of a complaint outside SZC Co's assessment process.
1	1.1.6	Wherever in this document, a plan or assessment is submitted to East Suffolk Council for its approval, ESC shall act reasonably, promptly and in accordance with Schedule 12 of the Deed of Obligation (Doc Ref. 8.17(D)).	The draft Deed of Obligation schedule 12, para. 2.2 states: Where East Suffolk Council's approval is required in respect of any report or plan required by the Noise Mitigation Scheme, East Suffolk Council shall not unreasonably withhold its approval and shall confirm its approval in writing to SZC Co within [●] days of the receipt of the submitted report or plan, or such longer period as may be agreed between SZC Co and East Suffolk Council. Where East Suffolk Council fail to respond within the decision period, SZC Co may proceed with the Noise Mitigation Scheme on the basis that such report or plan has been approved by East Suffolk Council. The period for approval remains unstated and currently undiscussed or agreed with ESC. This will need to be a reasonable amount of time to allow us to effectively engage with the Applicant. As with the S.61/Bespoke Mitigation Plans ESC would suggest 28 days minimum to allow approval. We do not support the deemed approval approach.

2	1.2.2	Whilst the Environmental Statement and Environmental Statement Addendum assess the likely significant noise and vibration effects of the project, SZC Co. will base noise insulation and temporary housing offers on refreshed noise assessments carried out post Examination. These refreshed noise assessments will benefit from and take account of the detailed construction working methods for the Project to be developed with relevant contractors, so far as these are available at the time of the assessment. This will enable SZC Co. to identify eligible properties with more accurately-modelled noise or vibration levels. SZC Co shall carry out each of these refreshed noise assessments in advance of the start of the relevant noise generating activity.	ESC welcomes the use of refreshed noise assessments to inform the delivery of the NMS. Refreshed assessments will need to be undertaken sufficiently in advance of the activity starting to allow for the mitigation to be provided prior to the start of the activity. It is expected that this process will be undertaken in conjunction with the NMMP and also form a part of either the Control of Pollution Act S.61 process or the Bespoke Mitigation Plans, whichever is eventually chosen. It may also need consideration during CEMP process as necessary. Where refreshed assessment cannot be carried out as part of these processes and leave sufficient time to implement, any mitigation required prior to commencement further refreshed assessment should still be undertaken at this point to act as validation that earlier re-assessment was sufficiently accurate. Whilst refreshed assessments to predict properties that are likely to be affected by noise and be eligible for the scheme are welcomed and necessary, this still relies on prediction as a method of delivering the NMS. Whilst a very important part of its delivery, prediction may still miss or underestimate impact and there needs to be a mechanism to catch properties where this occurs, potentially through the complaints process.
2	1.2.3	SZC Co. shall submit a phasing plan setting out details of the proposed phases for the completion of the refreshed noise assessments to ESC for its approval. It is anticipated that the refreshed noise assessments will be provided in phases broadly matching the order in which those elements of the SZC project are expected to give rise to eligibility for noise insulation or temporary rehousing under this Noise Mitigation Scheme.	ESC welcomes engagement from the Applicant at this point in the process, these will need to be undertaken sufficiently in advance of the activity starting to allow for the refreshed assessments and mitigation to be provided prior to the start of the activity. It is likely further consideration will need to be given to reassessment as part of the S.61 or Bespoke Mitigation Plan process to validate and conclusions made by this and earlier refreshed assessments.
3	1.2.6	No Property where Insulation has been provided by SZC Co. shall be eligible for a further offer in respect of Insulation under this Noise Mitigation Scheme.	Whilst ESC understands this point, it is not acceptable from the point of view of situations such as where noise levels turn out to be significantly higher than predicted or where the mitigation specification provided does not provide adequate protection. There needs to be the ability to revisit and revise mitigation to take account of changes in either the project, receptor or impact.
3/4	1.3.5	If the Owner of the eligible Property declines the Provisional Offer Letter or does not provide its written acceptance to SZC Co. in accordance with any notification requirements contained in	Whilst ESC understands this point, it does not take account of situations where a property might change hands and the new owner not being afforded this protection. It does also not account for a resident's change in circumstance

		the Provisional Offer Letter, there will be no further obligation on SZC Co. in respect of that Property in connection with this Noise Mitigation Scheme, including in respect of paragraph 1.3.19.	(medical, family or work for example) which may mean they now want the package offered previously. There should be sufficient flexibility to accommodate changes such as these and ensure that the Applicant's responsibility to provide adequate protection remains.
4	1.3.7	The surveyor shall be instructed by SZC Co. to determine whether noise insulation will provide an appropriate improvement to noise levels at the Property and that the survey should also consider issues such as: whether the Property is a Listed Building, and therefore likely to require Listed Building Consent; what other works are likely to be required at the Property, for example remedial lintels or other structural supports; and any issues regarding access around the Property.	ESC requires further information as to what constitutes an "appropriate improvement" and what would happen if an "appropriate improvement" wasn't achieved in terms of what the householder would be provided with or what would happen to the noise generating activity. This would also put the residents of lightly constructed properties at a disadvantage as it may be more difficult to provide an "appropriate improvement". The Applicant must be able to provide adequate protection to residents as necessary and be prepared to provide enhanced, novel and bespoke mitigation as required to achieve "appropriate improvement"
4	1.3.8	The surveyor shall provide SZC Co. with the findings of the survey for review. Where it is considered that a Property would benefit from Insulation and / or ventilation, SZC Co. shall formulate the Proposed Specification in respect of the Property.	ESC requires further information in the event where the surveyor considers that the property would not benefit from insulation and/or ventilation so that this situation does not absolve the Applicant of their responsibilities to provide protection to the resident. The Applicant must be able to provide adequate protection to residents as necessary and be prepared to provide enhanced, novel and bespoke mitigation as required or look to prevent the impact at source by use of the same.
4	1.3.10	This Proposed Specification shall include a glazing system with a sound reduction performance of at least 35dB Rw and if appropriate in the opinion of the surveyor (acting reasonably), a ventilation system that complies with Approved Document F issued in respect of the Building Regulations 2010.	Whilst these two measures are potentially appropriate types of mitigation, ESC considers that all types of mitigation should be available for consideration and bespoke mitigation plans developed specific to the individual properties needs and the impacts it is to be subjected to.
5	1.3.14 1.3.15	The Owner of the Property will be required to seek at least two quotations from approved installers for the Proposed Specification and must provide copies of these to SZC Co. within four weeks of receipt of the Proposed Specification from SZC Co. If the Owner of the eligible Property does not provide copies of these quotations within the four week period, there will be no further obligation on SZC Co. in respect of that Property in connection with this Noise Mitigation Scheme, including in	ESC acknowledges these points but there is a concern that the emphasis is put on the resident and that there is a cut off at which the Applicant is no longer obliged to provide an offer of mitigation. It does not consider exceptional circumstances such as a resident being sick or on holiday, where the property may be a second home and therefore there is a delay in receiving correspondence or their approved contractors do not provide a quote or sufficient information in a timely manner.

		respect of paragraph 1.3.19. SZC Co. will retain a discretion to accept quotations received after this deadline, but in such a case the obligation in paragraph 1.3.19 will not apply to SZC Co.	It also does not consider where residents may be elderly or infirm and may require extra support and/or time in addressing this matter beyond retaining a "discretion" to accept quotations. ESC consider that the onus is on the Applicant to provide adequate protection from their impact and that whilst residents must be involved it is for the Applicant to ensure that they provide mitigation where it has been identified as necessary.
9/10	1.5.2	During the construction period, ESC may (acting reasonably) request SZC Co. to carry out a review considering a specific Property or group of Properties in response to changes to the construction methods or programme or to the receipt of monitoring information. SZC Co. shall comply with any such request.	This is welcomed by ESC and provides the ability to consider properties after the refreshed assessment. However the scope should be widened to include situations where complaints are received and substantiated and inclusion in the NMS would address that complaint, this would need to be considered by the Applicant in respect of complaints received by them as well as complaints received by ESC or other relevant authorities. The term "acting reasonably" would benefit from clarification from the Applicant or removal on the basis the basis that ESC would only make such requests when "acting reasonably".
10	1.5.6	No Property where Insulation has been provided by SZC Co. shall be eligible for a further offer in respect of Insulation under this Noise Mitigation Scheme.	Whilst ESC understands this point, it is not acceptable from the point of view of situations such as where noise levels turn out to be significantly higher than predicted or where the mitigation specification provided does not provide adequate protection. There needs to be the ability to revisit and revise mitigation to take account of changes in either the project, receptor or impact.
11	Table 1.1 Insulation for rail noise	Eligibility will require one of the following two criteria (A or B) to be established, when measured 1m from the external façade of any Eligible Room: A. A Property shall be eligible for an offer for noise insulation based on averaging rail noise over the day and night time periods, where: (a) the Future (Rail) Noise Levels exceed façade noise levels of 69dB LAeq,16hrs during the hours of 07:00 to 23:00 or 58dB LAeq,8hrs during the hours of 23:00 to 07:00; and (b) the Future (Rail) Noise Levels are at least 1dB higher than the Existing (Rail) Noise Levels as a result of the use of the new or amended railway line associated with the Development; and	As stated in previous submissions, ESC welcome the reduction from the SOAEL to the EIA "significant" threshold for implementation of the NMS. However, as stated in previous submissions, acceptance of this relies on the scope of the Rail Noise Mitigation Strategy being sufficient to address the policy requirement to mitigate and minimise impact and on the Rail noise mitigation strategy being deliverable in its entirety. ESC is in discussion with the Applicant in respect of the scope of the RNMS and in terms of securing its deliverability which is intrinsic not only to the Applicant's rail noise assessment outcomes but also ESC's acceptance of night rail as a reasonable part of the freight management strategy.

		(c) the contribution from the use of new or amended railway line associated with the Development to the Future (Rail) Noise Levels at the façade is at least 1dB; or B. A Property shall be eligible for an offer for noise insulation based on the maximum noise level created at night where the predicted maximum sound level as a result of the use of the new or amended railway line associated with the Development is LAFmax 73dB between 23:00 and 07:00 hours. The same criteria will also apply to noise impacts from construction rail traffic on the existing East Suffolk line between Westerfield Junction and the junction between the East Suffolk line and the Saxmundham to Leiston branch line.	Should the Rail Noise Mitigation Strategy not be deliverable in its entirety ESC considers that the NMS may be required at a lower threshold such as LOAEL.
12	Table 1.1 Insulation for construction noise	A Property shall be eligible for an offer of insulation where the Property is predicted to experience the following when measured 1m from the external façade of any Eligible Room: (1) a construction noise level which exceeds the higher of either (a) the noise insulation trigger levels set out in Table 1.3 for the corresponding times of the day; or (b) the existing Baseline Ambient Sound Level for the corresponding times of the day; and (2) an exceedance of (1) where: (a) the exceedance is predicted to occur on 10 or more days of working in any 15 consecutive days or on a total number of days exceeding 40 in any 6 consecutive months; or (b) where the exceedance occurs only on a Saturday or Sunday, it is predicted to occur on 2 weekends, or part thereof, in any 15 consecutive days or on 6 weekends, or part thereof, in any 6 consecutive months.	ESC accept this approach as a means of delivering the NMS but continue to have concerns in regard to the trigger levels in Table 1.3 and these are discussed below.
12	Table 1.1 Insulation for	A Property shall be eligible for an offer for insulation where the total noise from fixed plant or machinery associated with the use of the Development (including any Associated Development	These thresholds are set at higher levels than the operational noise criteria which are referred to in the various Environmental Statement Chapters. ESC's expectation is that operational noise criteria (particularly for operational power

	operational plant noise	Site) exceeds any of the following levels, when measured 1m from the external façade of any Eligible Room: (i) 63dB LAeq,16hrs between 07:00 and 23:00 hours; or (ii) 58dB LAeq,8hrs between 23:00 and 07:00 hours.	station noise) will be secured via a DCO requirement, or otherwise by the associated documents, and will therefore be legally binding. It is therefore not clear in what circumstances the Noise Mitigation Scheme thresholds for operational noise might be expected to be applied without the operational noise limits having been breached.
12	Table 1.1 Insulation for operational activity noise	A Property shall be eligible for an offer for insulation where the total noise from operational activities at an Associated Development Site excluding fixed plant or machinery exceeds any of the following levels, when measured 1m from the external façade of any Eligible Room: (1) (a) 63dB LAeq,16hrs between 07:00 and 23:00 hours; or (b) 58dB LAeq,8hrs between 23:00 and 07:00 hours; or (c) maximum sound level LAFmax 70dB between 23:00 and 07:00 hours; and (2) any exceedance of the levels in (1): (a) is predicted to occur on 10 or more days of working in any 15 consecutive days or on a total number of days exceeding 40 in any 6 consecutive months; or (b) where the exceedance occurs only on a Saturday or Sunday, it is predicted to occur on 2 weekends, or part thereof, in any 15 consecutive days or on 6 weekends, or part thereof, in any 6 consecutive months.	These thresholds are set at higher levels than the operational noise criteria which are referred to in the various Environmental Statement Chapters. ESC's expectation is that operational noise criteria (particularly for operational power station noise) will be secured via a DCO requirement, or otherwise by the associated documents, and will therefore be legally binding. It is therefore not clear in what circumstances the Noise Mitigation Scheme thresholds for operational noise might be expected to be applied without the operational noise limits having been breached
13	1.6.2 Table 1.2 Temporary rehousing for construction vibration	An occupier of a Property shall be eligible for an offer of temporary rehousing where the Property is predicted to experience intermittent or continuous construction vibration of 10mm/s or more peak particle velocity) on two or more consecutive days. Intermittent or continuous vibration shall have the meaning set out in Annex F of BS5228-2: 2009+A1: 2014.	ESC would request that the following criteria be added; "or on a total number of days exceeding 40 in any 6 consecutive months" In order to account for the event that vibration is experienced on non-consecutive days.
13/14	1.7 Table 1.3 Construction noise insulation trigger values	-	The Noise Mitigation Scheme sets trigger levels for construction noise for the provision of noise and insulation. The thresholds are aligned with the guidance in a traceable standard (Annex E4 of BS5228) but would allow noise levels which ESC consider would cause a significant impact in homes and gardens without any requirement for action by the Applicant.

			ESC are in ongoing discussions with the Applicant over the practicalities of setting lower trigger levels in the NMS.
15	1.8.1 1.8.2	Where the external superstructure of houseboats in the Woodbridge or Melton area are demonstrated to have a sound reduction performance of less than 25dB R'w when all windows, portholes and other openings are closed, SZC Co. may at its discretion extend to the Owner or Occupier of any such houseboat an offer of insulation works or temporary rehousing in line with the terms set out in Sections 1.3 and 1.4, but on the basis of alternative eligibility criteria to those in Section 1.6 and notwithstanding that the eligibility criteria in Section 1.6 are not met. Offers of insulation and ventilation for houseboats will include measures appropriate to the houseboat under consideration, and will not be limited to the insulation/ventilation specification set out in paragraph set out in 1.3.10.	ESC welcome the inclusion of these properties due to their construction and potentially increased sensitivity to noise. However, there is some concern about the inclusion of the phrase "at its discretion" which does introduce some ambiguity; presumably if there is a proven identified need then the property should be included for consideration under the alternative eligibility criteria and not be left to discretion. ESC would ask for clarification and further information as to what the alternative eligibility criteria will be.
15	1.8.3	Where there is a proven medical or clinical need involving a particular sensitivity to noise, SZC Co. may at its discretion make an offer of insulation works or temporary rehousing in line with the terms set out in Sections 1.3 and 1.4, but on the basis of alternative eligibility criteria to those in Section 1.6 and notwithstanding that the eligibility criteria in Section 1.6 are not met. In such cases, the Owner or Occupier of the Property will be required to provide evidence to SZC Co. as to any relevant medical or clinical need.	ESC welcome the inclusion of noise sensitive conditions for alternative eligibility criteria. However, there is some concern about the inclusion of the phrase "at its discretion" which does introduce some ambiguity; presumably if there is a proven identified need then the property should be included for consideration under alternative eligibility criteria and not be left to discretion. ESC would ask for clarification and further information as to what the alternative eligibility criteria will be.
15	1.8.4	Where the external building fabric of residential park homes or other static homes are demonstrated to have a sound reduction performance of less than 25dB R'w when all windows, doors and other openings and closed, SZC Co. may at its discretion make an offer of insulation works or temporary rehousing in line with the terms set out in Sections 1.3 and 1.4, but on the basis of alternative eligibility criteria to those in Section 1.6 and notwithstanding that the eligibility criteria in Section 1.6 are not met	ESC welcome the inclusion of these properties due to their construction and potentially increased sensitivity to noise. However, there is some concern about the inclusion of the phrase "at its discretion" which does introduce some ambiguity; presumably if there is a proven identified need then the property should be included for consideration under the alternative eligibility criteria and not be left to discretion.

			ESC would ask for clarification and further information as to what the alternative eligibility criteria will be.

2.4 Rev. 5 and 2.4 Rev. 6 Ch Access and Rights of Way Plans [REP5-007 and REP5-008]

ESC has no comments to make at this time.

2.5 Temporary and Permanent Coastal Defence Feature Plans – Not for approval – Revision 2 [REP5-015]

Presented in table form, this document constitutes East Suffolk Council's review and findings of the Applicant's Design report. The review is confined to the subject matter of the impacts of the proposed structures on coastal processes and morphology. In particular, the Review considers the sufficiency of the information provided in the Design Report and highlights any particular aspects where clarification, confirmation or further information is sought.

The table comprises:

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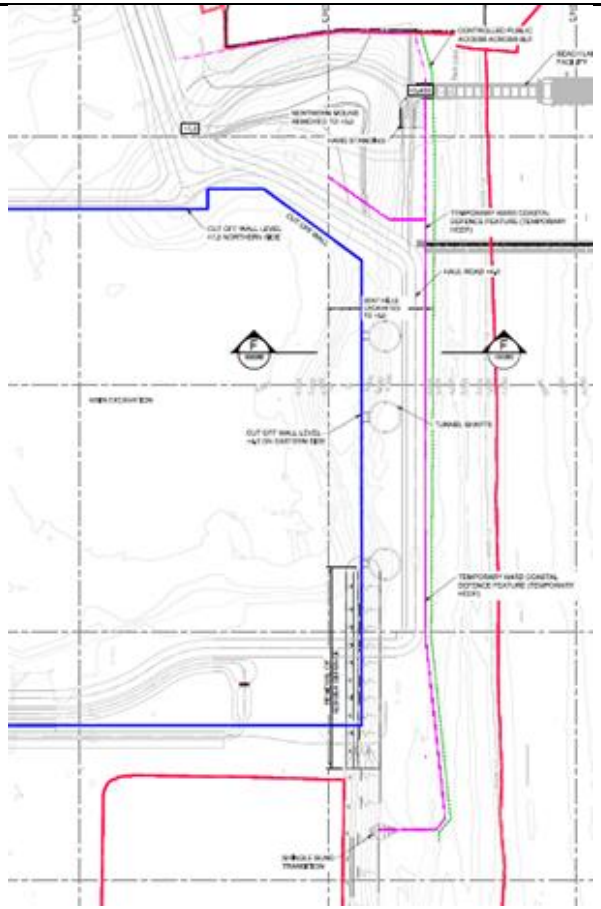
- Third column: relevant source document extract (text or Figure snapshot).
- Fourth column: our observations and concerns on the cited extract.
- Fifth column: our requested action from SZC Co. (see below).

All extracts from the Design Report, including page, section number, text and footnotes etc. are shown in *italics* in first three columns, including references elsewhere as appropriate.

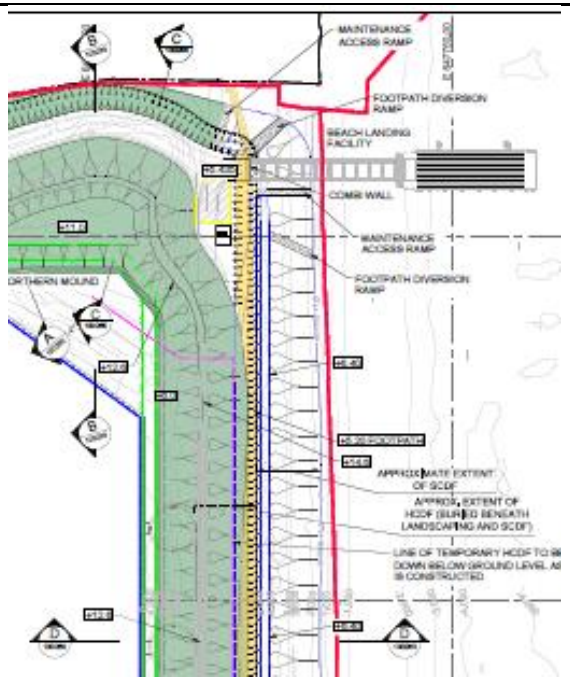
In Column 5 the action by SZC Co. that is requested by ESC takes one of the following three forms, or a combination thereof:

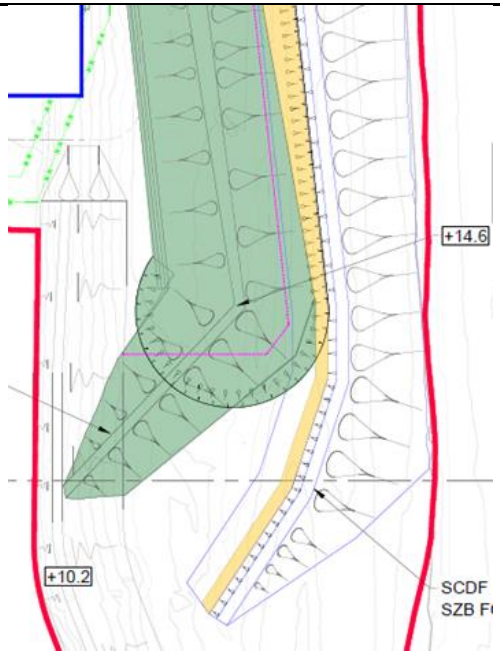
- Clarification
- Confirmation
- Further information.

Pg. No.	Section Ref.	*Relevant Text / Illustration*	Observations and Concerns	Requested:
3		*THCDF GA 100260*	The defence cross-section has been set 5m landwards. The 5m is lost in the gap between the rear side toe of the grass slope (at the ditch) and the Outer security fence. ESC welcome this change.	Comment
3		*THCDF GA 100260*	The south end overlap with Sizewell B that has moved seaward is now beyond the easting of the BLF promontory. The `typical' cross section location F-F is not at the most critical point from a coastal change perspective which would be either the BLF or the Southern kick-out and therefore gives an unrepresentative impression of risk and impact. The SCDF width varies and the seaward line that appears to be MHWS is not straight or even. The HCDF (piling) now stops ~20m N of the BLF. The detail of the PBLF junction with the SCDF is not clear. Will piled structures protrude above the SCDF profile? Please see later comments. ESC has assumed that the HCDF over the North Mound frontage will be built early in the	Further information and clarifications: Provide additional cross sections at the BLF and Southern extent showing Temp HCDF (where present), H and SCDFs plus unconstrained shoreline profiles at 2020, 2050, 2080, 2110 and 2140. Is the seaward extent of the SCDF defined by the MHWS contour? Will it continue to be as coastal change causes the MHWS contour to retreat? Why do the south ends of the HCDF and SCDF not coalesce with the structure and alignment of the Sizewell B bund?

			construction process so Temp piling is not required there.	Is the HCDF toe detail at the BLF at the Adapted profile level (-1.5m ODN)? If yes should same precautionary approach apply at the now more seaward (and vulnerable) S end? How has the SCDF width and seaward extent been determined? What is the Red Line boundary? Does it constrain the H and SCDF extent?

4		*PHCDF GA -100261*  	The HCDF at the S end has moved seaward and is now closer to the MHWM than the BLF promontory. The SCDF at this point is reduced in width from the DCO and Change submissions. The SCDF transition to south of it appears modest and potentially preliminary. There appears to be a small valley between the SCDF and the HCDF slope behind. The new Maintenance ramp to S of BLF has potential to alter the function of the SCDF by acting as a groyne to impede sediment movement. The Coastal Path diversion ramps will be vulnerable to erosion. This detail has been brought to the attention of the SCC PRoW officer. The Sheet Pile Abutment Wall also appears to protrude above the HCDF slope and therefore has potential to impede sediment movement.	Provide additional sections at Sizewell B tie in showing Temp HCDF, H and SCDFs plus unconstrained shoreline profiles at 2020, 2080 and 2140. The impact of this seaward movement on coastal processes and SCDF design and operation should be assessed in the appropriate report and included in TR544 [REP2-115]. Provide more information to describe the maintenance and footpath diversion ramps Provide profile drawings to show the Mnt ramp and Combi pile wall in relation to the HCDF and SCDF slopes. Provide an assessment of the potential impact of the Mnt access ramp and Combi pile wall on i) the function of the SCDF and ii) the potential for the structures to impede alongshore sediment movement.

				Identify any new monitoring and mitigation issues that these structures create and add them to the CPMMP.
		Text below is from ESC comment on Eng Design Report [REP3-062]. There is no change to the design of these features. Concerns still apply here. *However, the updated design drawings show additional features, refer to Figure 3-11 (below). These include:* *1 Maintenance access ramps: required to maintain the soft sea defence and repair the hard sea defence. These will be permanent structures.* *2 Coast Path diversion ramps for when the Permanent BLF is used. These are intended to be a soft feature created using shingle/sand beach material and temporary in nature.*	As noted in relevant text column.	Observation.

		3 A sheet pile abutment wall that replaces the end span on the Permanent BLF. This allows the Coast Path to cross the Permanent BLF at grade.		
4			The narrowest part of the SCDF is now at the Sizewell B overlap. This will create a steeper SCDF seaward slope and increase erosion pressure here.	Produce sectional drawings that show the shape of the SCDF at this location. Use this data in calculations on SCDF viability and assessment of the impact of shoreline retreat risk on HCDF foundation levels.
6		*PERMANENT COASTAL DEFENCE FEATURE TYPICAL SECTIONS (MAIN) -100263*	What is the rationale for the design, maintenance and ultimate plight of the Landscaping layer that would be placed over the rock armour with an estimated overall thickness (including the narrow extension of the SCDF) of about 2.9m. The hydraulic efficiency (run up and overtopping amelioration) of rock armoured slopes depends (inter alia) upon energy dissipation with the voids of the rock matrix. Filling them with soil plus	Clarifications required regarding: • At what point will be the landscaping soil/vegetation be removed so that the rock revetment can perform efficiently when needed? • Is it the case that the hydraulic performance is premised on the basis of the landscaping being kept

			nearly three metres above the rock level would, on the face of it, be detrimental to performance.	in place? If so, what additional height of crest is thus required (and allowed for?) to offset the lost efficiency in slope performance? • Regarding the latter being affirmative, what impact would this have on footprint? Latter point is our main concern in respect or coastal processes.
7		*PERMANENT COASTAL DEFENCE FEATURE ADAPTIVE DESIGN TYPICAL SECTION 100264*	Shows Adaptive profile at D-D. Is an Adaptive profile proposed to be applied at Sections A, B and C and adjacent to the PBLF if triggered by SLR? The Eastings confirm a 5m retreat of both HCDF and Adaptive HCDF toe at section DD when compared with the previous issue (Bk2 2.5 [REP3-004]). There is no information provided to allow assessment of the extent of retreat of the BLF promontory that is reported as 15m.	Add an illustration of the proposed Adaptive profile over sections A, B and C and over the PBLF frontage.
8		*PERMANENT COASTAL DEFENCE FEATURE TYPICAL SECTIONS* *(NORTHERN MOUND) 100265*	ENVIRONMENTAL PROTECTION (SHEETPILE) appears here for the first time. It is not shown on plans.	What is the purpose of the EPS? Is it Temp or Permanent?

				What is the assessed impact of the EPS on coastal processes? Show its plan position on other relevant drawings.

2.5(A) Main Development Site Permanent and Temporary Beach Landing Facility and SSSI Crossing Plans (Parts 1 and 2) [REP5-009 and REP5-010]

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- Fifth column: our requested action by SZC Co. (see below).

Ecology comments:

Pg. No.	Section Ref.	*Relevant text / illustration*	Observations and concerns	Requested:
Part 2 pg.3	N/A	*Drawing SZC-SZ0100-XX-000-DRW-100205 Rev. 02 (Operational Phase)*	The reduction of the operational width of the bridge section of the SSSI Crossing to 15m is noted and welcomed by ESC. The increase in the height between the base of the bridge deck and the ground to approximately 6.8m is also welcomed.	N/A

Part 2 pg. 4	N/A	*Drawing SZC-SZ0100-XX-000-DRW-100207 Rev. 02 (Construction Phase)*	Whilst ESC welcomes the increase in the height between the base of the bridge deck and the ground to between approximately 6.1m and 6.8m, it is noted that the design of the crossing includes a drainage pipe on the eastern side which lowers the crossing height in this area to approximately 5m. This is below the height of 6m that it is understood that the Environment Agency have requested in order to prevent the crossing structure resulting in significant fragmentation effects, and it is therefore a concern that the proposed crossing structure will result in an increased impact over other designs which are available. Following discussions with the Applicant, ESC anticipates that this drainage pipe will be incorporated into the design in a manner that enables the height to be in line with requests from the Environment Agency, ESC would welcome this and look forward to reviewing the next design iteration.	Ensure that entire height under SSSI Crossing is 6m or greater.
Part 2 pg. 5	N/A	*Drawing SZC-SZ0100-XX-000-DRW-100209 Rev. 02 (Construction Phase – Bailey Bridge)*	From the drawing provided it is unclear exactly how much clearance there is between the ground and the base of the Bailey Bridge, although it appears to be significantly less than the 6m requested by the Environment Agency for the SSSI Crossing. Whilst it is understood that the Bailey Bridge is only intended to be in place for a relatively short period during the construction of the SSSI Crossing, it is unclear how long this expected to be for and therefore how long it will cause a fragmentary effect on this part of the SSSI.	Further details on the likely length of use of the Bailey Bridge are required, along with demonstration of how fragmentary effects and impacts arising from construction noise and lighting will be mitigated.

			Also, it is not clear how noise and lighting will be controlled in this area during the construction phase when the Bailey Bridge is in use. As set out in ESC's earlier representations (LIR [REP1-045] and Deadline 5 submission [REP5-138]), we remain significantly concerned about adverse ecological impacts arising from construction noise and lighting and it is unclear how these impacts will be mitigated in this area.	

2.5(B) Main Development Site Landscape Masterplans for Approval [REP5-016] and Not for Approval [REP5-011 and REP5-012]

The updates to reflect proposed Bridleway 19 alignment are noted; ESC offer no further comment in respect of landscape matters to that previously returned.

Site sections showing revised beach profiles to incorporate latest thinking on seas defences are noted, but further comment is reserved until it is fully understood as to whether the indicative beach landscape masterplan drawing as shown in the MDS Design and Access Statement can still be delivered as indicated (revised version at [REP5-070, REP5-073, REP5-075]). If it is considered that the intent of the masterplan may not be deliverable, an alternative landscape strategy will need to be provided.

2.8 Ch Two Village Bypass Plans for Approval Parts 1 – 3 [REP5-020 and REP5-021] and Plans Not for Approval [REP5-18 and REP5-019]

None of the 'For Approval' or 'Not for Approval' plans for the Two Village Bypass submitted at Deadline 5 appear to include the bat crossing points of the road identified as required for mitigation in the ES. Notwithstanding our concerns set out elsewhere in the examination (e.g., in ESC's answer to the Examining Authority's First Round of Written Questions question BIO.1.144 [REP2-176] and ESC comments at Deadline 5 [REP5-138] in relation to the submitted Two Village Bypass Plans for Approval [REP4-003],) in relation to the likely achievability and success of

the 'hop-overs' previously proposed, it is clear that in order to minimise the fragmentation impact of the scheme on commuting bats suitable crossings of the road need to be achieved and these need to be shown on the appropriate plans.

2.10 Ch Sizewell Link Road Plans for Approval Parts 1-3. [REP5-024, REP5-025, REP5-026] and Plans Not for Approval [REP5-022 and REP5-023]

ESC notes that the revised drawings now show the amended layout for the Pretty Road overbridge (from footbridge to vehicle bridge), close to Theberton Hall, and this is welcome as it is an improved layout over that originally submitted.

None of the 'For Approval' or 'Not for Approval' plans for the Sizewell Link Road submitted at Deadline 5 appear to include the bat crossing points of the road identified as required for mitigation in the ES. Notwithstanding our concerns set out elsewhere in the Examination (e.g., in ESC's answer to the Examining Authority's First Round of Written Questions question BIO.1.144 [REP2-176]) in relation to the likely achievability and success of the 'hop-overs' previously proposed, it is clear that in order to minimise the fragmentation impact of the scheme on commuting bats suitable crossings of the road need to be achieved and these need to be shown on the appropriate plans.

6.14 Coastal Processes Monitoring and Mitigation Plan – Revision 2 [REP5-059]

Presented in table form, this document constitutes ESC's review and findings of the SZC Co. report TR523 July 2021.

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- Fourth column: our observations and concerns on the cited extract
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In Column 5 the requested advice from EDF takes one of the following forms, or combinations thereof:

- Observation
- Clarification
- Confirmation
- Further information.

Pg. No.	*Ref.*	*Relevant text / illustration*	Observations and Concerns	Request
14	*ES*	• *detecting and reporting impacts of Sizewell C's marine components and activities on coastal geomorphology receptors, both inside and outside of designated conservation sites,* • *and monitoring and, where necessary, implementing future mitigation to: (a) maintain the longshore shingle transport corridor, thereby minimising or avoiding impacts of an exposed hard coastal defence feature (HCDF), and (b) restore any persistent depressions from the Beach Landing Facility (BLF) grounding pocket (operation phase only) on the outer longshore bar if there are shoreline erosion concerns.*	ESC presumes the text has changed to include feedback from MTF members. We welcome this but this opening is not very clear now. This could be better worded or separated into more bullet points. There are more reasons that mitigation may be required and more objectives of the CPMMP than presented in the two bullet points here. The report is 'for' is unsatisfactory. Rather, the purpose of the CPMMP is to legally oblige SZC.Co to 1) detect and report … 2) monitor and mitigate…	A revision of this opening paragraph.
14	*ES*	*This draft CPMMP pertains to the monitoring and mitigation of any potential significant effects on coastal geomorphic features (receptors).*	These receptors are not listed or described in here – this would be useful.	List the coastal geomorphology receptors herein &/or reference where they are described in the ES.
14	*ES*	*The SZC components that are considered to require coastal geomorphology monitoring, along with the proposed method and rationale are summarised in Table i.*	Unclear text; What about the surrounding natural non-Sizewell C components. It becomes clear what is meant in Table i but this text makes it sound as if only Sizewell C features will be monitored (ie. the HCDF, SCDF,	Consider a revision of this text

			BLF), rather than the actual receptors (features) themselves.	
14	*ES*	*The methods combine the use of continuous remote sensing techniques for early warning of any impacts with targeted, high-accuracy, field surveys. Some new methods are under evaluation – if suitable they will be included in the CPMMP submitted to the MMO and ESC for approval prior to the commencement of construction of the HCDF/SCDF*	ESC considers the order should be: submit to MMO/ESC, *then* include in CPMMP if approved.	Check this text is in the most logical order
14	*ES*	*An additional Section 6 has been introduced in this version to cover monitoring for the Temporary discharge outfall during the construction phase.*	ESC considers this to be useful	Noted. No action
16	*ES*	*The CPMMP will also be updated at appropriate intervals to incorporate significant improvements to current practices arising from such developments as part of the AEAM process.*		Include that consultation with MMO/ESC/MTF is necessary to approve CPMMP updates (check- perhaps this appears in main body of text)
16	*ES*	*Section 10 outlines the expectations of the reporting associated with cessation of the Project's monitoring and mitigation – namely the maintenance of the shingle transport corridor – which is scheduled to take place within the final ten years of decommissioning.*		Break sentence in to two for clarity and include the approximate year at which this final 10 years of decommissioning is thought to be.
16	*ES*	*The decision as to whether or not to remove the HCDF will be confirmed as part of this mitigation cessation report, once the impacts have been assessed**. The present assumption is that the HCDF would be removed after decommissioning** but confirmation, or otherwise with justification, will be made as part of the cessation report.*	ESC is content with the suggested approach providing that the default is for removal of the HCDF (in all its forms (temporary, permanent and adapted) above and below the beach surface level (i.e., the sheet piling too) are to be removed at decommissioning phase, unless deemed inappropriate by the EIA. The decision should be made with all stakeholder agreement and not purely by SZC Co's decommissioning report. ESC is still considering if this should be included in a DCO requirement as well as in the CPMMP.	Comment

16	*ES*	*CPMMP cessation reporting is scheduled for approximately ten years prior to the end of the Sizewell C Project's decommissioning phase.*	For clarity add the approximate year that the decommissioning report could be expected. Acknowledge that this could change.	Add the years expected for decommissioning phase.
		Table i: Summary of the features to be monitored, the rationale (why) and the proposed method.	ESC considers it worth having another column to state who will have the primary interest in reviewing the annual or notification reports associated with each 'feature' i.e., MMO for bathy reports and/ or ESC for topo reports.	Suggestion only
16	*ES*	*Table i* *Report section 7 : SCDF and HCDF (beach management)* *Rationale: Maintain a continuous shingle beach to avoid or minimise the impacts of an exposed HCDF (blockage potential) to longshore shingle transport and downdrift erosion*	TR544 [REP3-032] and TR545 [REP3-048] explore and appear to advocate the application of SCDF material which is more erosion resistant than the natural beach sediment. This would logically lead to the SCDF retreating at a slower rate than the adjacent natural beaches. The retreating natural beach would some point overtake the more resilient SCDF. Examples of this are presented in TR545 [REP3-048]. The effect of this would be the same, or worse, than the impact of the HCDF becoming exposed (i.e., presenting an obstruction to sediment transport). The Rationale needs to address this addition/allied threat.	Confirmation/Further information The Rationale needs to be amended and extended to include the impacts of the SCDF, e.g., to the effect of: *Maintain a continuous shingle beach to avoid or minimise the impacts of an exposed HCDF and/*or misalignment between the SCDF and the natural shoreline *(blockage potentials) to longshore shingle transport and downdrift erosion.* Also, to be covered in the Exec. Summary and elsewhere as necessary (there are many similar worded statements in the document).
		SCDF and HCDF *Reporting frequency monthly.* *Annual Report* *Monthly Notification Report (trigger check)* *Event driven Trigger and Mitigation Reports*	Noted: Reporting frequency monthly. Annual Report Monthly Notification Report (trigger check) Event driven Trigger and Mitigation Reports	

		Reporting frequency monthly. *Annual Report* *Monthly Notification Report (trigger check)* *Event driven Trigger and Mitigation Reports*	Noted: Spatial extent 3000 m centred on Sizewell C Thorpe Ness headland to Minsmere Outfall	
18	*1.1 into*	*Repetition of opening paragraph in Exec Summary*		Same as opening para in ES – consider revision of words and structure to add clarity.
19	*1.1*	*If SZC Co. is granted a Development Consent Order (DCO) and a Deemed Marine Licence (DML) within the DCO approval, it is expected that most, or all,* ***aspects of the monitoring plan would be via Requirement7A of the DCO and Condition 17 on the DML****.*	Confirm that this makes the CPMMP a legal obligation in order to fulfil requirement 7a. (This does appear later in doc)	Observation.
20	*1.1.2*	*Feedback. It is understood that this draft monitoring report may be shared more widely by some statutory regulators with non-statutory stakeholders and community groups. Their feedback, summarised and agreed by the relevant statutory regulator, is welcome and will be incorporated into the regulatory framework for impact monitoring where suitable and with a scientific rationale.*	Feedback on the CPMMP will come from a number of sources via the DCO Exam process.	ESC will be expecting the Applicant to collate responses from IPs.
21	*1.4.1*	*The receptor coverage is such that monitoring extents are always defined to be substantially larger than the predicted effect e.g., scour monitoring extents around structures are set at 7-11 times the scale of the predicted scour footprint. In this way the monitoring will be sufficiently extensive to determine whether any unanticipated impacts are occurring, or if conditions that could lead to unanticipated impacts are developing, within and in the vicinity of the Sizewell C development.*	ESC considers that if the Applicant is adhering to this principle, then the Thorpeness and Minsmere frontages would also be monitored and evaluated for any significant effects, as they are within 7-11 times the footprint of the site. ESC consider that this gives justification for using the same principle for scour monitoring for broader geomorphological monitoring.	Use the 7-11 times the scale of the footprint of the feature to be monitored ubiquitously.

21	*1.4.1*	*A second aspect of the precautionary principle is the adoption of an adaptive management plan, such that the CPMMP remains an evolving document over all phases of the project and provisions for monitoring can be altered in response to specific environmental, technological, or societal/policy change, or to specific effect observations within the monitoring data.*	ESC suggest the Applicant starts a new paragraph for this second aspect to make it more readable. ESC agree that an adaptive management plan sounds good - but should not allow the early cessation of monitoring based on a 'no change' result.	Suggestion only.
24	*1.5*	*Figure 1: Marine components of SZC and the intake and outfall locations for Sizewell B.*	Inconsistent / alternate use of Marine Bulk import facility (MBIF) and Temporary BLF.	Choose one term and stick to it for clarity herein.
25	*1.5*	*Table 1: Summary of the proposed methods and rationale for monitoring associated with Sizewell C Project components.*	What's the difference between Table (i) and (1)? In Table i and Table 1 the term 'feature' is used instead of coastal geomorphology 'receptor'. Suggest using the same terms (receptor) in the Tables, for consistency and clarity.	Use term receptor instead of feature for consistency throughout docs.
27	*2*	*…there is no pathway to impact on the Coralline Crag outcrops that anchor Thorpeness and Sizewell Bank from any of the Sizewell C activities….* *A separate Sabellaria Monitoring Plan which will be subject to a separate licence condition will include the geographically separate small section of the outcropping Crag seaward of Sizewell Bank at the southern intakes under the Marine Ecology theme*	no impact expected - monitoring/ reporting should be used to confirm this hypothesis rather than as a reason not to monitor the crag. geographically separate but geomorphologically continuous.	Consider revisions
27	*2*	*The five-yearly interval is considered sufficient because the Bank volume and form changes very slowly.*	Is a 5 yearly survey interval enough? The banks have previously changed very slowly - again monitoring should be done to confirm that this is still the case. ESC suggest annual bathy is done, at least until agreed to reduce frequency by the MTF.	Annual bathy recommended initially to monitor changes to bank volume.

28	*2*	*…there is no pathway to impact on the Coralline Crag outcrops that anchor Thorpeness and Sizewell Bank from any of the Sizewell C activities, and therefore Crag monitoring is not a requirement. However, because of its important roles …. **SZC Co. proposes to extend the proposed five-yearly background environmental monitoring of Sizewell – Dunwich Bank (see Section 2.3) to include the Thorpeness Coralline Crag outcrops** and ensure that any unexpected natural changes which may affect impact detection are identified.*	ESC welcome this. 3000 m centred on Sizewell C Thorpeness to Minsmere Outfall.	Comment
29	*2.2.1*	*RPA is preferred ahead of aerial LiDAR (Light Detection and Ranging) primarily because of responsiveness and cost. LiDAR flown from manned aircraft is very expensive, difficult to schedule and reschedule, and cannot easily be used in a responsive mode. It has been shown in the literature (e.g., Brunier et al., 2016; Long et al., 2016; Medijkane et al., 2018 and Seymour et al., 2018) and at Sizewell (forthcoming BEEMS Technical Report TR546) that RPA provide high-quality data that compare favourably to LiDAR and ground surveys in accuracy, and at a substantially higher resolution.*	It should be noted that the Environment Agency's Anglian Coastal Monitoring Programme (ACMP) fly LidAR annually anyway, so this open-source data *is* available for analysis.	Mention the open source ACMP (LiDAR +Other) data that is freely available for SZC Co. to use for analysis.
30	*2.1*	*Shorelines and barlines are the primary parameters that would be measured with methods such as X-band radar, still and/or video cameras. The advantages of each of these methods and recommendations for their applications under the CPMMP remain under review, but will be finalised for approval prior to the commencement of construction of the HCDF/SCDF by ESC and the MMO following consultation with the MTF.*	To note. A future action for ESC.	Observation

30	*2.1*	*The advantages of each of these methods and recommendations for their applications under the CPMMP remain under review but will be finalised for approval prior to the commencement of construction of the HCDF/SCDF by ESC and the MMO following consultation with the MTF.*	ESC considers the system should be in place sufficiently before construction in order to obtain the comparable (with construction/operation/demobilisation) baseline.	Confirmation sought that baseline data gathering will be compatible with that adopted for subsequent construction and thereafter.
30	*2.2.1*	***Cost**. The costs of manned overflights are prohibitively high, due to the capital value and running costs. For large regional surveys, manned aircraft are cost-effective, but for individual sites they are too expensive.*	Over emphasis of the point appears to be trying to convince the reader on a point that is already well made on technical grounds. The cost is more an issue for the owner/operator than the regulator.	Observation only
31	*2.3*	*A recent proven alternative is small, survey-grade, Autonomous Survey Vessels (ASVs),which can survey in water less than on metre deep. ASVs may also facilitate more frequent or rapid response surveys (due to reduction in mobilisation activity), which may prove valuable in the SCDF mitigation pre- and post-application (performance assessment) monitoring. An ASV with a multi-beam sounder produces results directly comparable to that from manned vessels, they are accepted by the UKHO for the Civil Hydrography Programme and, as a platform, can meet IHO Order 1a.*	Good use of ASVs for addressing the white ribbon issue in shallows	Comment
32	*2.4*	*Water levels are being recorded using an OTT Hydrometry Radar Level Sensor (RLS) tide gauge on the Sizewell B cooling water intake structure (648298E, 263643N; Figure 7). The sensor records the tidal elevation at 5 min intervals, calculated as the average of 40 measurements obtained over a 20 s period.*	useful for tracking and assessment of the MHWS level over time, as it transgresses landward. This contour is important to monitor for admin/enforcement authority/ discharging requirement/responsibility purposes. The method of monitoring the MHWS has not yet been included in the CPMMP.	Will this method be used to monitoring the transgression of the MHWS level over time? (If not, how will this be done and reported?)
33	*2.3*	*These specifications will be applied to all bathymetric surveys unless there is a specific reason why this cannot be achieved, in which case permission will be sought from the*	Incomplete statement. Permission for what?	Clarification.

		MMO, including visibility and discussion with the MTF beforehand.		
40	*5.1.2*	*The MBIF would extend seaward of the outer longshore sand bar. As such, there would be no requirements for dredging and vessels could berth alongside with sufficient under-keel clearance.*	ESC asks what is the minimum depth of water that would mean no dredging is required? Could this situation change with other dredging activity/cumulative affects /sediment accumulation from dredging of the temporary BLF?	
42	*5*	Figure 9: *Beach Landing Facility (BLF) shown together with a docked barge. [Note 1: that recent design changes bring the abutment at the BLF landwards to align with the main HCDF, and the HCDF seaward toe further landward than shown, to approximately 647620E, however engineering drawings were not available when this report was produced.*	Not a very helpful or informative diagram at present… Noted *This figure will be updated in the next version of this report.*	Comment
44	*5.3.2*	*BLF and MBIF in-use during construction phase* *Scour from terrestrial piles will be inspected after the first storm as a precautionary measure* ***to address concerns raised by ESC regarding public access****. The scour predictions and evidence from other piers in the region do not suggest any reason for concern.*	ESC welcome this.	Observation
44	*5.3.2*	*Any changes in the monitoring schedule included in the final monitoring plan would need to be evidence based and would require* ***the prior approval of ESC*** *and the MMO.*	ESC welcome this.	Observation
44	*5.4*	*The proposed mitigation is to move the accumulated dredged sediments back into the grounding pocket and reprofile the bar.*	ESC note that this is assuming that the sand accumulation is still there and not been transported away from the pocket.	Is there another plan in case of no sediment around pocket to use for infill?
45	*6.2*	*The outfall would be removed following use during construction, causing no effects during the operational phase. The EIA effect level for the excavation and removal of the temporary discharge outfall has been assessed as negligible/not significant.*		Clarify that the temporary outfall will be removed, and trench infilled with beach returned to pre-construction profile.

47	*7.1*	*The mitigation is warranted because, if no intervention is undertaken, shoreline recession is likely to expose the HCDF within the timeframe of 2053 – 2087 (i.e., within the Sizewell C operational phase). Avoiding an exposed HCDF prevents dividing the otherwise continuous shingle beach in two and partially or fully blocking the longshore shingle transport corridor.*	The same impacts would surely prevail if (as explored and illustrated in TR545 [REP3-048]) the SCDF comprised more coarse sedimentary material than that of the adjacent natural beach (N and S), leading to a misalignment in the shoreline and thus impeding natural longshore (and cross-shore) sediment transport. Mitigation will need to be advised and put into effect when needed for this case also.	Confirmation sought that mitigation will be provided for all with-scheme related impacts on the natural sediment transport regime, be they due to adverse misalignment of the shoreline, exposure of the HCDF, or any other negative conditions thus arising (e.g., shore disturbance, should it be necessary to deepen the HCDF toe, at some point, or for adaptive design).
47	*7.1.1*	*In comparison, the SCDF is a maintained sedimentary feature designed to prevent HCDF exposure to wave action and avoid the disruption to longshore shingle transport that would otherwise occur.*	Together with secondary mitigation, it must also be maintained to prevent any misalignment of the SCDF itself with the natural shore alignments to north and south.	Confirmation sought regarding the expressed observation/concern (to left).
48	*7.1.1*	*Monitoring data on the SCDF would also **be used for the civil design and maintenance aspects of defences**.*		ESC ask that the Applicant please provides some examples of civil design and maintenance actions that may be informed by the data.
48	*7.1.1.1*	*…coarse pebble-sized sediments within the size native range (very coarse pebbles; see Appendix C); to aid longevity and minimise this disturbance associated with secondary mitigation (beach maintenance). …… However, the SCDF's sediments would still be within the native size range.*	Being within the "native range size" is not the same as being the native range size. As predicted in TR544 [REP3-032], differential behaviour between materials of different particle size distribution can be expected to occur.	The justification is based on longevity and minimisation of disturbance. Needs to be balanced with discussion of the (negative) impacts of using SCDF material which is not strictly "beach grade".
49	7.2	*…. topographic beach surveys (2-4 times per year)*		Clarify whether these are these EA/ACMP surveys or SZC Co.'s own topo surveys?
49		*Figure 10: Schematic cross-section of the hard and soft coastal defence feature (HCDF and SCDF).*	Use of this schematic has previously been challenged on the grounds that it illustrates an untypical, if not implausible, scenario regarding the interlayer slope angle (when sacrificial layer has gone).	Observation

50	*7.1.1.2*	*Finalisation of Vbuffer, Vsac and the SCDF particle size will be provided as an Annex to the next version of this plan (see also Section 7.3). BEEMS Technical Report TR544 [REP3-032] also proposed an option to include a layer of fine cobbles (c. 80 mm diameter, which is slightly larger than the native particles) within the buffer layer to increase resilience and further reduce the risk of HCDF exposure*	Concern that the cobble layer will add to the effective extent of the HCDF, thus presenting a further potential incursion into the beach sediment transport corridor	Clarification/further information needed, as queried in previous critiques.
51	*7.2(3)*	*To minimise the time-lag between the Trigger Notification Report and mitigation application,* ***pre-approval of mitigation methods (as presented in Section 7.5) would be sought****, in collaboration with the MTF. Pre-approval could be based on modelled specific examples, enveloping a range of proven mitigation methods (see Section 7.5), extents and sediment volumes.*	ESC welcome this.	Observation
51	*7.3*	***Mitigation triggers will be set (and updated if necessary) in a separate Annex****. The basis of that annex will be the work presented in BEEMS Technical Reports TR544 and TR545 [REP3-032 and REP3-048]. It will also include an early warning system that tracks the stages leading to mitigation (SCDF buffer exposure risk index) and the associated HCDF exposure risk level.*	ESC query when this information be available?	Further information.
51	*7.2(5)*	*If the mitigation is unsuccessful, the trigger alert would still be active. In this case, the evidence would again be reviewed, alongside understanding why the mitigation was not successful and recommendations on its resolution.*	It can be expected there will be a time lag between the mitigation, and it being deemed to be unsuccessful. Advice implies the same evidence (the evidence) from the time previous to mitigation. Data gathered between mitigation, and it being deemed to be unsuccessful (however short) will be very important.	Clarification on the intent of the statement.
52	*Fig 11*	*Includes an action to Wait before implementing mitigation.*	Agreed that a `wait and see' response is sometimes appropriate.	Provide more information on how the `wait for natural recovery' approach will be applied.

53	*7.3.1*	*As stated in BEEMS Technical Report TR544 [REP3-032], storm erosion of the SCDF is likely to increase over time with sea level rise* ***and recession of adjacent shorelines****. Thus, the required Vbuffer is likely to be recalculated over the lifetime of this plan. A version of Table 3 will be incorporated into the CPMMP trigger Annex and subject to regular reassessment and agreement* ***to update likely future demand for recharge and to revise plans and expectations accordingly.***	ESC welcomes this recognition.	Explain what is meant by revise expectations? Add recognition and discussion of the potential effect of the pinch point at the Sizewell B overlap advanced HCDF / SCDF position.
53	*7.3.1.1*	*The trigger will also need to be adaptable to future scenarios, specifically sea level rise* ***and the natural recession of adjacent shorelines, potentially leading to a Sizewell C foreland, which showed increased erosion rates when modelled (BEEMS Technical Report TR545 [REP3-048]).*** *That is, the balance between Vbuffer and Vsac may need to change.* ***Equally, the particle size properties of recharge material could also be evolved to increase or decrease the rate of release of SCDF sediments into longshore shingle transport system.***	ESC welcome recognition of our concerns.	Observation
54	*7.3.2.1*	*Under some conditions, storm events may erode the SCDF by cliffing, and potentially* ***leading to slumping, lowering and reprofiling the overall crest level*** *(while not lowering Vsac far enough to reach the Vbuffer mitigation trigger).* ***Change in the SCDF crest (level, alignment, vegetation) and drawdown of sediment will be detectable*** *in orthophotos collected under this plan.*		Will a change in SCDF Crest trigger mitigation to rebuild it?
54	*7.3.2.2*	*A relative shoreline alignment trigger to* ***quantify the changing alignment or easterly position of the Sizewell C and adjacent frontages*** *could be a useful indicator of potential changes to longshore shingle transport rates across……?*	ESC welcome inclusion of beyond-Sizewell C frontages in the process. The RSAT could be used to monitor uneven change across the Sizewell B overlap advanced line.	Observation

			The concern being the risk of increased retreat over the southern frontage caused by blocking by the prominent SCDF at this location.	
54	*7.3.2.2*	*The proposed monitoring is suitable for establishing a basic sediment budget in which volumes <u>of trapped natural sediments can be compared to the SCDF</u> in order to determine whether the maintained frontage is depriving the downdrift coast of sediment.*	ESC welcomes this inclusion. The logic in the underlined statement however is not clear. e.g., the SCDF could be continuing to function as normal, "unaware" of whether sediment in transit is bypassing the SCDF or being contained by an updrift realigned shoreline.	Clarification.
55	*7.5*	*The aim of the proposed mitigation is to maintain the longshore shingle transport corridor.*	ESC welcomes this recognition.	Observation
56	*7.5.1*	*Longshore beach sediment recycling.* *Beach recycling has also been used on nearby South Beach (Lowestoft) by Suffolk County Council*	ESC consider the Lowestoft South Beach site is very different to Sizewell C. Recycling at Lowestoft South Beach was discontinued several years ago.	Suggest remove the Lowestoft South Beach reference.
57	*Fg 12*	*Illustrations of bypass, recycle, recharge*	ESC considers the base maps need update to reflect retreated BLF and prominent Sizewell B overlap. The latter may be a candidate for the bypassing example.	
58	*7.5.3*	*The physical characteristics of the material used in any beach recharge (e.g., size and angularity) are critical to the performance of recharge and coarsening is commonly used in the UK to improve beach recharge longevity (Rogers et al., 2010): for example, the Environment Agency's Lincshore Scheme in Lincolnshire (Environment Agency, 2017) and the Bacton to Walcott Sandscaping Scheme in North Norfolk (North Norfolk County Council, 2019).*	ESC would suggest a cautious approach in making comparisons with other UK sites. Sizewell is unusual as it concerns beach management at, effectively, a man-made promontory (HCDF). Coarsening the SCDF sediment with reference to the natural beach material could aggravate sediment interception by the HCDF due to a potentially realigned shoreline. This is key factor in the design and management of the system – an unusual scenario.	Observation.

60	*7.7*	*Prolonged exposure of the HCDF for a significant period would require the same* ***approach to quantify the updrift accumulation and downdrift starvation volumes which would require restoration (by secondary mitigation measures), to minimise the alongshore extent of consequential impacts on adjacent frontages****.* *Further modelling is ongoing to assess SCDF viability to the end of decommissioning. Modelling will be used to determine the general principles of beach volume change under a range of plausible future shoreline morphodynamic settings.*	ESC welcome this.	Observation

6.14(A) Ch Sizewell Link Road Description of Development (July 2021) [REP5-058]

Paragraph 2.4.24, p25. ESC notes and welcomes that the Description of Development has been amended to reflect the above-mentioned change in respect of the overbridge; and confirmation that Pretty Road will be re-opened to traffic on completion.

Document 6.14(B) Ch Two Village Bypass Description of Development (July 2021). ESC has no comments on the revisions to this document from an historic environment perspective.

ESC has reviewed the remainder of this document, which provides updates to the detail contained within Revision 1.0, reflecting recent minor changes to the Applicant's DCO submission. ESC has no further comments to make at this time.

6.14 (B) Updated Volume 2 Main Development Site Environmental Statement (ES) and ES Addendum Figures (Rev. 3) [REP5-057]

ESC has no comments on this submission from an ecological perspective.

6.16 Ch Second Environmental Statement Addendum – Non-Technical Summary [REP5-062]

ESC has no particular areas of concern with the changes proposed but in our response to the consultation we made the following points:

Change 16: further detail with regards to removal of part of the tree belt on the south-western edge of the Studio Field complex adjacent Lover's Lane is referenced below as is the relocation of the mammal culvert.

Change 17: ESC has no detailed comments, specifics are given below.

Change 18: Specific comments are provided below. ESC welcomes this revision to a vehicular bridge.

6.16 Ch Second Environmental Statement Addendum Vol.1: Chapter 1: Introduction [REP5-063]

Noted. See detailed comments below.

6.16 Ch Second Environmental Statement Addendum Vol. 1 and Vol. 2: Main Development Site [REP5-064] /[REP5-065]

Ecology:

The updated ecological assessment in relation to this change is noted. The reduction in tree removal associated with the Bridleway 19 realignment at Paines Plantation and the repositioned Lovers Lane mammal culvert are welcomed. ESC agrees with the conclusions presented on this, subject to the detailed design for the culvert being made available.

6.16 Ch Second Environmental Statement Addendum Vol. 1 and Vol. 2: Chapter 3: Two Village Bypass [REP5-067/[REP5/066]

Ecology:

The conclusion on terrestrial ecology is noted. ESC agrees with this conclusion.

Historic Environment:

P8: ESC agrees that Proposed Change 17 would not give rise to any discernible change in the magnitude of disturbance to heritage assets or change to setting to those set out in the previous ES.

6.16 Ch Second Environmental Statement Addendum Vol. 1 and Vol. 2: Chapter 4: Sizewell Link Road [REP5-069] / REP5-068]

Ecology:

The conclusion on terrestrial ecology is noted. ESC agrees with this conclusion.

Historic Environment:

P20: ESC agrees that Proposed Change 18 would represent a very marginal change in the setting of Theberton Hall previously considered in the ES. ESC judges that this change would be marginal on the side of beneficial, as it will now retain the historic route of Pretty Road as a vehicle route.

8.1 Main Development Site Design and Access Statement, Tracked Changes Version [REP5-071, REP5-072, REP5-074]

General comment: since the DAS was revised, a new version of the NPPF has been published which means that the referenced paragraph numbers in the Design and Access Statement (DAS) are now out of date.

Paragraphs 2.4.13-14, p24 [REP5-071] . ESC has recently noticed that the DAS includes reference here to the local designation of Special Landscape Areas (SLAs). Following adoption of the Suffolk Coastal Local Plan last September [REP1-062], SLAs were deleted. This paragraph and its heading, therefore, should be removed from the DAS.

Figure 2.3 Landscape and seascape designations, p25 [REP5-071]. ESC considers this figure needs amending to remove the annotation referring to Special Landscape Area both in the key and on the map.

Table 5.3 Detailed Built Development Principles – 3. Within Main Platform, p71 [REP5-071]. A new principle has been added here – number 80 – to recognise the Main Access Building's distinct location and function at the main site entrance. ESC welcomes the inclusion of this principle which draws attention to the particular nature of this building and its specific function and setting. As a result of this inclusion, therefore, we look forward to a considered design being provided at a later stage. ESC supports the addition of Detailed Built Development Principle 80.

Chapter 6 [REP5-071]. ESC has no comments to make on the very minor changes here which seem to consist only of the addition of a sub-heading to some illustrative Figures.

Chapter 7, paragraph 7.11.6, p123 [REP5-072]. Despite being informed by the Applicant in their Document 9.29: Comments on Councils' Local Impact Report at paragraph 14.3.11, p116 [REP3-044], that there will be no gradation effect in the turbine hall cladding, ESC notes that the proposed gradation effect – the DAS wording here is "The overall effect is a gradation from darker colour tones at the base to lighter at the top creating the appearance of a dynamic skin which is responsive to its surroundings" – remains unaltered. ESC therefore requests clarity from the Applicant as to whether there is to be gradation or not as this could be a key design detail and there is confusion currently.

Chapter 7, paragraphs 7.36.1 – 7.36.3, p160 and following pages 162-164 [REP5-072]. There is extensive additional text here regarding Sizewell B Relocated Facilities – Two Options function. Revisions to text noted.

Chapter 8, paragraphs 8.8.50 – 8.8. 52, p203 [REP5-072]. These are additional paragraphs relating to Pill Box Field which are noted and reflect ESC experience of the Relocated Facilities 1 and 2 applications and subsequent partial discharge of condition applications.

Chapter 9, paragraph 9.3.4, p210 [REP5-074]. There is additional text here regarding parking for the relocated Sizewell B facilities. The position regarding use of Pillbox Field for outage car parking should the land at Sizewell A not be available is clear to ESC.

Appendix A – Accommodation Campus - Table A1 Key Design Principles, p242 [REP5-074]. The additions here were first proposed by the Applicant in their June submission Document 9.30 Comments on Responses to the ExA's First Written Questions (ExQ1) Volume 1 - SZC Co. Responses [REP3-046]. ESC is satisfied with the proposed amendments to the Key Design Principles for the Accommodation Campus and is pleased to note that all of ESC's previous suggested additions have been incorporated in one way or another. Therefore, ESC is content to support the amendments and additions.

8.3 Two Village Bypass Landscape and Ecological Management Plan (Rev. 2) [REP5-077]

The table comprises:

- First column: the relevant page number (document, not pdf page);
- Second column: a reference (section, figure, or table number);
- Third column: relevant source document extract (text or Figure snapshot)
- Fourth column: our observations and concerns on the cited extract
- Fifth column: our requested action by SZC Co. (see below).

Landscape comments: see table below for reference to future discharge, maintenance, management and monitoring of landscape areas that fall outside of highway adoption. Remaining landscape issues are noted and accepted and are considered acceptable subject to approval of final detailed planting specifications through the discharge of requirements process (which must cover all of the landscaping within and outside of adopted highway).

Ecology comments:

Pg. No.	Section Ref.	*Relevant text / illustration*	Observations and concerns	Requested:
5	1.1.6	*The **LEMP** would be managed by SZC Co. for a total of five years, or until adoption by the Highways Authority. It is expected that the detailed monitoring prescriptions will be managed in accordance with the monitoring principles as set in Table 6.1.*	Whilst we defer detailed comment on the adoption of the scheme to Suffolk County Council as the Highway Authority, it is understood that it is unlikely that the Highway Authority will adopt all of the areas covered by the LEMP as many are outside of areas of highway. It therefore must be clarified who will be responsible for the discharging, management and monitoring of these areas in the long term. Much of the landscape planting performs mitigation functions (both ecologically and for other impacts) and therefore it is essential that the required, appropriate, long-term management is secured.	Identify who is responsible for discharge of requirement for areas outside of the highway and long-term management and monitoring of the areas not adopted by the Highway Authority.
17	4.3.10	*Following completion of construction, an area of approximately 2.77ha of existing improved grassland adjacent to the River Alde crossing within the site boundary would be enhanced to create floodplain grassland to mitigate for the loss of improved floodplain grassland during construction. The existing floodplain grassland within this area is of low value, comprising predominantly a sown agricultural ley of perennial ryegrass and the focus would be on the creation of higher quality habitats, through improving both the diversity of the grassland sward and the habitats within ditches close to the River Alde.*	Details on how this will be achieved need to be provided. As the works will be undertaken post-construction of the road it appears that they should be included in the LEMP.	Include details of how this habitat improvement will be achieved in the LEMP.

18	Section 5	*Whole section.*	Plans for the Two Village Bypass indicate that it is intended to maintain existing bat commuting corridors across the road using bat 'hop-overs'. Notwithstanding our concerns over the achievability and likely success of such features (please see our answer to the Examining Authority's First Round of Written Questions question BIO.1.144 [REP2-176] for more details on this), there does not seem to be any management proposal included related to maintaining and managing these features in the long term.	Clarify how bat crossing points are intended to be maintained and managed in the long term.
18	Section 5	*Whole section.*	Fencing of the highway (at least in certain areas) will be required to ensure that terrestrial animals do not enter the highway and are instead guided to suitable crossing points. Given the importance of maintaining this fencing it should be specifically referenced in the LEMP.	Include monitoring and maintenance of highway fencing as a requirement in the LEMP.
24	Table 5.2, Row P1	*Top up using non-chlorinated/untreated water as required to ensure depth of ca. 50% of planned maximum.*	It is unclear why this management measure is included as any ponds created should be self-sustaining. ESC does not consider that topping up of ponds is a sustainable management measure, and therefore should not be included in the LEMP.	Remove reference to topping up of ponds.
27	Section 6 and Table 6.1	*General Monitoring.*	References are made in these sections to adoption of the scheme by the Highway Authority. Whilst we defer detailed comment on this to Suffolk County Council as the Highway Authority, it is understood that it is unlikely that the Highway Authority will adopt all of the areas covered by the LEMP as many are outside of areas of highway. It therefore must be clarified who will be responsible for the discharge, management and monitoring of these areas in the long term. Much of the landscape planting performs mitigation functions (both	Identify who is responsible for discharge of requirement for areas outside of the highway and long-term management and monitoring of the areas not adopted by the Highway Authority.

			ecologically and for other impacts) and therefore it is essential that the required, appropriate, long-term management is secured.	
28	Table 6.1	*Monitoring Proposals.*	References are made throughout this table to setting monitoring targets for different habitat types; however, it is unclear when or where these will be set. ESC considers that such targets need to be set out in the LEMP.	Include appropriate habitat monitoring targets in the LEMP.

8.3 Sizewell Link Road Landscape and Ecological Management Plan (Rev. 2) [REP5-076]

The table comprises:

- First column: the relevant page number (document, not pdf page);
- Second column: a reference (section, figure, or table number);
- Third column: relevant source document extract (text or Figure snapshot)
- Fourth column: our observations and concerns on the cited extract
- Fifth column: our requested action for SZC Co. (see below).

Landscape comments: see table below for reference to future discharge, maintenance, management and monitoring of landscape areas that fall outside of highway adoption. Remaining landscape issues are noted and accepted and are considered acceptable subject to approval of final detailed planting specifications through the discharge of requirements process (which must cover all of the landscaping within and outside of adopted highway).
Ecology comments:

Pg. No.	Section Ref.	*Relevant text / illustration*	Observations and concerns	Requested:
3	Executive	*SZC Co. will update this report at Deadline 7 to also include wetland habitat creation and enhancement measures in*	The Applicant's intention to update this document at Deadline 7 is noted. ESC will provide further	N/A

	Summary	*respect of the proposed ditch crossings, drainage and SuDS, which are the subject of ongoing engagement with the Environment Agency to reach common ground.*	comment on this as required at the appropriate Deadline following the submission.	
5	1.1.6	*The **LEMP** would be managed by SZC Co. for a total of five years, or until adoption by the Highways Authority. It is expected that the detailed monitoring prescriptions will be managed in accordance with the monitoring principles as set in Table 6.1.*	Whilst we defer detailed comment on the adoption of the scheme to Suffolk County Council as the Highway Authority, it is understood that it is unlikely that the Highway Authority will adopt all of the areas covered by the LEMP as many are outside of areas of highway. It therefore must be clarified who will be responsible for the discharge, management and monitoring of these areas in the long term. Much of the landscape planting performs mitigation functions (both ecologically and for other impacts) and therefore it is essential that the required, appropriate, long-term management is secured.	Identify who is responsible for discharge of requirement for areas outside of the highway and long-term management and monitoring of the areas not adopted by the Highway Authority.
17	Section 5	*Whole section.*	Plans for the Two Village Bypass indicate that it is intended to maintain existing bat commuting corridors across the road using bat 'hop-overs'. Notwithstanding our concerns over the achievability and likely success of such features (please see our answer to the Examining Authority's First Round of Written Questions question BIO.1.144 [REP2-176] for more details on this), there does not seem to be any management proposal included related to maintaining and managing these features in the long term.	Clarify how bat crossing points are intended to be maintained and managed in the long term.
17	Section 5	*Whole section.*	Fencing of the highway (at least in certain areas) will be required to ensure that terrestrial animals do not enter the highway and are instead guided to suitable crossing points. Given the importance	Include monitoring and maintenance of highway fencing as a requirement in the LEMP.

			of maintaining this fencing it should be specifically referenced in the LEMP.	
23	Table 5.2, Row P2	*Top up using non-chlorinated/untreated water as required to ensure depth of ca. 50% of planned maximum.*	It is unclear why this management measure is included as any ponds created should be self-sustaining. ESC does not consider that topping up of ponds is a sustainable management measure, and therefore should not be included in the LEMP.	Remove reference to topping up of ponds.
26	Section 6 and Table 6.1	*General Monitoring.*	References are made in these sections to adoption of the scheme by the Highway Authority. Whilst we defer detailed comment on this to Suffolk County Council as the Highway Authority, it is understood that it is unlikely that the Highway Authority will adopt all of the areas covered by the LEMP as many are outside of areas of highway. It therefore must be clarified who will be responsible for the discharge, management and monitoring of these areas in the long term. Much of the landscape planting performs mitigation functions (both ecologically and for other impacts) and therefore it is essential that the required, appropriate, long-term management is secured.	Identify who is responsible for discharge of requirement for areas outside of the highway and long-term management and monitoring of the areas not adopted by the Highway Authority.
27	Table 6.1	*Monitoring Proposals.*	References are made throughout this table to setting monitoring targets for different habitat types; however, it is unclear when or where these will be set. ESC considers that such targets need to be set out in the LEMP.	Include appropriate habitat monitoring targets in the LEMP.

8.11 Code of Construction Practice (CoCP) - Tracked changes version [REP5-079]

General comments on the CoCP:

ESC is pleased that in requirement 2 the Applicant has changed 'general accordance' to 'accordance' with the Code of Construction Practice. However, the amended draft of the CoCP [REP5-079] still contains many woulds, coulds and shoulds instead of wills and musts. Revision 4 contains 'would' 229 times, 'could' 29 times, 'should' 45 times and 'is proposed' three times. ESC request that these are changed to the language of commitment rather than aspiration. We note and welcome that this has been commented on in the ExA Second Written Questions. Specific comments:

Part A Project Wide Controls

1.2.3 remove 'as far as reasonably practicable' - Parts B and C already contain qualifications where appropriate (e.g. 3.2.4 on noise).

2.1.3 replace 'Section 106 Obligations' with 'Deed of Obligation' if this route is being used.

2.2.2 if something is described as 'embedded mitigation' in the ES it must therefore be guaranteed

2.3.1 'have regard to remedies' -> 'where this was not effective, provide further remedies.'

2.4.7 - after 'compliantly' add 'with the documents listed in 2.4.6.'

2.4.10 - remove 'objectives of.'

2.4.13 - remove 'proposed' and 'proposed to be.'

Part B Main Development Site

1.1.2 – it would be helpful to give work nos.

1.3.1 - 24/7 operation understood; when will this start and end? Can it be tied to commencement and completion of a particular work or works?

E.g. 3.3.1 - use examination library references to be consistent with other document references.

Table 6.1 ECoW will also inform ESC.

Part C Offsite Associated Developments

1.1.2 – it would be helpful to give work nos.

1.1.6 - working hours - there is no commitment to the stated 0700-1900 hours, as ESC just need to be notified of any change to Sunday or 24 hour working; ESC would prefer to authorise out of hours working (except in emergencies).

The table comprises:

- First column: the relevant page number (document, not pdf page);
- Second column: a reference (section, figure, or table number);
- Third column: relevant source document extract (text or Figure snapshot)
- Fourth column: our observations and concerns on the cited extract

All extracts from the *Initial Statement of Common Ground*, including page, section number, text and footnotes etc. are shown in *italics* in first three columns, including references elsewhere as appropriate.

Where a response is provided for comment only and no further advice is specifically requested, this is indicated using a hyphen (-).

Comments on noise related elements:

Pg No.	Section Ref.	*Relevant Text / illustration*	Observations and Concerns
Part A: Project Wide Controls			
5	2.3.1	Objectives: *The CoCP is part of an Environmental Management System that establishes a bespoke framework of controls that manage and minimise construction impacts associated with the Sizewell C Project. The framework of controls include:* *• Code of Construction Practice: which defines the relevant best practice measures that would be applied to types of construction activities, along with commitments, limits, thresholds and monitoring for topics such as noise, air quality and complaints handling;* *• Requirements and the Deed of Obligation: then define clear and enforceable controls and limits for the construction of the Sizewell C Project; Monitoring:* *• Monitoring, management and mitigation plans then provide ESC (as discharging authority) and the Ecology Working Group, the*	ESC welcomes the addition of these objectives, on the whole. In terms of monitoring, ESC considers that the key phrase within this objective is *"appropriate oversight"*. This ties in with ongoing discussions regarding the pre-approval of significant noise and vibration generating works via Section 61 applications (or an equivalent bespoke process providing similar protections and *'oversight'*.

		Environment Review Group and Delivery Steering Group (established by the Deed of Obligation) appropriate oversight of the implementation of the project in order to review the effectiveness of mitigation and have regard to remedies that would be agreed and implemented by SZC Co.	
6	2.3.3	Engagement with ESC and other stakeholders: *SZC Co. 5.11) [APP-153] will take the necessary steps in working with ESC and other relevant stakeholders to ensure that any suspected noncompliance with the standards and requirements in the CoCP or any other part of the Environmental Management System controls are investigated and satisfactorily resolved.*	ESC expects that *"suspected noncompliance with the standards and requirements"* should be identified in advance where possible through an appropriate pre-approval process, i.e., via S61 applications or an equivalent bespoke process. The response to suspected noncompliance will, of course, be important, but at least equal emphasis should be placed on identifying and mitigating issues in advance, where possible.
6	2.4.3	Environmental Management Systems: *The integrated environmental management system will provide the framework for ensuring environmental control and will be the primary mechanism by which environmental requirements would be delivered on the Sizewell C main development site and the off-site associated development sites. A full description of the mitigation on which the ES relies is set out within the Mitigation Route Map (Doc Ref. 8.12(BC)).*	ESC consider that the Mitigation Route Map is a summary of mitigation information provided elsewhere, often in more detail and in some cases reflecting more recent changes. It is ESC's belief that that the more detailed mitigation information (wherever that may be presented) should be the primary reference for proposed, mitigation, not the Mitigation Route Map.
7	2.4.5	Environmental Management Systems: *Where the specific details of the proposed mitigation are yet to be determined, SZC Co. has committed to prepare further details, which will be approved by the appropriate authority or group, such as East Suffolk Council (ESC) or the Environment Review Group (as set out in the Deed of Obligation, Schedule 17), and where relevant in consultation with other stakeholders*.	ESC considers the inclusion of *"such as"* and *"or"* to be unhelpful in this statement. This needs to be a very clear commitment with no uncertainty regarding which parties the further information will be provided to for approval.
8	2.4.6	Construction Environmental Management Plans (CEMP): *Contractors will use the CoCP, Terrestrial Monitoring and Mitigation Plan, Noise Monitoring and Management Plan, the Dust Monitoring and Management Plan and other environmental controls to produce their CEMP. The CEMP will contain a description of their work activities and the appropriate risk assessment and mitigation associated with the activities. The CEMP will show how the contractor intends to implement the associated environmental management measures therefore*	It is understood that while ESC will not routinely review CEMPs (this will be an internal process), the details of the work and necessary mitigation will have already been approved by ESC via Section 61 applications (or a suitably equivalent bespoke process). ESC also considers and expect that completion of CEMPs will be contractually required by SZC Co., to ensure this process does take place once the relevant works have been approved by ESC via Section 61 applications (or a suitably equivalent bespoke process). In the absence of greater "commitment" language in the CoCP, there would need to be a CEMP approval process.

		demonstrating compliance with the requirements of the DCO (including this CoCP), and related permits, consents, and licences.	
9	2.4.10	Monitoring and Reporting: *Monitoring, environmental performance and formal compliance auditing will be conducted throughout the duration of the construction of Sizewell C, in order to demonstrate the effectiveness of the measures set out in the CoCP and related construction controls, monitor the impact of construction works and recommend actions that may be necessary to ensure compliance with the objectives of the CoCP. This approach will ensure that appropriate reporting is provided to ESC to enable the council to review overall effectiveness of established environmental measures and allow areas of underperformance to be identified so that corrective actions can be taken to strengthen environmental safeguards or improve outcomes.*	While this is all welcome in principle, ultimately the appropriateness of this depends on what the monitoring proposals actually look like. Whilst ESC acknowledge that it is unreasonable to expect detailed monitoring proposals at this stage, the CoCP currently provides no detail regarding what monitoring process and/or the triggers for these are likely to be. ESC consider that monitoring will need to be proactive, and requirements identified on an ongoing basis in line with and based on Section 61 applications (or equivalent process) without being excessive and should not just be responsive (i.e., as part of reasonable investigations into complaints).
9	2.4.11	Monitoring and Reporting: *The contractors will prepare environmental monitoring reports for SZC Co. in line with SZC Co.'s requirements, which are expected to include a summary of environmental issues and actions during the period to ensure compliance with this CoCP and other environmental requirements, including details of incidents and associated investigations and corrective actions, and environmental inductions and awareness training provided during the period. SZC Co. will report monitoring information to the Ecology Working Group and Environment Review Group in the manner set out in this CoCP.*	Whilst ESC currently expects to be part of the Environmental Review Group, ESC should also be a separate named recipient to ensure the Council are always in receipt of this information. Could the Applicant please confirm this.
10	2.4.14	Noise Mitigation Scheme: *In addition to the related management plans set out above, SZC Co. has committed to a Noise Mitigation Scheme [REP2-034] that will enable occupants of properties affected by the residual noise and vibration effects of the project, including from construction works, to qualify for an offer of insulation or an offer of temporary rehousing, subject to meeting qualifying tests.*	ESC considers these statements to represent an appropriate strategy, subject to the adequacy of the NMS (which is not yet agreed and remains under discussion between SZC Co. and ESC).
	2.4.15	Noise Mitigation Scheme: *The Noise Mitigation Scheme will be implemented as a separate process from the CoCP and will be secured through Schedule 12 of*	

		the draft Deed of Obligation (Doc Ref. 8.17(E)). The implementation of the Noise Mitigation Scheme does not affect the Contractor's obligations under the CoCP.	
17	3.1.46	Liaising with Relevant Authorities: *SZC Co. will take responsibility for handling all enquiries and complaints about Sizewell C that are made using the CoCP complaints procedure and will promote appropriate methods for making contact. Any potential breaches of the DCO would be enforced separately by ESC.*	As already stated elsewhere by ESC, it is not correct to state that SZC Co. will be responsible for handling all enquiries and complaints, even those made using the CoCP complaints procedure, as it is possible that some of these complaints may be made directly to ESC. In such cases ESC will be legally obligated to take responsibility, although it is acknowledged that SZC Co. will, of course, have an important and intrinsic role in the resolution process. ESC would also note that there are currently no fixed noise limits in the CoCP which could be *"breached"*. This places further emphasis on the importance of Section 61 applications (or an equivalent process) in identifying appropriate fixed limits and mitigation for specific works.
17	3.1.47	Liaising with Relevant Authorities: *Complainants may also contact the relevant local authority and other statutory bodies e.g., the Environment Agency. Complaints will then be directed to SZC Co. to resolve complaints directly with the complainant.*	This is not entirely correct, as already stated elsewhere by ESC. ESC will not be directing complaints to SZC Co. unless that is what the complainant wants, although ESC acknowledge the intrinsic role of SZC Co in resolving complaints and ESC will engage with them in that regard, i.e., where it is necessary to involve the resident due to monitoring or mitigation reasons and we will do so only with their express permission.
18	3.1.51	Liaising with Relevant Authorities: *SZC Co. will monitor, record, and provide information on complaints monthly to relevant authorities via the communications teams. Logs of complaints received by SZC Co. will be passed on to relevant regulatory authorities with details of any actions arising from the complaints. SZC Co. will direct complainants towards the appropriate statutory authorities should they want to make a formal or anonymous complaint.*	This is a welcome addition to the CoCP, in line with concerns previously raised by ESC.
Part B: MDS			
3: Noise and Vibration			
17	3.1.4	Noise and vibration control measures: *Table 3.1 sets out the control measures that will be put in place, where reasonably practicable, to mitigate potential impacts from noise and vibration at the main development site.*	ESC notes this has been edited to remove the reference to *"best practice"* mitigation with the inclusion of a *"reasonably practicable"* caveat. ESC considers *"where practicable"* to be an appropriate caveat in the context of mitigation control measures, because *"practicable"* as a term is aligned with relevant guidance in BS 5228 Parts 1 and 2. However, the inclusion of *"reasonably"* introduces uncertainty which ESC consider unhelpful in understanding when the relevant control measures

			will be implemented. *"Reasonably"* is not well defined in engineering terms and, in ESC's view, is too subjective a condition to provide reassurance. ESC request that *"where reasonably practicable"* is replaced with *"where practicable"* because the latter could be more clearly and practically justified.
18-21	Table 3.1	Control measures to mitigate noise and vibration impacts	ESC note that much of Table 3.1 seems to be very reliant on appropriate mitigation measures being identified through Section 61 applications (or an appropriate equivalent process) to ensure mitigation is adopted where necessary.
23	3.2	Construction Noise Thresholds: *Table 3.2: Construction Noise Thresholds*	ESC does not currently agree with the thresholds presented in the CoCP and this remains under discussion with the Applicant.
24	3.3.3	Acoustic Screening: *Indicative locations where temporary screens are likely to be required are identified in Appendix 11B of Volume 2 of the Environmental Statement (ES) (Doc Ref. 6.3) [APP-204]. Potential for visual harm will be considered in the specification of the final locations of acoustic screens.*	Whilst ESC welcomes the inclusion of visual harm as a consideration it must not be used to overrule mitigation of noise impact, and any modifications to mitigation on the basis of visual harm should be justified to avoid this being used unreasonably.

Landscape comments:

ESC is making the assumption that items such as tree and hedgerow surveys to establish construction exclusion zones will sit within each contractor's Construction Environment Management Plans (CEMPs). This may sit somewhere else, but CoCP (leading to CEMP) would seem to be the obvious place and ESC would therefore want to ensure that such zones are appropriately demarcated by the contractor CEMPs.

Part B: 3.3.3 – ESC notes that there is a balance to be struck between the visual impact of acoustic screens and their effectiveness. However, when locations and designs are being considered, ESC will need to be satisfied that the optimum acoustic reduction is achieved.

Part C: 3.3.1 - ESC notes that there is a balance to be struck between the visual impact of acoustic screens and their effectiveness. However, when locations and designs are being considered, ESC will need to be satisfied that the optimum acoustic reduction is achieved.

Ecology comments:

<u>Part B:</u>

6.1.3 – Updated mitigation information has been submitted to the examination since the Bat Mitigation Strategy [APP-252] and Bat Method Statement [APP-252] were prepared. It must be ensured that the secured Strategy and Statement include all of the required bat mitigation measures.

Table 6.1 – This table needs updating to reference the information included on the Bat Barn in the latest Main Development Site Design and Access Statement [REP5-071].

Table 6.1 – The table does not include reference to securing any of the construction mitigation measures required for foraging and commuting bats (e.g., control of construction noise and lighting). Such measures need to be adequately referenced in the CoCP to ensure that they are implemented.

Air quality comments:

Part A: Project Wide Controls:

3.1.46 Liaising with relevant authorities –

As already stated elsewhere by ESC, it is not correct to state that SZC Co. will be responsible for handling all enquiries and complaints, even those made using the CoCP complaints procedure, as it is possible that some of these complaints may be made directly to ESC. In such cases ESC will be legally obligated to take responsibility, although it is acknowledged that SZC Co. will, of course, have an important and intrinsic role in the resolution process.

3.1.47 Liaising with relevant authorities -

This is not entirely correct, as already stated elsewhere by ESC. ESC will not be directing complaints to SZC Co. unless that is what the complainant wants, although ESC acknowledges that SZC Co. are intrinsic to resolving complaints and ESC will engage with them in that regard.

Part B/Part C/General comments:

Paragraph 4.1.3, an update has been made to agree the Dust Monitoring and Management Plan with ESC. Whilst this is welcome, ESC remain concerned that the Code of Construction Practice cannot be detailed enough to allay our concerns with regards to the Construction Environmental Management Plans (CEMPs), and that the CEMPs will need to have a mechanism by which they are agreed with ESC in advance

of works. This will provide ESC an opportunity to ensure commensurate monitoring and mitigation is undertaken in locations of concern once finalised construction details are available.

Table 4.1, activity: site management: an update has been made regarding dust deposition and airborne PM_{10} monitoring, including the specifying of Alert Levels and Action Levels. ESC welcomes this. ESC is concerned that the Action Level for PM_{10} is set at a 1 hour mean of 190 µg/m^3, which could be too high, given that the 24-hour mean PM_{10} standard is 50 µg/m^3. ESC requests an explanation of how this level has been arrived at, and potentially specification of a lower level that ensures that the alert level is protective in relation to the 24-hour mean PM_{10} standard of 50 µg/m^3.

Table 4.1, activity: Vehicles and Machinery: An update has been provided which expands on the HDV registration scheme planned for controlling Euro standards. Additionally, detail has been provided that Non-Road Mobile Machinery (NRMM) Stage IV exemptions will account for no more than 15% of individual plant on an annual basis. These updates are welcome and considered to be acceptable as they reflect the principal additional details requested by ESC within the "Outline Approach" document and the overlapping "Note on Air Quality Mitigation" document.

ESC has comments within the "Outline Approach" and "Note on Air Quality Mitigation" which should be considered further in the development of the CoCP and mitigation routemap. Some of these comments could be revoked if the Applicant agree to ESC approving CEMPs in advance of works: the exceptions to this are the following points which ESC is still concerned regarding:

1. Within the LIR [REP1-045], it has been suggested that hard surfacing of haul roads is undertaken where sensitive receptors are within 50m. This should be set out in the CoCP. Specifics on distances between haul roads and receptors should be provided in the Dust Management Plan and contractor CEMPs to verify the application of this guideline.
2. Where monitoring is proposed, details such as the expected frequency of regular site inspections, and who would carry these out should be specified.
3. We recommend that the Applicant should consider a longer duration of baseline monitoring (e.g., minimum 6 months) in order to establish the baseline more robustly.
4. Distance to receptors should be specified. ESC's document "managing HGV Standards" requests that NRMM operating to the highest standards should be used within 200m of habitats and human health receptors. This process, including specification of distance from sensitive receptors, should be included within the CoCP or other suitably enforceable document, and contractor CEMPs should confirm compliance with this requirement.

5. HDV reporting with monthly updates should be available to ESC and include measures to address potential air quality exceedance risks in Stratford St Andrew:
    a. The total number of HDV movements.
    b. The proportion of movements carried out by vehicles that meet Euro VI standards.
    c. In the event of non-compliance with 8% non-Euro VI cap or potential annual mean NO_2 exceedance, the breakdown of Euro class of HDVs travelling through Stratford St. Andrew should be provided.
6. A suitable air quality monitoring strategy should be developed and implemented within the CoCP to ensure that the proposed development does not have significant adverse impacts on habitat sites. This should provide for monitoring of airborne NOx concentrations at locations within designated habitat sites close to locations where NRMM is deployed. Baseline monitoring should be implemented to provide context for measured concentrations during deployment of NRMM. Work should not commence on NRMM, unless in emergency situations, until the air pollutant monitoring requirements for NRMM have been agreed with ESC and Natural England.

If the CoCP does not specify that the CEMP should be approved by ESC, further updates to the CoCP may be required.

8.2 Mitigation Route Map (MRM) [REP5-081]

Comments on noise related elements:

The table comprises:

- First column: the relevant page number (document, not pdf page);
- Second column: a reference (section, figure, or table number);
- Third column: relevant source document extract (text or Figure snapshot)
- Fourth column: our observations and concerns on the cited extract
- Fifth column: our requested action upon SZC Co. (see below).

All extracts from the *Initial Statement of Common Ground*, including page, section number, text and footnotes etc. are shown in *italics* in first three columns, including references elsewhere as appropriate.

In Column 5 where further advice is requested from ESC / SCC this generally takes one of the following three forms, or a combination thereof:

- Clarification
- Confirmation
- Further information.

Where a response is provided for comment only and no further advice is specifically requested, this is indicated using a hyphen (-).

Pg No.	Section Ref.	*Relevant Text / illustration*	Observations and Concerns	Requested:
2: Main Development Site				
14	MDS-NV2	Design measures - operational plant selection *The final plant selection and design is to be determined, and therefore sound levels from the final proposal would be controlled during the construction phase for the air source heat pump network and for both the construction and operational phases for the combined heat and power (CHP) energy centre only, by ensuring the sound rating level does not exceed a free-field level of 35dB LAr,15minute outside the nearest residential receptor. This may therefore require a system-specific mitigation scheme to meet this target sound rating level.*	ESC support the adopted operational noise rating level limit of 35 dB $L_{Ar,15minute}$ for the ASHP network and CHP, as well as at other Associated Development sites. ESC has repeatedly stated that the same criterion should be set as an absolute noise limit for night-time noise from the operational power station, to ensure that the characteristics of the sound, particularly tonality, are appropriately and adequately considered. This remains under discussion with the Applicant and is subject to recent Requests for Information ESC have sent to SZC Co. (RFI 55 and RFI 56).	Further information. (RFIs 55 and 56)
14	MDS-NV3	Design measures to minimise construction traffic noise and vibration across Sizewell C Project *The following design measures will result in an overall reduction in noise exposure:* *• Use of two off-site park and ride facilities to reduce construction worker traffic to site, and a park and ride facility at LEEIE, as well as the use of an accommodation campus and caravan park to further reduce travel to site which help reduce transport-related emissions.*	Notwithstanding the overarching point regarding the P&R sites, FMF and BLF themselves providing scheme-wide mitigation *"resulting in an overall reduction in noise exposure", ESC* note that it is still necessary to ensure that noise and vibration impacts associated with these parts of the scheme are mitigated/minimised/avoided as appropriate.	-

		• *Use of an off-site freight management facility, which will help manage freight arrivals and reduce on-site queuing and engine idling.* • *Minimising freight movements on roads through the provision of the beach landing facility, Saxmundham to Leiston branch line upgrades, rail siding at LEEIE, and the green rail route*		
14	MDS-NV4	Construction management measures: noise and vibration *The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the CoCP (Doc Ref 8.11), including:* • *Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities.* • *Switching off equipment when not required.* • *Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site.* • *Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.* *BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.*	This refers to the adoption of *"good practice"* mitigation from BS 5228 parts 1 and 2 for minimising construction noise and vibration impacts, *"as referred to in the CoCP"*. However, the latest revision of the CoCP does not refer to *"good practice"* noise and vibration mitigation, instead referring to *"best practical means"* (which is a clearly defined and understood term), while also now stating that noise and vibration control mitigation measures will be adopted where *"reasonably practical"* Notwithstanding ESC's concerns regarding the latter change in language (made in relation to paragraph 3.1.4 of the CoCP) MDS-NV4 appears to contradict the CoCP in terms of the terminology used to describe mitigation. ESC request that this refers to "practicable" rather than "practical", which is the language used earlier.	-
14	MDS-NV6	Management of any noise or vibration complaints *SZC Co. will have a system of monitoring construction noise and for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.*	ESC are generally supportive of the approach summarised in MDS-NV6, but would use this to draw attention to concerns regarding paragraphs 3.1.46 and 3.1.47 of the current CoCP (Revision 4), where ESC have sought to clarify that complaints or enquiries made directly to ESC will initially and primarily be dealt with by the Council, unless the complainant gives express permission for ESC to share details regarding the complaint with SZC Co.	-

15	MDS-NV7	Noise Mitigation Scheme *SZC Co. has established a voluntary Noise Mitigation Scheme which seeks to mitigate residual effects above SOAEL on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in Volume 2, Appendix 11H of the ES, and updated following discussions with ESC (Doc Ref 6.3 11H(A))* *Where specified noise criteria are exceeded, noise insulation or temporary rehousing may be provided. SZC Co. will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.*	Whilst ESC generally support the principles of the NMS as a form of mitigating/avoiding exceedance of SOAEL, ESC currently retain significant concerns regarding the specifics of the NMS, which therefore remains under discussion with SZC Co, as clearly stated and documented elsewhere.	-
15	MDS-NV9	Sports pitches and access road *With respect to off-site developments, additional mitigation is required for the proposed sports facilities at Alde Valley Academy in Leiston. A 2-metre-high acoustic barrier will mitigate noise levels to receptors to the east of the site when the pitches are in use, details of which are set out in Appendix 11E of Volume 2 of the ES.*	ESC welcome the specific reference here to the 2m acoustic barrier which will be necessary to mitigate operational noise effects, per Appendix 11E of Volume 2 of the ES. However, it is also noted that Figure 2.12 (Leiston Off-Site Sports Facilities Illustrative – For Information) submitted at Deadline 5 (Doc Ref. 6.14) does not show this barrier on the east boundary. ESC notes that requirement 12A of the draft DCO (Doc Ref. 3.1) requires approval of the detailed designs before construction begins at the sports facility, which will provide an opportunity to make sure that the necessary noise barrier is included in the design.	-
16	MDS-NV10	Pro Corda Music School *SZC Co. will undertake a further, bespoke assessment of impacts of the Sizewell C Project on the Pro Corda Music School at Leiston Abbey. The results of this assessment would inform any additional mitigation requirements which will be secured through further planning obligations. SZC Co. is committed to further liaison with Pro Corda to take account of their specific needs relating to noise impacts and any required mitigation.*	ESC recently raised a Request for Information with the Applicant (RFI 62) regarding the reason for the classification of Pro Corda as a *'high sensitivity'* receptor and await further information on this. MDS NV-10 suggests that this is on the basis of the *"specific needs"* of visitors and/or temporary residents of Pro Corda, and ESC are unclear why such needs have apparently not been considered elsewhere, particularly for permanent residents.	Request for Information. (RFI 62)
3 – Northern Park & Ride				
95	NPR-NV2	Operational plant selection	ESC understands that the night-time limit value to be met (in accordance with Vol 3, Ch 4 of the ES)	Further information. (RFIs 55 and 56)

		The mechanical services plant (such as air conditioning condenser units and air handling units) would be selected to ensure that limit values would be met.	is 35 dB $L_{Ar,15minute}$ which ESC support. ESC have repeatedly stated that the same criterion should be set as an absolute noise limit for night-time noise from the operational power station, to ensure that the characteristics of the sound, particularly tonality, are adequately considered. This remains under discussion with the Applicant and is subject to recent Requests for Information ESC have sent to SZC Co. (RFI 55 and RFI 56).	
95	NPR-NV3	Construction management measures: noise and vibration *The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the CoCP (Doc Ref 8.11), including:* *• Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities.* *• Switching off equipment when not required.* *• Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site.* *• Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.* *BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.*	This refers to the adoption of *"good practice"* mitigation from BS 5228 parts 1 and 2 for minimising construction noise and vibration impacts, *"as referred to in the CoCP"*. However, the latest revision of the CoCP does not refer to *"good practice"* noise and vibration mitigation, instead referring to *"best practical means"* (which is a clearly defined and understood term), while also now stating that noise and vibration control mitigation measures will be adopted where *"reasonably practical"* Notwithstanding ESC's concerns regarding the latter change in language (made in relation to paragraph 3.1.4 of the CoCP) NPR-NV4 appears to contradict the CoCP in terms of the terminology used to describe mitigation.	-
95	NPR-NV5	Monitoring and management of any noise or vibration complaints *Routine monitoring would be carried out in accordance with the CoCP (Doc Ref. 8.11) and SZC Co. would have a system for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for*	As far as ESC are aware, the current CoCP makes no specific commitments to routine monitoring, so it is unclear to what NPR-NV5 is referring to. ESC is generally supportive of the approach summarised in NPR-NV5, but would use this to	-

		investigating and acting appropriately as necessary upon those complaints.	draw attention to concerns regarding paragraphs 3.1.46 and 3.1.47 of the current CoCP (Revision 4), where ESC has sought to clarify that complaints or enquiries made directly to ESC will initially and primarily be dealt with by ESC, unless the complainant gives express permission for ESC to share details regarding the complaint with SZC Co.	
96	NPR-NV6	Additional mitigation *Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the CoCP (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant. Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable. Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons. The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase:* *• Localised acoustic barriers could be used as an effective noise mitigation measure when construction activities take place within 50m of Receptors B, D and E during the construction and reinstatement. The reduction provided by these screens would be likely result in a reduction in noise level of at least 5dB.* *• Reducing noisy activities during construction between 13:00 and 19:00 hours on Saturdays.*	NPR-NV6 states that *"Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable".* As per ESC's comments on paragraph 3.1.4 of the current draft Code of Construction Practice (CoCP), the inclusion of *"reasonably"* introduces uncertainty which ESC consider unhelpful in understanding when the relevant control measures will be implemented. *"Reasonably"* is not well defined in engineering terms and, in ESC's view, is too subjective a condition to provide reassurance. ESC request that *"where reasonably practicable"* is replaced with *"where practicable"* because the latter could be more clearly and practically justified. NPR-NV6 also refers to *"Reducing noisy activities during construction between 13:00 and 19:00 hours on Saturdays"* as a possible means of mitigation where required. ESC has issued a Request for Information to the Applicant (RFI 25) querying if Saturday afternoon construction is absolutely necessary for the timely delivery of the Northern Park and Ride site, because this is when the majority of the identified adverse impacts would occur (due to the more stringent criterion). ESC maintain that not working on Saturday afternoons unless absolutely necessary would be more effective than any other form of mitigation.	Confirmation. Request for Information. (RFI 25)

96	NPR-NV7	Noise Mitigation Scheme *SZC Co. has established a voluntary Noise Mitigation Scheme which seeks to mitigate residual effects above SOAEL on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in Volume 2, Appendix 11H of the ES, and updated following discussions with ESC (Doc Ref 6.3 11H(A))* *Where specified noise criteria are exceeded, noise insulation or temporary rehousing may be provided. SZC Co. will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.*	Whilst ESC generally support the principles of the NMS as a form of mitigating/avoiding exceedance of SOAEL, ESC currently retain significant concerns regarding the specifics of the NMS, which therefore remains under discussion with SZC Co, as clearly stated and documented elsewhere.	-
4 – Southern Park and Ride				
116	SPR-NV2	Operational plant selection *The mechanical services plant (such as air conditioning condenser units and air handling units) would be selected to ensure that limit values would be met.*	ESC understand that the night-time limit value to be met (in accordance with Vol 3, Ch 4 of the ES) is 35 dB $L_{Ar,15minute}$ which ESC support. ESC have repeatedly stated that the same criterion should be set as an absolute noise limit for night-time noise from the operational power station, to ensure that the characteristics of the sound, particularly tonality, are adequately considered. This remains under discussion with the Applicant and is subject to recent Requests for Information ESC have sent to SZC Co. (RFI 55 and RFI 56).	Further information. (RFIs 55 and 56)
116	SPR-NV3	Construction management measures: noise and vibration *The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the CoCP (Doc Ref 8.11), including:* *• Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities.* *• Switching off equipment when not required.* *• Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site.* *• Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard*	This refers to the adoption of *"good practice"* mitigation from BS 5228 parts 1 and 2 for minimising construction noise and vibration impacts, *"as referred to in the CoCP"*. However, the latest revision of the CoCP does not refer to *"good practice"* noise and vibration mitigation, instead referring to *"best practical means"* (which is a clearly defined and understood term), while also now stating that noise and vibration control mitigation measures will be adopted where *"reasonably practical"* Notwithstanding ESC's concerns regarding the latter change in language (made in relation to paragraph 3.1.4 of the CoCP)	-

		good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this. *BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.*	SPR-NV4 appears to contradict the CoCP in terms of the terminology used to describe mitigation.	
116	SPR-NV5	Monitoring and management of any noise or vibration complaints *Routine monitoring would be carried out in accordance with the CoCP (Doc Ref. 8.11) and SZC Co. would have a system for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.*	As far as ESC are aware, the current CoCP makes no specific commitments to routine monitoring, so it is unclear to what SPR-NV5 is referring to. ESC are generally supportive of the approach summarised in SPR-NV5, but would use this to draw attention to concerns regarding paragraphs 3.1.46 and 3.1.47 of the current CoCP (Revision 4), where ESC have sought to clarify that complaints or enquiries made directly to ESC will initially and primarily be dealt with by ESC, unless the complainant gives express permission for ESC to share details regarding the complaint with SZC Co.	-
117	SPR-NV6	Additional mitigation *Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the CoCP (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant. Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable. Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons. The following mitigation measures provide an example of the*	SPR-NV6 states that *"Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable".* As per ESC's comments on paragraph 3.1.4 of the current draft Code of Construction Practice (CoCP), the inclusion of *"reasonably"* introduces uncertainty which ESC consider unhelpful in understanding when the relevant control measures will be implemented. *"Reasonably"* is not well defined in engineering terms and, in ESC's view, is too subjective a condition to provide reassurance. ESC request that *"where reasonably practicable"* is replaced	Confirmation.

		measures that would be used, where practicable, during the construction phase: *• Localised acoustic barriers could be used as an effective noise mitigation measure when construction activities take place within 50m of Receptors B, D and E during the construction and reinstatement. The reduction provided by these screens would be likely result in a reduction in noise level of at least 5dB.* *• Reducing noisy activities during construction between 13:00 and 19:00 hours on Saturdays.*	with *"where practicable"* because the latter could be more clearly and practically justified.	
117	SPR-NV7	Noise Mitigation Scheme *SZC Co. has established a voluntary Noise Mitigation Scheme which seeks to mitigate residual effects above SOAEL on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in Volume 2, Appendix 11H of the ES, and updated following discussions with ESC (Doc Ref 6.3 11H(A))* *Where specified noise criteria are exceeded, noise insulation or temporary rehousing may be provided. SZC Co. will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.*	Whilst ESC generally support the principles of the NMS as a form of mitigating/avoiding exceedance of SOAEL, ESC currently retains significant concerns regarding the specifics of the NMS, which therefore remains under discussion with SZC Co, as clearly stated and documented elsewhere.	-
5 – Two Village Bypass				
139	2VBP-NV1	Design measures to minimise construction traffic noise and vibration across Sizewell C Project *There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in Volume 2, Chapter 10 of the ES. The proposed development is one of these primary measures.*	ESC note that new roads schemes are proposed as part of a strategy to minimise the impact of development related traffic on the existing road network. This is expected to result in an overall reduction in the number of receptors adversely affected by traffic noise associated with the development. However, the new road schemes will generate adverse impacts on receptors not currently affected by road noise, albeit in smaller numbers. The policy aim of Section 5.11.9 of Overarching National Policy Statement for Energy (EN-1) to *"mitigate and minimise other adverse impacts on health and quality of life from noise"* is therefore triggered, and ESC have raised a Requestion for Information with the Applicant	Request for Information. (RFI 41)

			(RFI 41) requesting clarification regarding the mitigation measures that will be considered during the detailed design to meet this policy aim.	
139	2VBP-NV2	Site location and site boundary design • *The site boundary has been designed to minimise maximise the separation distance of construction works and the proposed development from noise sensitive receptors where reasonably practicable.*	ESC notes that there is a typographical error in this statement which says that the site boundary was designed to *"**minimise maximise** the separation distance of construction works and the proposed development from noise sensitive receptors where reasonably practicable"* Both cannot be true, and ESC assume that this should read *"maximise"*.	-
139	2VBP-NV3	Proposed development design *Where the proposed route of the two village bypasses Farnham Hall and Foxburrow Wood, it will be in a cutting which will help to reduce noise impacts on sensitive receptors.*	Noted. As a general point regarding mitigation for new road schemes, ESC would note that the new road schemes are still predicted generate adverse impacts on receptors not currently affected by road noise. The policy aim of Section 5.11.9 of Overarching National Policy Statement for Energy (EN-1) to *"mitigate and minimise other adverse impacts on health and quality of life from noise"* is therefore triggered, and ESC have raised a Requestion for Information with the Applicant (RFI 41) requesting clarification regarding the mitigation measures that will be considered during the detailed design to meet this policy aim.	Request for Information. (RFI 41)
139	2VBP-NV4	Construction Management Measures: Piling *Where percussive piling is necessary, and where feasible to do so, a resilient dolly will be used between the hammer and driving helmet, or an acoustic shroud will be used to enclose the percussive elements*	This sounds like appropriate mitigation, but ESC would note that these kinds of detailed measures are the kind of thing that would be expected to be reviewed as part of a Section 61 application (or equivalent bespoke process), particularly to determine was *'feasible'* actually means.	-
139	2VBP-NV5	Construction management measures: noise and vibration *The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the CoCP (Doc Ref 8.11), including:* • *Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities.*	This refers to the adoption of *"good practice"* mitigation from BS 5228 parts 1 and 2 for minimising construction noise and vibration impacts, *"as referred to in the CoCP"*. However, the latest revision of the CoCP does not refer to *"good practice"* noise and vibration mitigation, instead referring to *"best practical means"* (which	-

		• *Switching off equipment when not required.* • *Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site.* • *Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.* *BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.*	is a clearly defined and understood term), while also now stating that noise and vibration control mitigation measures will be adopted where *"reasonably practical"* Notwithstanding ESC's concerns regarding the latter change in language (made in relation to paragraph 3.1.4 of the CoCP) 2VBP-NV5 seems to contradict the CoCP in terms of the terminology used to describe mitigation. ESC request that this refers to "practicable" rather than "practical", which is the language used earlier.	
140	2VBP-NV7	Management of any noise or vibration complaints *SZC Co. will have a system of monitoring construction noise and for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.*	ESC are generally supportive of the approach summarised in 2VBP-NV7, but would use this to draw attention to concerns regarding paragraphs 3.1.46 and 3.1.47 of the current CoCP (Revision 4), where ESC have sought to clarify that complaints or enquiries made directly to ESC will initially and primarily be dealt with by ESC, unless the complainant gives express permission for ESC to share details regarding the complaint with SZC Co.	-
140	2VBP-NV8	Additional mitigation *Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the CoCP (Doc Ref. 8.11), mitigation measures that could be implemented during construction to* *minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant.* *Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable.*	2VBP-NV8 states that *"Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable".* As per ESC's comments on paragraph 3.1.4 of the current draft Code of Construction Practice (CoCP), the inclusion of *"reasonably"* introduces uncertainty which ESC consider unhelpful in understanding when the relevant control measures will be implemented. *"Reasonably"* is not well defined in engineering terms and, in ESC's view, is too subjective a condition to provide reassurance. ESC request that *"where reasonably practicable"* is replaced	-

		Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons. *The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase, as follows:* *• Reducing noisy activities during construction between 13:00 and 19:00 hours on Saturdays.* *• During vegetation clearance work, including use of a chipper (for substantial stems and branches, not lightweight hedges), plant could be screened from the nearest affected receptors or positioned more remotely, so that the benefit of distance attenuation is maximised. Screening could take the form of acoustic panel/pads attached to temporary fencing. There would be a potential for a 5dB ($L_{Aeq,T}$) benefit from a 2m tall screen arrangement.* *• Creation of a minimum 20m buffer zone at the edge of the temporary contractors compound adjacent to Benhallstock Cottage and provision of screening in this area. The compound could be laid out and operated in a manner which minimises materials handling and vehicle movements in the north-east corner close to the property.*	with *"where practicable"* because the latter could be more clearly and practically justified. ESC also notes that while some of the more specific measures described seem appropriate mitigation (e.g., screening of vegetation clearance work and the use of a buffer zone) these are things that would be expected to be reviewed as part of a Section 61 application (or equivalent bespoke process) to determine necessary mitigation.	
141	2VBP-NV9	Noise Mitigation Scheme *SZC Co. has established a voluntary Noise Mitigation Scheme which seeks to mitigate residual effects above SOAEL on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in Volume 2, Appendix 11H of the ES, and updated following discussions with ESC (Doc Ref 6.3 11H(A))* *Where specified noise criteria are exceeded, noise insulation or temporary rehousing may be provided. SZC Co. will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.*	Whilst ESC generally support the principles of the NMS as a form of mitigating/avoiding exceedance of SOAEL, ESC currently retain significant concerns regarding the specifics of the NMS, which therefore remains under discussion with SZC Co, as clearly stated and documented elsewhere.	-
141	2VBP-NV10	Noise monitoring *Routine monitoring of noise and vibration during construction will be carried out as proposed in the CoCP (Doc Ref. 8.11). Provision*	As far as ESC are aware, the current CoCP makes no specific commitments to routine monitoring, so it is unclear to what 2VBP-NV10 is referring to.	-

		will be made as necessary for monitoring of noise and vibration levels in the event of complaints being received from occupiers of noise sensitive receptors.		
6 – Sizewell Link Road				
166	SLR-NV1	Design measures to minimise construction traffic noise and vibration across Sizewell C Project *There are primary measures to minimise and manage additional traffic on the roads associated with the construction and operation of the Sizewell C Project. These measures are set out in Volume 2, Chapter 10 of the ES. The proposed development is one of these primary measures.*	ESC note that new roads schemes are proposed as part of a strategy to minimise the impact of development related traffic on the existing road network. This is expected to result in an overall reduction in the number of receptors adversely affected by traffic noise associated with the development. However, the new road schemes will generate adverse impacts on receptors not currently affected by road noise, albeit in smaller numbers. The policy aim of Section 5.11.9 of Overarching National Policy Statement for Energy (EN-1) to *"mitigate and minimise other adverse impacts on health and quality of life from noise"* is therefore triggered, and ESC have raised a Requestion for Information with the Applicant (RFI 41) requesting clarification regarding the mitigation measures that will be considered during the detailed design to meet this policy aim.	Request for Information. (RFI 41)
166	SLR-NV3	Construction management measures: noise and vibration *The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the CoCP (Doc Ref 8.11), including:* *• Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities.* *• Switching off equipment when not required.* *• Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site.* *• Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard*	This refers to the adoption of *"good practice"* mitigation from BS 5228 parts 1 and 2 for minimising construction noise and vibration impacts, *"as referred to in the CoCP"*. However, the latest revision of the CoCP does not refer to *"good practice"* noise and vibration mitigation, instead referring to *"best practical means"* (which is a clearly defined and understood term), while also now stating that noise and vibration control mitigation measures will be adopted where *"reasonably practical"* Notwithstanding ESC's concerns regarding the latter change in language (made in relation to paragraph 3.1.4 of the CoCP) SLR-NV3 appears to contradict the CoCP in terms	-

		good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this. *BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.*	of the terminology used to describe mitigation. ESC request that this refers to "practicable" rather than "practical", which is the language used earlier.	
166	SLR-NV5	Management of any noise or vibration complaints *SZC Co. will have a system of monitoring construction noise and for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.*	ESC are generally supportive of the approach summarised in SLR-NV5, but would use this to draw attention to concerns regarding paragraphs 3.1.46 and 3.1.47 of the current CoCP (Revision 4), where ESC have sought to clarify that complaints or enquiries made directly to ESC will initially and primarily be dealt with by ESC, unless the complainant gives express permission for ESC to share details regarding the complaint with SZC Co.	-
167	SLR-NV6	Construction Management Measures: Piling *Where percussive piling is necessary, and where feasible to do so, a resilient dolly will be used between the hammer and driving helmet, or an acoustic shroud will be used to enclose the percussive elements*	This sounds like appropriate mitigation, but ESC would note that these kinds of detailed measures are the kind of thing that would be expected to be reviewed as part of a Section 61 application (or equivalent bespoke process), particularly to determine was *'feasible'* actually means.	-
167	SLR-NV7	Additional mitigation *Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the CoCP (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant.* *Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable.*	SLR-NV7 states that *"Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable".* As per ESC's comments on paragraph 3.1.4 of the current draft Code of Construction Practice (CoCP), the inclusion of *"reasonably"* introduces uncertainty which ESC consider unhelpful in understanding when the relevant control measures will be implemented. *"Reasonably"* is not well defined in engineering terms and, in ESC's view, is too subjective a condition to provide reassurance. ESC request that *"where reasonably practicable"* is replaced	-

		Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons. *The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase, as follows:* *• Reducing noisy activities during construction between 13:00 and 19:00 hours on Saturdays.* *• During vegetation clearance work including the use of a 'chipper', plant could be screened from the nearest affected receptors or positioned more remotely, so that the benefit of distance attenuation is maximised. Screening could take the form of acoustic cover barriers attached to temporary fencing.* *There would be a potential for a 5dB ($L_{Aeq,T}$) benefit from a 2m tall screen arrangement.* *• The temporary compound for contractors at the A12/west-end of the Sizewell link road could feature a minimum 20m buffer zone to Rosetta. In addition, a solid acoustic-grade fence could be located along the compound boundary to Rosetta, Kelsale Lodge Cottages and Fir Tree Farm. The north and south outer zones of this compound could also be designated for the storage of lightweight materials, to minimise materials handling and vehicle sound at receptors.*	with *"where practicable"* because the latter could be more clearly and practically justified. ESC also note that while some of the more specific measures described seem appropriate mitigation (e.g., screening of vegetation clearance work and the use of a buffer zone) these are things that would be expected to be reviewed as part of a Section 61 application (or equivalent bespoke process) to determine necessary mitigation.	
167	SLR-NV8	Noise Mitigation Scheme *SZC Co. has established a voluntary Noise Mitigation Scheme which seeks to mitigate residual effects above SOAEL on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in Volume 2, Appendix 11H of the ES, and updated following discussions with ESC (Doc Ref 6.3 11H(A))* *Where specified noise criteria are exceeded, noise insulation or temporary rehousing may be provided. SZC Co. will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.*	Whilst ESC generally support the principles of the NMS as a form of mitigating/avoiding exceedance of SOAEL, ESC currently retain significant concerns regarding the specifics of the NMS, which therefore remains under discussion with SZC Co, as clearly stated and documented elsewhere.	-

167	SLR-NV9	Noise monitoring *Routine monitoring of noise and vibration during construction will be carried out as proposed in the CoCP (Doc Ref. 8.11). Provision will be made as necessary for monitoring of noise and vibration levels in the event of complaints being received from occupiers of noise sensitive receptors.*	As far as ESC are aware, the current CoCP makes no specific commitments to routine monitoring, so it is unclear to what SLR-NV9 is referring to.	-
7 – Yoxford Roundabout and Other Highway Improvements				
192	YOX-NV1	Construction management measures: noise and vibration *The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the CoCP (Doc Ref 8.11), including:* *• Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities.* *• Switching off equipment when not required.* *• Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site.* *• Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.* *BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.*	This refers to the adoption of *"good practice"* mitigation from BS 5228 parts 1 and 2 for minimising construction noise and vibration impacts, *"as referred to in the CoCP"*. However, the latest revision of the CoCP does not refer to *"good practice"* noise and vibration mitigation, instead referring to *"best practical means"* (which is a clearly defined and understood term), while also now stating that noise and vibration control mitigation measures will be adopted where *"reasonably practical"* Notwithstanding ESC's concerns regarding the latter change in language (made in relation to paragraph 3.1.4 of the CoCP) YOX-NV1 appears to contradict the CoCP in terms of the terminology used to describe mitigation. ESC request that this refers to "practicable" rather than "practical", which is the language used earlier.	-
192	YOX-NV3	Management of any noise or vibration complaints *SZC Co. will have a system of monitoring construction noise and for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.*	ESC are generally supportive of the approach summarised in YOX-NV3, but would use this to draw attention to concerns regarding paragraphs 3.1.46 and 3.1.47 of the current CoCP (Revision 4), where ESC have sought to clarify that complaints or enquiries made directly to ESC will initially and primarily be dealt with by ESC, unless the	-

			complainant gives express permission for ESC to share details regarding the complaint with SZC Co.	
192	YOX-NV4	Noise Mitigation Scheme *SZC Co. has established a voluntary Noise Mitigation Scheme which seeks to mitigate residual effects above SOAEL on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in Volume 2, Appendix 11H of the ES, and updated following discussions with ESC (Doc Ref 6.3 11H(A))* *Where specified noise criteria are exceeded, noise insulation or temporary rehousing may be provided. SZC Co. will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.*	Whilst ESC generally support the principles of the NMS as a form of mitigating/avoiding exceedance of SOAEL, ESC currently retain significant concerns regarding the specifics of the NMS, which therefore remains under discussion with SZC Co, as clearly stated and documented elsewhere.	-
193	YOX-NV5	Additional mitigation *Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the CoCP (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant.* *Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable.* *Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons.* *The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase, as follows:* *• During site set-up and clearance, acoustic screening around the temporary contractor compound, installed prior to the works. This could include a solid 2.4m high acoustic-grade barrier/hoarding, which would reduce noise levels by 5 dB, and reduce the impact at nearby receptors.*	YOX-NV5 states that *"Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable".* As per ESC's comments on paragraph 3.1.4 of the current draft Code of Construction Practice (CoCP), the inclusion of *"reasonably"* introduces uncertainty which ESC consider unhelpful in understanding when the relevant control measures will be implemented. *"Reasonably"* is not well defined in engineering terms and, in ESC's view, is too subjective a condition to provide reassurance. ESC request that *"where reasonably practicable"* is replaced with *"where practicable"* because the latter could be more clearly and practically justified. ESC also notes that while some of the more specific measures described seem appropriate mitigation (e.g., screening of the contractor compound and the use of a buffer zone) these are things that would be expected to be reviewed as part of a Section 61 application (or equivalent	-

		• *During the use of wood chippers, the chipper could be located at least 10m from the tree-line (and away from the receptors), and a tow vehicle or similar would need to be parked immediately alongside to act as a partial screen/sound barrier orientated to the benefit of the closest receptor.* • *The potential benefit of the extra 10m, and the partial barrier would be approximately 7 dB* $L_{Aeq,12hr}$. • *During the main construction phase works noise levels could be reduced at nearby receptors using acoustic covers applied to mesh fencing erected around the percussion works area. This would result in a 5dB* $L_{Aeq,T}$ *reduction in level, to these receptors.* • *For work occurring between 13:00 and 19:00 hours on a Saturday, measures may include screening and changing working methods and times, including limiting noisy activities on Saturday afternoons.* *The following mitigation measures provide an example of the measures that would be used, where practicable, during the construction phase of the proposed A12/A144 junction improvements site, as follows:* • *Localised screening during road breaking works.*	bespoke process) to determine necessary mitigation.	
8 – Freight Management Facility				
212	FMF-NV1	Construction management measures: noise and vibration *The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the CoCP (Doc Ref 8.11), including:* • *Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities.* • *Switching off equipment when not required.* • *Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site.* • *Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc*	This refers to the adoption of *"good practice"* mitigation from BS 5228 parts 1 and 2 for minimising construction noise and vibration impacts, *"as referred to in the CoCP"*. However, the latest revision of the CoCP does not refer to *"good practice"* noise and vibration mitigation, instead referring to *"best practical means"* (which is a clearly defined and understood term), while also now stating that noise and vibration control mitigation measures will be adopted where *"reasonably practical"* Notwithstanding ESC's concerns regarding the latter change in language (made in relation to paragraph 3.1.4 of the CoCP) FMF-NV1 appears to contradict the CoCP in terms of the terminology used to describe mitigation.	-

		Ref. 8.11), and contractors will be required to adhere to this. *BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.*	ESC request that this refers to "practicable" rather than "practical", which is the language used earlier.	
212	FMF-NV3	Noise Mitigation Scheme *SZC Co. has established a voluntary Noise Mitigation Scheme which seeks to mitigate residual effects above SOAEL on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in Volume 2, Appendix 11H of the ES, and updated following discussions with ESC (Doc Ref 6.3 11H(A))* *Where specified noise criteria are exceeded, noise insulation or temporary rehousing may be provided. SZC Co. will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.*	Whilst ESC generally support the principles of the NMS as a form of mitigating/avoiding exceedance of SOAEL, ESC currently retain significant concerns regarding the specifics of the NMS, which therefore remains under discussion with SZC Co, as clearly stated and documented elsewhere.	-
9 – Rail				
232	GRR-NV1	Use of rail *There will be no train movements through Leiston at night east of Saxmundham Road Level Crossing the early years prior to operation of the full green rail route.*	To achieve this trains will be stabled on the branch line overnight. It will be important that locomotive engines are turned off for these periods, per the Rail Noise Mitigation Scheme (RNMS).	-
232	GRR-NV2	Rail design • *Speed limit restrictions are proposed for freight trains using this line as a result of the construction of Sizewell C nuclear power station at night on parts of the East Suffolk line and Sizewell to Leiston branch line. In general, the maximum speed along the line would be limited to 20mph, however, in three locations on the East Suffolk line, Woodbridge and Melton, Campsea Ashe and Saxmundham, trains would be required to travel no faster than 10mph at night. A 10mph speed limit will also apply during the daytime and night-time along the Sizewell to Leiston branch line in the early years. Speed limits on the Saxmundham to Leiston branch line and rail extension route in the later years are subject*	In relation to the speed limit at Saxmundham, ESC consider that extension to the Whitearch Park home site needs to be included. This site has just been subject to additional review and does require mitigation. In relation to the review of speed limits on the branch line during the later years, ESC would expect to be part of this process and consulted on any change in limits, notwithstanding the outcome of ongoing discussions regarding the RNMS (which has not yet been agreed with ESC).	Clarification.

		to further assessment of the effectiveness of the installed mitigation. *Locations of the East Suffolk line speed limits are shown in Figures 4.2, 4.3 and 4.4 in Volume 9 of the ES.*		
232	GRR-NV3	Construction management measures: noise and vibration *The standard of good practice outlined in BS 5228-1 and BS 5228-2 would be followed, as set out in the CoCP (Doc Ref 8.11), including:* *• Selection of quiet plant and techniques in accordance with good practice in BS5228 for all construction, demolition and earthmoving activities.* *• Switching off equipment when not required.* *• Use of reversing alarms that ensure proper warning, whilst minimising noise impacts off site.* *• Provision of training and instruction to construction site staff on methods and techniques of working to minimise off-site noise and vibration impacts. BS 5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.* *BS5228-2 gives detailed advice on standard good practice for minimising impacts from construction vibration. The key requirements of BS5228-2 are set out in the CoCP (Doc Ref. 8.11), and contractors will be required to adhere to this.*	This refers to the adoption of *"good practice"* mitigation from BS 5228 parts 1 and 2 for minimising construction noise and vibration impacts, *"as referred to in the CoCP"*. However, the latest revision of the CoCP does not refer to *"good practice"* noise and vibration mitigation, instead referring to *"best practical means"* (which is a clearly defined and understood term), while also now stating that noise and vibration control mitigation measures will be adopted where *"reasonably practical"* Notwithstanding ESC's concerns regarding the latter change in language (made in relation to paragraph 3.1.4 of the CoCP) GRR-NV3 appears to contradict the CoCP in terms of the terminology used to describe mitigation. ESC request that this refers to "practicable" rather than "practical", which is the language used earlier.	-
232	GRR-NV4	Monitoring and management of any noise or vibration complaints *Routine monitoring would be carried out in accordance with the CoCP (Doc Ref. 8.11) and SZC Co. would have a system for the receipt and recording of any noise or vibration complaints from occupiers of noise sensitive receptors, and procedures for investigating and acting appropriately as necessary upon those complaints.*	As far as ESC are aware, the current CoCP makes no specific commitments to routine monitoring, so it is unclear to what GRR-NV4 is referring to. ESC is generally supportive of the approach summarised in GRR-NV4, but would use this to draw attention to concerns regarding paragraphs 3.1.46 and 3.1.47 of the current CoCP (Revision 4), where ESC have sought to clarify that complaints or enquiries made directly to ESC will initially and primarily be dealt with by the Council, unless the	-

			complainant gives express permission for ESC to share details regarding the complaint with SZC Co.	
233	GRR-NV5	Noise Mitigation Scheme *SZC Co. has established a voluntary Noise Mitigation Scheme which seeks to mitigate residual effects above SOAEL on properties from construction or operation of the proposed development, subject to eligibility criteria, as set out in Volume 2, Appendix 11H of the ES, and updated following discussions with ESC (Doc Ref 6.3 11H(A))* *Where specified noise criteria are exceeded, noise insulation or temporary rehousing may be provided. SZC Co. will undertake further assessment and engage with stakeholders to further understand the affected receptors and their use.*	Whilst ESC generally support the principles of the NMS as a form of mitigating/avoiding exceedance of SOAEL, ESC currently retain significant concerns regarding the specifics of the NMS, which therefore remains under discussion with SZC Co, as clearly stated and documented elsewhere.	-
233	GRR-NV6	Additional mitigation - Construction • *Exact working methods and plant to be used will not be determined until a contractor is appointed and therefore precise details of noise mitigation measures cannot yet be established. As set out in the CoCP (Doc Ref. 8.11), mitigation measures that could be implemented during construction to minimise construction noise include selection of alternative plant or working methods, barrier screening and/or stand-off margins and/or alternative plant.* • *Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable. Construction mitigation measures may include additional screening or changing working methods and times, including limiting noisy activities on Saturday afternoons.*	GRR-NV6 states that *"Contractors will be required to identify mitigation to avoid significant construction noise and vibration effects, as far as reasonably practicable".* As per ESC's comments on paragraph 3.1.4 of the current draft Code of Construction Practice (CoCP), the inclusion of *"reasonably"* introduces uncertainty which ESC consider unhelpful in understanding when the relevant control measures will be implemented. *"Reasonably"* is not well defined in engineering terms and, in ESC's view, is too subjective a condition to provide reassurance. ESC request that *"where reasonably practicable"* is replaced with *"where practicable"* because the latter could be more clearly and practically justified.	-
234	GRR-NV7	Rail noise mitigation strategy -airborne noise • *SZC Co. would develop a Rail Noise Mitigation Strategy in consultation with Network Rail and the rail freight operator, informed by the further detailed assessments, to establish the package of measures to be implemented to mitigate noise impacts on the Saxmundham to Leiston branch line and the East Suffolk line.*	In relation to the first point, ESC understand that the Rail Noise Mitigation Strategy will be finalised, and the proposed rail noise mitigation measures confirmed as deliverable prior to a DCO decision. This is intrinsic not only to the assessment outcomes but also ESC's acceptance of night rail as a reasonable part of the freight management	-

		• *It may be possible to use quieter locomotives to pull trains and further work is planned to evaluate the potential effectiveness of this.* • *Some mitigation of noise levels may also be possible at Saxmundham, where, under present arrangements, trains using the Saxmundham to Leiston branch line for the Sizewell C Project would need to stop at Saxmundham and then pull away under load twice each time they pass. This is because the system in place for changing points and ensuring branch line safety requires this.* *Further details of this system are provided in Annex G of Appendix 4B (Volume 9 of the ES).*	strategy and should most definitely not be left as something to be committed to at a later date. On the second point (quieter locomotives), ESC understand that some if not all of this work has been completed and Section 3.3 of the RNMS specifies preferences on this basis (Class 66 or equivalent preferred where possible). On the third point, ESC note that Section 2.2 (change arrangements at Saxmundham) of the current RNMS commits to this mitigation in detail. ESC assumes that all of this is old wording from elsewhere as most of these points have been developed/confirmed in the current RNMS.	
234	GRR-NV8	Rail noise mitigation strategy - groundbourne noise • *When track is being upgraded on the Saxmundham to Leiston branch line or laid for the rail extension, under-ballast mats (or equivalent) will be used where the track is within 15m of a residential property.* • *For the East Suffolk line, further assessment has been undertaken and a more stringent approach to the assessment of groundborne noise adopted, whereby groundborne noise is combined with low frequency airborne noise and assessed against the same criteria as set out in Volume 9, Chapter 4 of the ES (Doc Ref 6.10) [APP-545]. The combined assessment of groundborne and low frequency airborne noise has shown that there are only two locations where major adverse effects are likely without mitigation, and in both instances improvements to their glazing/sound insulation under the 'Noise Mitigation Scheme' (Volume 2, Appendix 11H of the ES (Doc Ref 6.3) [APP-210]) are expected to reduce the airborne component of the internal sound level, such that no significant adverse effects on health and quality of life occur.*	On the first point, Section 2.4/2.5 of the RNMS already states this. However, ESC consider that this measure should also be considered for the East Suffolk Line (ESL). On this matter, ESC has already raised a Request for Information with SZC Co. about rail track support on the ESL (RFI 49). On the second point, ESC has also made a Request for Information (RFI 44) regarding the reasoning for the *"more stringent approach"* which represents a novel assessment approach. Furthermore, the second point also says that there are only two locations where *'major adverse'* effects are likely without mitigation and in both cases the NMS should *"reduce the airborne component of the internal sound level, such that no significant adverse effects on health and quality of life occur"*. ESC consider that this is	Request for Information. (RFI 44, 47, 49)

			a mix of assessment terminology (in term of EIA and the NPSE) and reinforces the uncertainty around the actual number of predicted impacts from groundborne noise. ESC consider that this needs clarifying as the actual number of receptors which would be exposed to adverse impacts is not clear from the updated ES and this needs clarifying. This is the subject of an existing Request for Information (RFI 49) raised by ESC.	

Comments from an air quality perspective:

MDS-AQ5, updates have been provided for the following:

- Mobile crushing and screening plant will be regulated by the Environment Agency;
- Where HDVs do not meet Euro V standards additional information will be provided to the Environmental Review Group (ERG);
- A registration scheme to monitor HDV euro standards to project sites; and
- That the totality of Stage IV NRMM exemptions will not exceed 15% of individual plant on an annual basis.

These updates are considered good control and monitoring measures. However, if the CoCP does not specify that the CEMP should be approved by ESC, further updates to the CoCP may be required, which may result in changes being required to this section.

MDS-AR21. This comment is unchanged from previous submissions of the Mitigation Route Map. It is mentioned that contractors' vehicles should meet Euro V standards as far as practicable. It is requested that this should be updated to be consistent with the CoCP. If the CoCP does not specify that the CEMP should be approved by ESC, further updates to the CoCP may be required, which may result in changes being required to this section.

MDS-TE22. This covers mitigation measures relevant to impacts at habitat sites. If the CoCP does not specify that the CEMP should be approved by ESC, further updates to the CoCP and therefore updates to the proposed mitigation for the MDS's ecological impacts set out in this section may be required.

NPR-AQ3, NPR-TE9, NPR-AR7, SPR-AQ3, SPR-TE11, SPR-AR7, TVBP-AQ3, 2VBP-TE22, 2VBP-AR12, SLR-AQ3, SLR-TE17, SLR-AR10, YOX-AQ3, YOX-AR8, FMF-AQ3, FMF-AR4, GRR-AQ4, GRR-TE12 and GRR-AR8. All these references to individual development sites provide a summary from the updated CoCP, such as emission standard thresholds for NRMM equipment and how HDV Euro standards will be monitored.

ESC requests that the section on dust monitoring is updated to reflect the latest dust management initiative titled 'Dust Monitoring and Management Plan (DMMP)' within the CoCP, Revision 4, July 2021. The main DMMP measure ESC requests for inclusion is that the dust monitoring locations and procedures will be agreed with ESC. Further updates may be required if the CoCP does not specify that the CEMP should be approved by ESC.

There is no reference to electric vehicle parking at any of the associated development sites. It is requested that electric vehicle parking for the Northern and Southern Park and Ride and Freight Management Facility should be specified, as detailed within Tables 3.1, 3.2 and 3.3 of 8.3 Associated Development Design Principles.

There is also no reference to ultra-low emission buses or zero emission buses in use at the park and rides. ESC has previously requested this (LIR paragraph 19.19 (ii) [REP1-045]). The Applicant is requested to provide an update on provision of these cleaner buses.

8.21 Part 1 Further Proposed Changes to the DCO Application [REP5-087]

SZC Co. Ltd carried out a consultation on minor changes between 11 June and 12 July 2021. ESC provided these comments in response to that consultation on 8 July 2021:

"East Suffolk Council (ESC) have reviewed the minor changes (16 – 18) consultation materials and can provide you with the following comments:

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

1. Public Right of Way (PRoW) change (Bridleway 19) and the relocation of Pegasus crossing
2. PRoW change (Bridleway 19) and the removal of trees from the tree belt adjacent to Bridleway 19 at its Southern end (north of Sizewell Gap)
3. Mammal culvert

Change 16 - ESC provide the following ecology comments:

Regarding the PRoW change to Bridleway 19, ESC acknowledges that Section 2.3 of the consultation document makes reference to an environmental assessment of the changes having been undertaken, however this assessment does not appear to be provided as part of the consultation. Change 16(ii) proposes the removal of part of the tree belt on the south-western edge of the Studio Field complex adjacent to Lover's Lane. Although the proposed removal will not significantly affect the integrity of the tree belt, no details on the individual trees to be removed is provided, in particular whether any have potential for roosting bats. This must be assessed to determine whether the proposed change will increase the amount of bat roost resource loss that will result from the overall project.

Regarding the mammal culvert, subject to the provision of detailed designs, this change is supported as it places the culvert in a better location than previously proposed.

Change 16 - ESC provide the following arboriculture and landscape comments:

Regarding the proposed removal of a 2m wide strip of trees from the north side of Paines Plantation, ESC do not consider that these tree removals will have any meaningful adverse impact on public amenity. The majority of the plantation will remain intact and will continue to contribute to local landscape amenity and will screen the existing power station complex from users of Lovers Lane, so on that basis ESC suggest that there would be no grounds for objection on arboriculture and landscape grounds.

Summary - Proposed Change 17: Two village bypass

1. Flood relief culverts
2. PRoW change (removal of bridleway upgrade)
3. PRoW change (Friday Street roundabout)

Change 17 - ESC provide the following ecology comments:

ESC has no specific comments on this, although the shortening of the flood relief culverts will potentially be of some small benefit to species such as otter which may use them to move up and down the river catchment (subject to the detailed design including appropriate mammal ledges).

Change 17 - ESC provide the following arboriculture and landscape comments:

The proposed changes are noted, and ESC accepts that they make no relevant change to previously submitted landscape and visual impact assessment conclusions and so have no further comment to make in these respects.

Summary - Proposed Change 18: Sizewell link road

1. Pretty Road bridge
2. PRoW
3. Gravity drainage solution
4. Highway works – B1122 near Brown's Plantation
5. Highway works – B1122/25 link
6. Highway works – Hawthorn Road
7. Highway works – Middleton Moor roundabout
8. Minor revisions to the limits of deviation

Change 18 - ESC provide the following design and conservation comments:

ESC welcome the proposed revision to the Sizewell Link Road at Pretty Road Bridge. Pretty Road is a historic route that provides direct access in both directions to the Grade II listed Theberton Hall and it is appropriate that it is retained in this function for vehicles rather than becoming a footway/private access as previously proposed. It is also welcomed that there will not now be any road connection between Pretty Road and the new Link Road as this will reduce the land take and landscape impact of this previously proposed new highways arrangement. This will, therefore, reduce the extent of impact on the wider landscape setting of the Hall from the Link Road and will be a welcome improvement.

ESC note also that the proposed overbridge design which is illustrated in the Consultation Document is very low key and low profile. This is also welcomed.

Although the part of Pretty Road that will now cross the link road will change significantly in character, the road will remain as a continuous route and access will remain unaltered from the present arrangement. On that basis, the revised design retains this key feature of the

surroundings to Theberton Hall.

In light of this analysis and also on the evidence that this revision has been made in direct response to local stakeholders, ESC raise no objections to the revised design and layout of the Pretty Road Bridge.

Change 18 - ESC provide the following ecology comments:

The proposed Pretty Road bridge is in a location marked for the provision of a 'bat hop-over', required to mitigate for the loss of bat foraging/commuting habitat alongside the existing road. Given the concerns which ESC has expressed over the current proposed design of these 'hop-overs' reference ESC's Response to Examining Authority's First Round of Written Questions (ExQ1) (BIO.1.144) [REP2-176] and ESC's Response to Applicant's Deadline 1 Submissions [REP2-173], we consider that the re-design of the bridge offers the opportunity to improve proposed connectivity for bats in this location, for example by utilising a 'green bridge' type design."

ESC has nothing further to add in relation to this report and the Applicant's request for the proposed changes to be accepted into the Examination, further comments on the Second Environmental Statement Addendum are provided elsewhere in this document (6.16 Second Environmental Statement Addendum).

9.4 Terrestrial Ecology Monitoring and Mitigation Plan Clean Version (Rev. 2) [REP5-088]

The table comprises:

- First column: the relevant page number (document, not pdf page);
- Second column: a reference (section, figure, or table number);
- Third column: relevant source document extract (text or Figure snapshot)
- Fourth column: our observations and concerns on the cited extract
- Fifth column: our requested action upon SZC Co. (see below).

Pg. No.	Section Ref.	*Relevant text / illustration*	Observations and concerns	Requested:

11	1.4.9	*An updated and final version of this plan will be produced within the examination timetable which will be aligned with the measures within the updated draft final protected species licenses. It is that final version of the plan which would be secured under draft requirement 4 of the* ***draft Development Consent Order*** *(DCO) (Doc Ref. 3.1(D)).*	It is noted that a final version of this document will be produced within the examination timetable and that it is that version which will become the approved version under draft DCO Requirement 4. It must be ensured that what the Applicant considers to be the final version is submitted to the Examination in sufficient time for consultees to make relevant comments on the document (or confirm that they are satisfied with the version submitted).	Ensure that the Applicant's final version of the document is submitted to the Examination in sufficient time for consultees to make relevant comments on the document or confirm that they are satisfied with the version submitted.
12	1.6.3	*The only exception to this is in relation to those sites, habitats and species for which a significant adverse effect is predicted in the* ***ES*** *(e.g., barbastelle bats). In these cases, the measures should target reduction of the residual effects to not significant.*	This statement is noted; however, it is not clear how it is intended to reduce these residual significant effects to 'not significant'.	Provide more information on how it is intended to reduce residual significant impacts to 'not significant'.
14	2.2	*Minsmere European Sites and Sandlings SPA (North)*	It is noted that version 2 of this Plan has been submitted by the Applicant at Deadline 5. Comments on this plan are provided separately within this submission, although we primarily defer detailed comments to Natural England as this relates to a Habitats Regulations Assessment matter.	N/A
14	2.2.3	*Prior to the Sizewell C construction phase commencing, baseline monitoring of the number of recreational users will be undertaken in accordance with the Monitoring and Mitigation Plan for Minsmere-Walberswick and Sandlings SPA (North) at locations defined in that plan. Subject to covid-related restrictions being lifted, this survey will be undertaken in summer 2021 or as soon as the Covid-19 rules allow.*	ESC query whether these surveys have commenced, given that it is now into school summer holiday time.	Clarify if recreational usage surveys have commenced.
16	Table 2.1	*Table 2.1: Monitoring Measures Relating to Relevant Qualifying Interest Features of The Minsmere Habitat Sites.*	ESC defer detailed comments on ornithological monitoring and mitigation at these sites to Natural England and the RSPB.	N/A

19	2.3	*Other European Sites.*	It is noted that the Monitoring and Mitigation Plan for Sandlings (Central) and Alde-Ore Estuary European Sites has been submitted by the Applicant at Deadline 5. Comments on this plan are provided separately within this submission, although we primarily defer detailed comments to Natural England as this relates to a Habitats Regulations Assessment matter.	N/A
20	2.2	*Table 2.2: Monitoring Measures Relating to Relevant Qualifying Interest Features of The Outer Thames Estuary SPA.*	ESC defer detailed comments on ornithological monitoring and mitigation at this site to Natural England and the RSPB.	N/A
23	Table 3.1	*Row 1, column 6 – Water Monitoring Plan.*	Reference is made to a Water Monitoring Plan which will "*ensure water levels and water quality within the SSSI are maintained*". It is unclear whether this is an existing document or whether it is a new document which is yet to be submitted to the examination. This should be clarified, and appropriate stakeholders must have the opportunity to comment on a draft of the plan prior to the final version being produced.	Clarify status of Water Monitoring Plan and make draft available to appropriate stakeholders for comment.
26	3.1.8	*As noted above, approximately 3 ha of the Sizewell Marshes SSSI would be used temporarily during the construction of Sizewell C, primarily during the early years of construction to create the SSSI Crossing and the diversion of the Sizewell Drain to create the western edge of the new platform. These areas would be subject to varying degrees of disturbance but soil compaction would be minimised to ensure that the habitats can quickly recover or become re-established. Method statements prepared for works in the retained areas of the SSSI would be the primary mechanism for controlling impacts in these areas and would be reviewed and approved*	Following ESC's comment on this section at Deadline 2 [REP2-173], it is noted that paragraph 3.1.8 now identifies that the Method Statements for works involving temporary SSSI land take are secured by Requirement 12C of the draft DCO. However, this Requirement only relates to works in the SSSI Crossing area and therefore does not secure the required Method Statement(s) for works elsewhere in the SSSI, such as along the western edge of the platform. It must be ensured that the DCO secures the required Method Statements for work in all parts of the SSSI.	Ensure DCO secures required Method Statements for works in all parts of the SSSI.

		by the Environment Review Group. This commitment is secured through Requirement 12C (Doc Ref. 3.1(D)).		
32	Table 3.3	*Row 2, column 4.*	The table does not set any targets for what acceptable vegetation establishment or small mammal and bird population sizes look like; without these it is not possible to determine whether habitat establishment has been successful or whether there has been an increase in prey species abundance.	Include targets for acceptable vegetation establishment and small mammal and bird population sizes in the Table.
47	4.5.4, bullet 4	*Has the area of compensatory habitat developed sufficiently to provide sufficient foraging habitat for the species concerned in the long term?*	As referenced in our Deadline 5 submission [REP5-138], it remains unclear which areas are being referred to as providing compensatory habitat for foraging bats. If the areas created as mitigation/compensation for other species (e.g., marsh harrier and reptiles) are being referred to then it must be ensured that development of habitat suitable for foraging bats does not conflict with habitats required for their original mitigation/compensation purpose.	Clarify which areas are being referred to as providing compensatory habitat for foraging bats.
48	4.5.12	*Bat Barn.*	If the proposed bat barn is to include features suitable for hibernating bats, then monitoring twice a year will be required (once in the bat active season and once during the hibernation season).	Ensure that number and timing of monitoring visits is adequate to reflect the seasonal use of the building by bats.
49	Table 4.4	*Bat Monitoring (Construction and Operation).*	The inclusion of Advanced Level Bat Survey Technique (ALBST) monitoring within the strategy is welcomed.	N/A
49	Table 4.4	*Bat Monitoring (Construction and Operation).*	Monitoring of construction noise and lighting – Table 4.4 includes various references to monitoring of noise and lighting during the construction phase, however it is unclear over what period it is intended to undertake this. Row 1 refers to	Clarify survey parameters for noise and light surveys during the construction phase and include them within the TEMMP.

			undertaking such monitoring at the same time as bat surveys, whereas Row 6 refers to such monitoring being undertaken annually. This must be clarified. ESC does not consider that either annual monitoring or monitoring only at the time of bat surveys being undertaken is adequate. Whilst it is acknowledged that noise and light surveys should be undertaken at the same time as bat surveys (to allow for comparisons with observed bat abundance and behaviours), ESC consider that there is also a need for noise and light monitoring outside of the bat survey times to allow for a better understanding of how these levels vary and identify if there is the need for any additional mitigation measures to be deployed at particular times.	
49	Table 4.4	*Bat Monitoring (Construction and Operation) – Commuting Routes and Home Ranges.*	The addition of static bat detectors in control locations alongside those monitoring commuting routes is welcomed. However, ESC considers that as well as these control locations there is a need to deploy at least two static detectors per commuting route (rather than one as currently proposed). This will allow for comparisons to be made of at what times bat species were recorded at different points on the commuting route, which will aid understanding of whether bats are using whole lengths of routes or whether they are just using certain parts (indicating that the route may not be functioning for commuting). The proposed locations of the control static detectors should also be set out in the TEMMP so that it can be ensured that they are appropriate for each commuting route.	Include at least two static bat detectors per commuting route, as well as the proposed control location detectors. Identify locations for control static detector deployment (including in TEMMP Appendix 1).

53-55	Table 4.4	*Bat Monitoring (Construction and Operation) – Commuting Routes and Home Ranges and Foraging.*	Whilst ESC welcome the inclusion of ALBST as part of the monitoring package, we query why transect surveys have been removed. These provide additional information which is not captured by the other types of survey techniques proposed and should therefore be reinstated as one of the monitoring techniques to be used.	Reinstate transect surveys alongside other survey techniques or provide adequate justification for their removal from the strategy.
73-74	Table 5.2	*Rows 5 and 6, column 3.*	Whilst the addition of monitoring in additional years is welcomed (following on our comments on this at Deadline 2 [REP2-173]), it is unclear why Year 8 is not also included for monitoring given that the monitoring period is intended to cover Years 1 to 8 inclusive? Year 8 should be added to the monitoring years listed in column 3 (Timing).	Add Year 8 to the timings for surveys.

9.10(A) Statement of Common Ground with Network Rail [REP5-095]

The table comprises:

- First column: the relevant page number (document, not pdf page);
- Second column: a reference (section, figure, or table number);
- Third column: relevant source document extract (text or Figure snapshot)
- Fourth column: our observations and concerns and clarifications / requests sought from the Applicant on the cited extract

All extracts from the *Initial Statement of Common Ground*, including page, section number, text and footnotes etc. are shown in *italics* in first three columns, including references elsewhere as appropriate.

Pg No.	Section Ref.	*Relevant Text / illustration*	Observations and Concerns
2	1.2	Issues relating to rail have been the subject of questions from the Examining Authority, Written Representations from Network Rail [REP 2-155] and a response from SZC. Co. [REP3-042] submitted at Deadline 3. The relevant issues are familiar to the examination and the parties continue to work closely together to ensure the delivery of rail infrastructure and subsequent operations. Network Rail have been made aware of an accelerated programme for two freight trains per day by {October 2023} and four freight trains per day by January 2024. An impact assessment is underway to ensure ongoing support for delivery of the accelerated programme.	The "accelerated programme" for the delivery of rail is noted, whilst the benefits of the delivery of the night rail freight programme to the reduction of HGV traffic on the highway are acknowledged it is absolutely fundamental to that delivery that the noise and vibration mitigation measures of the Rail Noise Mitigation Strategy (RNMS) are implemented in their entirety prior to night rail commencement, this is also true for any accelerated programme and this needs to be factored into that programme. ESC is in discussion with the Applicant in respect of the scope of the RNMS and in terms of securing its deliverability which is intrinsic not only to the Applicant's rail noise assessment outcomes but also ESC's acceptance of night rail as a reasonable part of the freight management strategy.
3	3.3	Matters will need to be formalized, including funding by SZC. Co. for the necessary actions. The joint working has identified, however, that all relevant risks relating to level crossings can be managed.	A concern in relation to noise impact from night rail freight is that level crossing alarms in areas near to noise sensitive receptors will cause additional noise impact from night rail freight movements. Level crossing alarms are by their nature designed to give warning of and draw attention to imminently arriving and passing trains and this needs to be addressed by Network Rail and the Applicant as the solutions to this issue (being lowering the volume of or muting alarms at night) are likely to require consideration of risk at level crossings. The noise reduction speed limits are part of the consideration of risk management at level crossings, ESC require confirmation that the important speed reduction measures to control noise can be delivered and will not be jeopardised by equally important risk management concerns.
3	4.1	Network Rail has identified the most efficient strategy for survey works covering the East Suffolk Line as requested by EDF. Network Rail and SZC Co. have been working together to determine the scope for track replacement on the East Suffolk Line, in order to achieve noise benefits from the running of Sizewell trains and provide a legacy benefit for noise generated by other rail traffic. In order to define sections of track where it may be beneficial to replace existing jointed track and achieve the benefits of continuously welded rail, it has been identified that existing data needs to be supplemented by more detailed surveys.	Confirmation that surveys are to be undertaken and a timeline for development and implementation of track improvements for noise and vibration reduction along the East Suffolk Line are welcomed by ESC. These track improvements are considered to be fundamental to the delivery of night rail freight and will need to be in place prior to the commencement of night rail freight movements. Currently these measures do not appear in the Rail Noise Mitigation Strategy (RNMS) and ESC consider that in order to be confident of the proposals deliverability they should be reflected fully in this document so that they can be secured. ESC needs to be confident that the 2 rail paths proposed in the early years are deliverable.

			This is part of a broader discussion currently ongoing with the Applicant and Network Rail in terms of the deliverability and scope of the RNMS which is intrinsic not only to the Applicant's rail noise assessment outcomes but also ESC's acceptance of night rail as a reasonable part of the freight management strategy.

9.15 Minsmere Monitoring and Mitigation Plan (Rev. 2) [REP5-105]

As set out in our Deadline 3 submission [REP3-062], as this plan is for mitigating impacts on European designated sites, ESC primarily defers detailed comment to Natural England (as the statutory nature conservation organisation) and those organisations with responsibility for managing the sites (particularly the RSPB, National Trust and Forestry England). However, ESC welcomes the amendments to the plan made following our comments at Deadline 3.

9.41 - 9.47 Written Summaries of Oral Submissions made at ISH1 – 7 Rev. 1 [REP5-106] [REP5-107] [REP5-108] [REP5-109] [REP5-110] [REP5-111] [REP5-112]

SZC Co. Oral Submissions – ISH1 [REP5-106]	
1.3.34	The Applicant consider it is not appropriate for the Councils to control the construction programme, should be the job of those 'uniquely qualified' to do so. SZC Co. disagrees with Councils' conclusion that as dates may change within the construction programme, there needs to be stringent controls, additional caps/restrictions/approvals. Response ESC is concerned that without appropriate and necessary controls with regards to delivery of embedded mitigation, there could be adverse impacts on the local area that should be avoided by embedded mitigation proposals. Controls that ESC are specifically requesting relate to provision of the Accommodation Campus by 7000 workers on site and provision of the caravan park at the LEEIE at an appropriate time. ESC suggested within 6 months of construction commencing on the MDS but is open to suggestions from the Applicant. This is currently being discussed and it is expected the ExA can be updated on this at Deadline 7.
1.4.47	The Applicant considers the Councils are unable to provide evidence any adverse environmental consequences as a result of delays during construction/changes in implementation plan. Response

	ESC consider that the Applicant's own ES highlights the particular adverse impacts that would arise on the locality if the embedded accommodation mitigation was not provided in time
SZC Co. Oral Submissions – ISH3 [REP5-108]	
1.2.27	The Applicant in discussion with Councils about structuring the Transport Review Group with involvement of Community Groups. Drafting regarding Community Groups will be put in the DoO, by Deadline 6 (6 August). Response ESC looks forward to reviewing the structuring proposed by the Applicant for these groups and will comment on these at Deadline 7.
1.2.35	The Applicant disputes ESC's point on the need for a requirement for the accommodation campus to be in place at any trigger point. Response ESC maintain that a control ensuring delivery of the Accommodation Campus prior to 7000 workers on site would not be detrimental to the Applicant's construction programme but would ensure that the mitigation is in place and available prior to peak workforce numbers being reached.
SZC Co. Oral Submissions – ISH4 [REP5-109]	
1.2.6	Updated version of **Figure 5.1** of the **Accommodation Strategy** *submitted in detail as part of its* ***Written Submissions Responding to Actions Arising from ISH4*** *(Doc Ref. 9.51).* Response ESC welcome this updated figure. We maintain that a control ensuring delivery of the Accommodation Campus prior to 7000 workers on site would not be detrimental to the Applicant's construction programme but would ensure that the mitigation is in place and available prior to peak workforce numbers being reached.
1.2.14	Economic cost of congestion. The Applicant submitted a response through its *Written Submissions Responding to Actions Arising from ISH4 [REP5-116]* pg. 7 1.4.1 - 1.4.6. Response ESC responds to the particular paras: 1.4.3 and 1.4.4: The economic cost of congestion ask comes from extrapolation of data gathered to determine when the busiest time periods would be on East Suffolk roads on the route to the Sizewell C site with HGV vehicles, and an understanding of where East Suffolk businesses are located. There are a significant number of hotspots along the route to Sizewell C where there are businesses needing to access the road network to conduct their business and where the predicted weight of traffic from the VISUM and VISSUM surveys shows that it is in the same geographical area as the businesses. ESC's concern is that businesses that use the

	road network are going to be significantly impacted and this will have an effect on when they can operate, what services they can offer and how they perform competitively. ESC's request is that the Applicant takes this into consideration and provide a contingency fund that businesses that consider they have been adversely impacted and affected by increased congestion arising from Sizewell C vehicles on the road can apply to the Applicant for support in seeking to mitigate these impacts. ESC would expect this fund to be reported through the Economic Review Group but would not expect to be involved in distribution of monies from the contingency fund.
1.2.70	ExA questioned the Applicant on "*setting realistic DCO commitments and leveraging significant additional value*" as set out in the ES (p9.6.23 of Volume 2, Chapter 9 [APP-195]) and asked for clarification of whether this means there is specific commitment within the drafting of the DCO. Applicant responded in writing in *the Applicant's Written Submissions Responding to Actions Arising from ISH4 (Doc Ref. 9.51) [REP5-116].* Response ESC notes that the Applicant confirms that this refers to a series of obligations in Schedule 7 of the Deed of Obligation [REP3-024] rather than a specific commitment within the DCO itself. ESC is still in positive conversations with the Applicant regarding the content of Schedule 7 of the Deed of Obligation to be submitted at Deadline 7.
1.2.76	The Applicant clarified that it was inaccurate for the Councils to suggest there was a consensus on the impact of the Project on tourism. Response ESC confirm that our suggestion was in relation to the outcome of both of the surveys – that of the DMO and that of the project itself resulted in a similar percentage of impact on the local area. However, we acknowledge that the Applicant does not agree with the methodology used by the DMO in their survey. However, there was a similar output in terms of potential reduction in visits but the Applicant's survey did not address financial impacts. However, it is our understanding that ESC and the Applicant are agreed that a Tourism Fund is required to mitigate the adverse impact on tourism arising from the construction of Sizewell C. The magnitude of the Tourism Fund is under discussion with the Applicant, and we expect further detail on this to be submitted at Deadline 7.
1.2.82	The Applicant says relative scale of tourism in Suffolk and Somerset is similar. Difference in Suffolk is proximity to the AONB. Tourism in fact slightly more important to Somerset in terms of its share of jobs supported. Response ESC do not dispute this comparison between Somerset and Suffolk as counties, however, of particular concern to ESC is that the specific location of the proposed Sizewell C station is in the heart of the Suffolk coast tourism area and accessed via the main

	spine road that links the Suffolk coast north and south (the A12). In combination, this highlights concerns that the tourism trade in Suffolk, in east Suffolk in particular, will be adversely impacted by the project during construction unless the Tourism Fund is of an appropriate size to mitigate for the adverse impacts. ESC is in positive discussions with the Applicant on this and we expect further detail on this to be submitted at Deadline 7.
SZC Co. Oral Submissions – ISH6 [REP5-111]	
1.6.2	Applicant understands ESC wishes to retain its role as the relevant local planning authority in respect of land seaward as far as mean low water (which would overlap with the MMO's jurisdiction (up to mean high water). Applicant's preference (reflected in the current drafting to the DCO (noting too Article 86)) is that only one authority act as the sole planning authority for the intertidal area in line with Principle 3 of the Coastal Concordat because dual jurisdiction means duplicate securing mechanisms, to be discharged by different authorities, for the same development/activity. Response Post-hearing, there are ongoing discussions with the Applicant and the MMO, including the potential for a Memorandum of Understanding between ESC and the MMO; these conversations will be reflected in a future draft DCO iteration.
1.6.4	Draft DCO Requirement 12B of the DCO Applicant was seeking to identify from ESC what they considered lacking from the current drafting to address their specific concerns. By way of example, in response to a query raised by ESC re: the level of design information they would have access to under the current drafting, SZC Co. highlighted that the existing wording requires the details of the layout, scale and external appearance of the relevant works to be submitted for approval, which is a standard form of wording and enables the approving body to determine whether they have adequate information to make a decision, or whether they require additional information which they can then request. SZC Co. explained that the Applicant would continue discussions with ESC to seek to understand what they were looking to achieve and resolve their outstanding concerns on the drafting, but the alternative formulation put forward by ESC in previous submissions was not considered necessary or appropriate. Response Post-hearing, these discussions continue, and ESC are in constructive conversation with the Applicant with regards this requirement.
Draft DCO Article 86	Applicant desire to avoid overlapping jurisdiction between ESC and MMO. MMO not in attendance so better to resume discussions between Applicant, ESC, and MMO at a meeting. Response

	Post-hearing, these discussions continued. It is ESC's expectation that this Article will be removed from the next draft DCO.

9.52 Written Submissions Responding to Actions Arising from ISH5 [REP5-117]

Paragraph 1.10.2, p9ff – Heritage Assessment of Coastguard Cottages. The points made here by the Applicant do stray into the area of Historic Environment, but ESC accept are derived from Landscape setting impacts. ESC rebuts the assertion made here by the Applicant that consultees, including ESC, have not specifically assessed how the visual change effected by the construction of Sizewell C would affect the significance of the Non-Designated Heritage Assets that are the Coastguard Cottages at Dunwich Heath. In our Joint LIR, ESC set out that location, remoteness and the setting of the cottages within an undeveloped landscape contribute to their appreciation and significance (para. 12.33 [REP1-045]. The intensification of industrial development which Sizewell C will represent (and which will be visible from the Cottages) will reduce the undeveloped landscape setting that we have already identified as contributing to significance and therefore lead to a moderate adverse effect.

As previously set out in the LIR, ESC rebuts the Applicant's view that our conclusion is inappropriate and has resulted in a 'significant' overstatement of the effects of the Applicant's scheme. ESC does not agree that a 'moderate adverse effect' can be considered a significant overstatement and therefore our conclusion is entirely reasonable. It is ESC's view that it is the Applicant who has understated the effects of the scheme on the significance of these heritage assets.

Paragraph 1.12.2ff, p10 – Colour considerations and finishes to the Turbine Halls/OSC/Sky bridges. ESC is content with the selection process described here and have no concerns arising. Indeed, ESC is supportive of the selection process and its outcome.

Paragraph 1.12.6ff, p11 – Concrete buildings including reactor domes. ESC accepts the rationale put forward here and notes ESC has never seen a building constructed in concrete that has achieved a fully uniform finish and colour: it is not an inherent property of the material. However, the Applicant includes details at Appendix C of predicted outcomes.

Appendix C: Concrete Note – ESC notes here the experience of the Applicant at Hinkley Point C that the concrete structures cast to date show very little natural shade variation and this is reassuring (paragraph C.1.8, p2). ESC is hopeful that this outcome has arisen partly through rigorous quality control and that this will be replicated at the application site, if approved – detail is provided at section C2 Quality Control Process (p2).

ESC notes further that the Applicant states here at paragraph C.3.3. (p5) that *'concrete would be inert and stable with regards to natural weathering. The high-quality concrete surface will have a very dense surface with low permeability and weathering effects will be minimal. Orientation (shade) and water run-off effects are expected to be similarly low. Effects of other environmental interfaces will be monitored and managed as part of the maintenance regime, for example the build-up of algae on surfaces.'* ESC welcomes this statement with respect to quality, weathering effects, shading, water run-off and maintenance. ESC considers that this statement represents an important benchmark that is being set by the Applicant and which will be used as a future reference when needed, if the application is approved; ESC welcomes its provision.

9.54 SZC Co. Comments on Submission from Earlier Deadlines (Deadlines 2 – 4) [REP5-119]

ESC has no comment to make on this document. There are ongoing discussions with the Applicant regarding outstanding queries and concerns with the draft DCO and the draft Deed of Obligation.

The Applicant's intention to submit any further comments they considered necessary on ESC's Deadline 3 submission (in relation to comments on submitted ecological reports) at Deadline 6 is noted. ESC will provide further comments on this as necessary at the next appropriate Deadline.

9.54 SZC Co. Comments on Submissions from Earlier Deadlines (Deadlines 2 – 4) Appendices [REP5-120]

Appendix E: Temporary Marine Outfall Operation Summary (DCO Task D3):

Appendix J: Future adaption of the SSSI Crossing in the DCO Submission: ESC welcomes the further explanation provided by the Applicant but will leave it for others better qualified (with regards to adaption necessity due to future climate change) to respond in detail. Having only had the height adjustment described we do not know what it will look like. However, we expect it will be a fairly solid blank wall. At 3m extra height, assuming the embankment scrub has established well by then, from a Landscape and Visual Impact perspective we would anticipate additional visual impacts to be largely mitigated. However, this would need to be appropriately assessed at that time which we assume to be many years in the future. No ecology comments on this appendix beyond those set out already in relation to the Main Development Site Permanent and Temporary Beach Landing Facility and SSSI Crossing Plans in this submission.

Appendix Q: Potential combined impact of the MDS and SLR on bats:

The table comprises:

- First column: the relevant page number (document, not pdf page);
- Second column: a reference (section, figure, or table number);
- Third column: relevant source document extract (text or Figure snapshot)
- Fourth column: our observations and concerns on the cited extract
- Fifth column: our requested action upon SZC Co. (see below).

Pg. No.	Section Ref.	*Relevant text / illustration*	Observations and concerns	Requested:
1392	Para. 1.1.2	*This note provides a response to the first of these points. The second point will be addressed at Deadline 6 when new graphics will be available.*	ESC notes that further information on noise and light impacts will be submitted by the Applicant at Deadline 6. We will provide comments on this information at the next appropriate Deadline following its submission.	N/A
1393	Section 1.3 a) Point 1 – Residual Effects	*Paragraphs 1.3.2 to 1.3.6.*	Whilst, as described in para. 1.3.2, ESC understands that the ES did not consider that fragmentation as a result of the SLR would result in a significant impact on bats "*due to the nature of the development and embedded mitigation*", this appears to largely depend on 'bat hop-overs' being incorporated along the route of the road (para. 7.5.4 final bullet point of APP-461). Little detail on the form of these has been provided to date and as set out in our answer to the Examining Authority's First Round of Written Questions question BIO.1.144 [REP2-176], ESC remains concerned about the likely success of such measures. In the absence of demonstration that such 'hop-overs' are deliverable and are likely to be successful we do not consider that the conclusion on the	Provide further detail on bat crossings ('hop-overs') for road schemes. Fully consider all fragmentation impacts arising from both the MDS and SLR, not just those arising from lighting.

			fragmentation impacts of the SLR presented in the ES are fully justified. With regard to paragraph 1.3.5 increased lighting is just one mechanism which can result in fragmentation effects on bats. Habitat removal, as will occur due to the construction of the SLR, is another significant mechanism. The paragraph seems to suggest that the fragmentation caused by the MDS will be as a result of increased lighting (although as set out in our previous responses (e.g. LIR [REP1-045] and Deadline 5 submission [REP5-138]) ESC does not agree that this impact will solely be as a result of lighting), and because the SLR will be largely unlit fragmentation cannot occur as a result of the road. This appears to ignore the other ways fragmentation impacts can arise and does not address our concern that it is all of the factors which cause fragmentation from both the MDS and SLR that need to be considered together. Whilst the references to evidence of bats (including rarer species such as barbastelle) 'using' road corridors as flyways is welcomed (and is not something ESC has ever disputed), this does not account for the fact that in the absence of achieving acceptable bat crossing points on the SLR, construction of the road will sever approximate north-south foraging/commuting routes and replace them with approximate east-west ones (running parallel to the new road).	
1394	Section b) Point 2	*Paragraphs 1.3.7 to 1.3.11.*	ESC have always acknowledged the evidence that the barbastelle population at Sizewell shows a strong association between the habitats on the Sizewell Estate and the habitats at Minsmere to the north, and that this is particularly the case for	Reconsider use of eastern end of SLR route by bats from populations around MDS and how the presence of both the MDS and SLR will impact on them.

			breeding females (based on the radio tracking undertaken previously). However, the radio tracking evidence presented in APP-245 does show that some of the tagged barbastelle (particularly some of the small number of male and non-breeding female bats which were tagged) did utilise areas within the eastern end of the SLR, such as where is joins the B1122 close to the proposed site entrance. Paragraph 1.3.10 states that "*the Sizewell link road site has been found to support smaller populations of Natterer's bats and barbastelle than the main development site*", however it is not clear on what basis this conclusion is drawn. The activity surveys undertaken on the SLR route comprised of static detector and walked transect surveys, however whilst these would give information on species presence and comparative levels of activity, they do not give information on population size. Nor do they indicate, as stated elsewhere in the paragraph, that "*these populations are likely to form different meta populations*". Rather ESC would suggest that this evidence could potentially indicate that the bats recorded are part of the Sizewell/Minsmere population and that habitats at the eastern end of the SLR route form edge habitats (around the Sizewell Estate/Minsmere core), with greater use of the area made by male and non-breeding female bats (in accordance with the presented radio tracking results). In addition to the above, given that in a best-case scenario the presence of the MDS will reduce north-south bat commuting routes through the core area to the three created/retained 'dark	Provide further detail on embedded mitigation required for commuting bats, particularly the proposed bat road crossings ('hop-overs').

			corridors', it is unknown whether bats attempting to move north-south between roosting and foraging areas will seek to rely more heavily on habitats at the eastern end of the SLR away from the more heavily disturbed areas. If this is the case, then the fragmentation of commuting habitats caused by the construction of the SLR will have a greater impact than that assessed in the ES and the absence of adequate bat 'crossing points' on the road will further exacerbate the impact. With regard to Natterer's bats, at paragraph 1.3.9 of Appendix Q it is recognised that only a very small number of this species were radio tracked and therefore the information available has limitations. Bats from the Sizewell area population are known to roost at both Leiston Abbey and in trees, bat boxes and buildings on the Sizewell Estate. Given that Leiston Abbey is less than approximately 700m from the eastern end of the SLR route it would seem unlikely if Natterer's bats did not make use of the habitats in this area, albeit with potentially similar usage as is possible from barbastelle (i.e. as a 'fringe' habitat to the 'core' habitats on Minsmere and the Sizewell Estate). Overall, for the reasons set out above, ESC do not agree that the information provided in Appendix Q demonstrates that "*the approach employed in relation to the in-combination effect of the main development site and the Sizewell link road adequately captures and assesses the potential combined impact of these two components of the Sizewell C Project on bats*" (para. 1.3.1). The likely fragmentation impacts arising from the SLR are stated in the ES to be not significant, but this is	

			dependent on embedded mitigation (including bat 'hop-overs') which it has not been demonstrated are likely to be successful. Also, the assertion that bats (particularly barbastelle and Natterer's) recorded on the SLR are likely largely to be different populations (para. 1.3.2 bullet 2) to those recorded on the MDS does not appear to be supported by the radio tracking evidence presented. ESC maintain that, in the absence of adequate mitigation measures for both the MDS and SLR, the combined impact of both parts of the project on bats as a result of fragmentation will be greater than that identified in the ES.	

9.56 Monitoring and Mitigation Plan for Sandlings (Central) and Alde, Ore and Butley Estuaries European Sites (Rev. 1) [REP5-122]

As this plan is for mitigating impacts on European designated sites, ESC defers detailed comment to Natural England (as the statutory nature conservation organisation) and those organisations with responsibility for managing the sites (particularly the RSPB, National Trust, Suffolk Wildlife Trust and Forestry England).

9.57 Acoustic Fish Deterrent Report [REP5-123]

ESC defers to other statutory bodies to comment in detail on this report, but we note that the Applicant continues to not propose the use of an Acoustic Fish Deterrent system at Sizewell C.

9.58 Underwater Noise Report [REP5-124]

ESC notes this report assessing underwater noise effect for the Sizewell C revised marine freight options to update the previous report submitted with the DCO Application in May 2020. The report models the potential effects of underwater noise arising from the construction and usage of the revised marine freight options. ESC defers to other statutory bodies to comment in detail on this report.

9.59 White Fronted Geese Survey Report [REP5-125]

The results of this survey are noted. ESC defers comment on this matter to Natural England as this is a species relevant to the Habitats Regulations Assessment.

9.60 Aldhurst Farm Technical Note [REP5-126]

ESC as local planning authority consented the habitat creation scheme at Aldhurst Farm under planning permission Register Index no: DC/14/4224/FUL and the scheme was completed in 2016 with the limited public recreational access opening in early 2021. The public recreational access is limited to maximise the biodiversity and ecological benefits of the site as reedbed /wetland habitat creation and a potential translocation site (water voles, reptiles and invertebrates) for the Sizewell C proposal. The DCO proposes part of this site as compensatory habitat for the anticipated loss of SSSI at Sizewell Marshes SSSI – Natural England is the responsible authority for considering if the compensation is satisfactory.

In discharging the condition relating to recreational access (Condition 20, DC/19/3727/DRC), ESC considered that the public access including dog walker access needed to be limited to the southern fields adjacent and close to the public rights of way. This was the area of the site closest to residential properties. The northern area and the main wetland area were to have restricted access. ESC is keen to maintain the northern area for its ecological and biodiversity credentials and will resist any attempts to open this area for further recreational or access purposes.

The Applicant is now proposing additionality into the Aldhurst Farm site including expanding the car park by up to 15 spaces, a bird hide in the south-eastern field, family benches at strategic locations across the site, improvements to the existing PROW, which is overgrown and uneven, a mowing regime that gives a managed mosaic of surface vegetation and perching bench provision at strategic viewpoints across the site. The additional car park spaces and new bird hide may require a separate application for planning permission to ESC. ESC welcomes the educational opportunities the Aldhurst Farm site can offer.

Suffolk County Council (SCC): Additional information requested by the ExA for this deadline: Alternative Outage Car Park [REP5-171]

SCC has responded to the ExA request at ISH5 to provide greater detail on how it considered an alternative to the proposed outage car park at Goose Hill could be achieved. ESC notes SCC's response but would like to highlight some concerns to the ExA for their consideration.

At para. 13 page 3, SCC suggest that the Applicant sets up a "call-off" contract with one or more local farmers or landowners to permit temporary parking on their land should it be required in the event of an unplanned outage clashing with a planned outage. SCC does recognise that such use would require discussion with the local planning authority. As the local planning authority for the East Suffolk administrative area, ESC is concerned that any such arrangements would be unlikely to be acceptable in the countryside location (possibly within or visible from the AONB) in such an ad hoc manner. Appropriate and safe highway access would be required, and it is unlikely that such fields would be appropriate for vehicle parking without additional work including potential re-surfacing, any such temporary parking arrangement would have an unacceptable visual impact, be harmful to vehicle and pedestrian safety, lead to drainage problems in many areas, and cause community disruption and concern. Temporary facilities to facilitate park and ride from such areas would also add to the landscape and visual impact and are likely to be objected to by local residents in most rural locations that are well related to the road access routes (in the light of ESC's past experience with regards to temporary uses of farmers' fields in the District).

Appendix A: M006

Request for Information: Noise and Vibration

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TECHNICAL MEMORANDUM

Project	12804 SZC Noise & Vibration		
Date	26 May 2021	**Memo No**	M006
Written by	Gary Percival MIOA	**Checked by**	Joe Bear MIOA
Filename	12804 M006.docx		

SZC NOISE AND VIBRATION – FURTHER REQUESTS FOR CLARIFICATION

1. INTRODUCTION

Following the meeting with ESC, SCC, AJA and the Sizewell C team on Tuesday 25May 2021, this memo presents a further list of requests for information/clarification.

For the purposes of referencing, attendees at the meeting were as

follows:Adrian James Acoustics (AJA)

- Gary Percival (GP)
- Joe Bear (JB)

East Suffolk Council (ESC):

- Mark Kemp (MK)

Suffolk County Council (SCC):

- Kerry Allen (KA)

Sizewell C team:

- Mike Brownstone, Resound Acoustics (MB)

2. MAIN DEVELOPMENT SITE

2.1 Operation

NV21

Tranquillity - Mitigation

Request for information 24 – ESC previously asked (RFI 23) what specific mitigationis proposed to protect amenity and recreation (A&R) receptors from MDS construction noise. The same question applies to the operational phase of the MDS – what specific mitigation measures are proposed to protect A&R receptors from operational noise?

3. PARK AND RIDE SITES

3.1 Construction/Reinstatement

NV41

Noise – Mitigation

Request for information 25 – During construction of the Northern Park and Ride site, significant adverse effects are predicted at 4 receptors during each construction phase, and at other receptors during most phases of construction. However, most of these effects are predicted on Saturdays between 13:00-19:00hrs, when more stringent construction noise criteria apply. Some significant adverse effects are predicted at some receptors during core weekday/Saturday morning hours but are more sporadic.

The Applicant states (Bk6, Vol3, Ch4, Para 4.6.17) that exceedance of SOAEL will be avoided by scheduling the noisiest activities away from the most sensitive times of day, or otherwise through the provision of noise insulation via the Noise Mitigation Scheme. However, the most effective way of avoiding the vast majority of all predicted significant adverse effects/exceedances of SOAEL would be to avoid scheduling any construction (or at least significant noise-generating construction activities) on Saturday afternoons. AJA consider it unlikely that Saturday afternoon construction will be critical to the timely construction of this site, and request that The Applicant explains why this construction period is essential when associated adverse noise effects would be so significant.

Request for information 26 – The Applicant states (Bk6, Vol3, Ch4, Para 4.6.17) that significant effects are deemed to occur where the relevant criteria are exceeded for:

- *"10 or more days or nights in any 15 consecutive days or nights; or*
- *a total number of days or nights exceeding 40 in any 6 consecutive months."*

It is unclear how this test has been or would be applied with respect to construction periods which do not occur every day, such as Saturdays 13:00-19:00hrs. Clearly, where a construction work period occurs only once a week, it makes it very unlikely (if not impossible) to meet this condition. However, in AJA's view this does not mean that significant adverse effects could/would not occur during these periods and this is

reflected in the assessment outcomes.

Can the Applicant please provide some explanation of how non-daily work periods were assessed in accordance with this test? This query is raised in relation to construction of the Northern Park and Ride site but applies to all construction across the development where non-daily work periods are proposed, including where the Noise Mitigation Scheme might otherwise apply without the caveat.

3.2 Operation

NV43

Noise – Criteria

Request for information 27 – Mechanical plant noise emissions from both P&R sites cannot currently be assessed because the design and specifications are unknown. Instead all plant serving these sites will be designed and specified not to exceed a cumulative operational noise limit of 35 dB L_{Ar} at the nearest human receptors. ESC understands this approach and supports the 35 dB L_{Ar} noise limit, but request that The Applicant clarifies how this would be secured, considering that there is currently no assessment to indicate how difficult this noise limit is likely to be to achieve in practice.

NV44

Noise – Assessment

Request for information 28 – Queries regarding two of the baseline noise monitoring positions adopted for the Southern Park and Ride operational noise assessment:

Position PRS1 is intended to represent the nearest residential receptors in Hacheston village. However, the Noise and Vibration Baseline Report (Bk6, Vol2, Ch11) shows that this position only 1-2m from the edge of the B1116 carriageway. This is a relativelybusy road linking the A12 with Framlingham and is also just outside the 30mph zone so southbound vehicles are typically accelerating away from Hacheston at this spot.

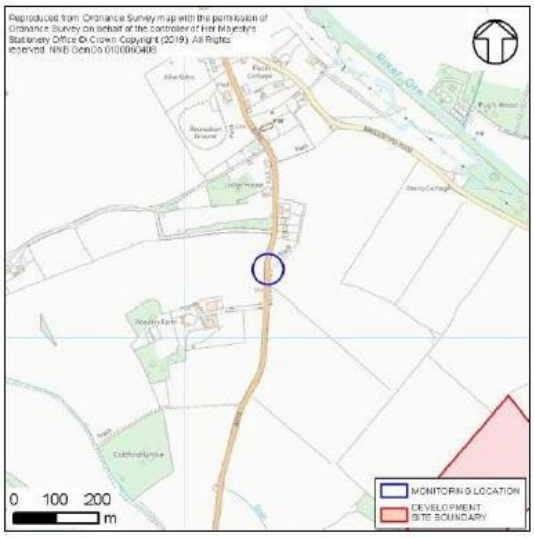
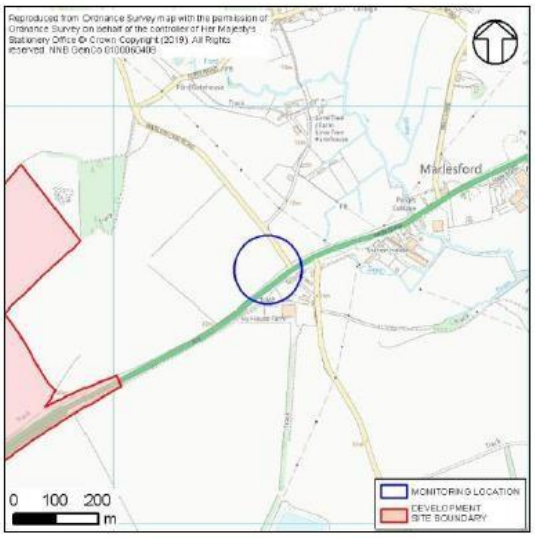


Figure 1 – Extract from the Noise and Vibration Baseline Report showing PRS1

However, by comparison the nearest receptors are set back at least 18-20m from the road. Not only this but it will be the south/east façades of these dwellings which are facing and most exposed to noise from the park and ride site, and these façades would be at least partly screened from road noise. For these reasons we consider it unlikely that this monitoring position is representative of the nearest receptors in Hacheston.

Position RT14 (and by extension Noise Receptor Location C) are apparently intended to represent the nearest residential receptors in the village of Marlesford. However, this monitoring position is directly adjacent to the A12 and there are relatively few dwellings there in comparison to the main settlement of Marlesford. The main village of Marlesford is situated approximately 550m to the north, and ambient noise levels in the village are likely to be significantly lower than at Position RT 14 due to the



increased distance and other environmental effects (ground absorption, landscape screening).

Figure 2 – Extract from the Noise and Vibration Baseline Report showing RT14

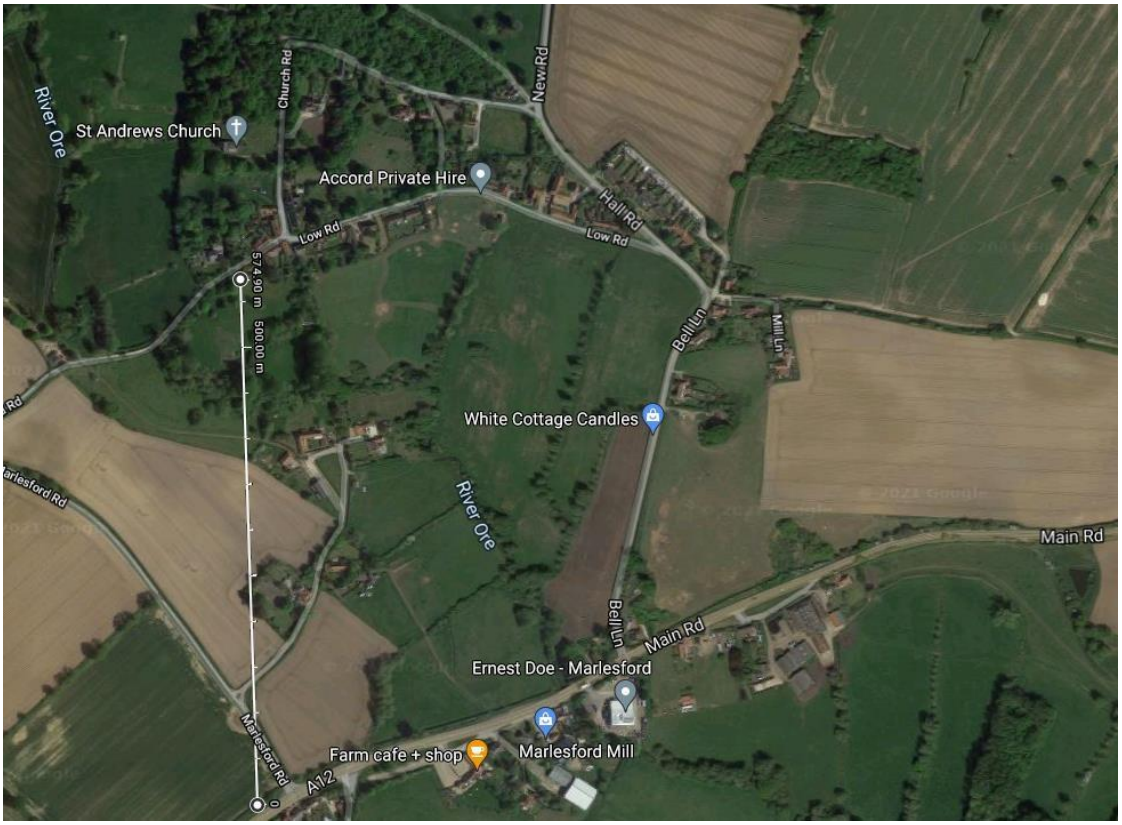


Figure 3 – Aerial photo showing distance from RT14 to main settlement of Marlesford

For these reasons we consider it unlikely that this monitoring position is representative of the nearest receptors in the main settlement of Marlesford.

It is very important that monitoring positions are representative of receptor positions because the construction noise assessment methodology requires an understanding of the prevailing ambient noise level. ESC request that The Applicant carries out additional measurements at more representative locations to validate the assessment, and/or provides otherwise satisfactory technical explanation of why additional measurements are not required. For Marlesford, a more representative location is likely to be much further from the A12, for the reasons outlined in RFI 29, below.

Request for information 29 – This query is closely related to the second part of RFI 28. Receptor C at the Southern Park Ride Site is apparently intended to represent the village of Marlesford. However, as shown in Figure 3 this receptor location (and the associated baseline monitoring position RT14) is relatively close to the A12 and the main settlement of Marlesford is actually situated more than 500m away to the north.

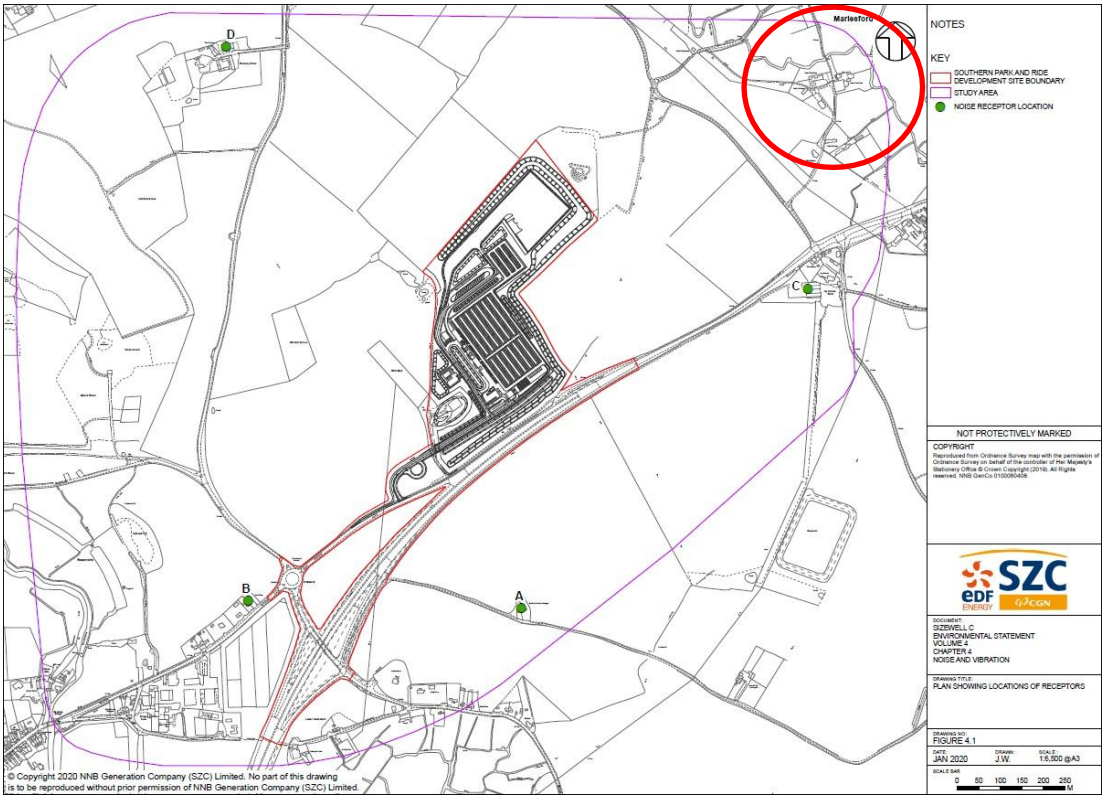


Figure 4 – Figure 4.1 from Bk6, Vol4, Ch4 showing Receptor C and Marlesford (circled)

Receptor C does not represent the nearest receptor in Marlesford.

The nearest residential property to the east would be Ford Gatehouse, Ford Road, as circled in red in Figure 5. This property is closer to the east site boundary than any properties in the vicinity of 'Receptor C' and ambient noise levels on Ford Road will be much lower than adjacent to the A12 (so will require additional baseline measurements per RFI 28). ESC therefore request that The Applicant provides an updated assessment which includes Ford Gatehouse on Ford Road to the east, circled in red.

Figure 5 – Aerial photo showing nearest residential property to the east of SP&R

NV45

Noise – Mitigation

Request for information 30 – Exceedance of the operational noise LOAEL for the Northern Park and Ride site is identified at one receptor and The Applicant states (in Bk6, Vol 3, Ch4) that *"this will be mitigated and minimised through the measures described in section 4.5 of this chapter"*. However, no specific operational noise mitigation is prescribed other than earth bunds, which are included in the predictions. Could The Applicant please clarify what mitigation would be applied to mitigate and minimise operational noise where it is predicted to exceed the LOAEL

4 FREIGHT MANAGEMENT FACILITY (FMF)

4.1 Construction

NV66

Noise – Assessment

Request for information 31 – Paragraph 4.3.31 of Vol 8 Ch 4 states that *"no baseline monitoring was undertaken as part of the assessment since the existing noise climate would not influence the outcome of the assessment"* because noise and vibration are considered against absolute values. However, both the BS 5228-1 ABC Method (Table 4.2) and the adopted LOAEL threshold (paragraph 4.3.28) are set according tobaseline ambient noise levels. ESC request that The Applicant clarifies this approachbecause it is unclear how the assessment was completed with no baseline monitoring.

NV67

Noise – Mitigation

Request for information 32 – Paragraph of 4.6.10 of Vol 8 Ch 4 states that *"the LOAEL, which for construction noise is taken to be equal to the existing baseline soundlevels, may be exceeded at the closest receptor locations for at least some of the timeduring the construction works"* and that this would be mitigated and minimised through implementation of the CoCP. However, ESC notes that the adopted LOAEL threshold (paragraph 4.3.28) is aligned with existing baseline ambient noise levels, which have not been measured. ESC request that The Applicant clarifies this approach, and in particular how the above conclusion was reached without any baseline monitoring.

4.2 Operation

NV68

Noise – Predictions

NV69

Noise – Criteria

NV70

Noise – Assessment

Request for information 33 – There are no predictions of noise from mechanical plant serving the operational FMF, nor criteria adopted for the assessment of plant noise. The site is proposed to contain amenity and office buildings, which presumably would require some mechanical plant to serve their basic functions, and on this basis, ESC consider that noise from mechanical plant during the operational phase should be assessed, and request that The Applicant provides an explanation for this exclusion and, as far as is appropriate, provides an assessment of potential plant noise impacts and of mitigation which might be required to mitigate/minimise/avoid adverse effects.

Request for information 34 – The operational noise assessment does not include potential increases in road traffic noise on Felixstowe Road, which would be the only access route for vehicles using the FMF. This is the old Ipswich to Felixstowe route (which was replaced by the A14) and therefore does not currently carry high volumes of traffic. This makes it more likely that noise from increased traffic could be significant.

As indicated in Figure 6, there are at least 2 residential properties on Felixstowe Road

which could be subject to increased road traffic noise levels as a result of vehicles attending or leaving the FMF. SCC request clarification of why this was not assessed, and if necessary, that The Applicant provides an assessment of this potential impact.

Figure 6 – Aerial photo showing residences on Felixstowe Road, to the west of the FMF

Report Status

Revision	Date	Prepared by	Checked by
-	26 May 2021	Gary Percival MIOA	Joe Bear MIOA

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Appendix B: M007

Request for Information: Noise and Vibration

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TECHNICAL MEMORANDUM

Project	12804 SZC Noise & Vibration		
Date	23 July 2021	**Memo No**	M007
Written by	Joe Bear MIOA	**Checked by**	Gary Percival MIOA
Filename	12804 M007.docx		

SZC NOISE AND VIBRATION – FURTHER REQUESTS FOR CLARIFICATION

1. INTRODUCTION

This memo presents a further list of requests for information/clarification following our ongoing review of documents submitted by The Applicant to the Examining Authority. For brevity, and to avoid duplication of comments these requests are grouped per subject area as opposed to separate assessment study areas.

2. CODE OF CONSTRUCTION PRACTICE

2.1 Community Engagement

Section 3. Communication, Community and Stakeholder Engagement sets out proposals for engagement with the local community stakeholders and handling complaints, including noise.

Request for information 35 – Can The Applicant please confirm the following:

a) East Suffolk Council will receive any information on construction activity circulated to the local communities, particularly in relation to any *"out of the ordinary"* events.

b) That logs of all complaints received by SZC will be passed on to relevant regulatory authorities (e.g. ESC for matters to noise, air quality, or light pollution etc.) on a periodic basis along with details any the actions arising from the complaints.

c) That SZC will provide complainants with contact details for the relevant statutory authority as part of the standard complaints handling procedure should they want to make a formal, or an anonymous complaint.

d) Whether the above will be secured within the CoCP.

3.1 NOISE MONITORING AND MANAGEMENT PLAN

The Code of Construction Practice and other submitted documents refer to a Noise Monitoring and Management Plan to be developed in conjunction with the relevant local planning authorities. ESC's expectation is that the Noise Monitoring and Management Plan will be developed in conjunction with the detailed assessments required for the Noise Mitigation Scheme and Section 61 applications (or equivalent bespoke processes) so that the data collected aligns with the areas of concern.

Request for information 36 – Can the Applicant please confirm whether the document will include a procedure for reasonable investigation of noise complaints associated with the development to determine whether the various thresholds, including those in the Noise Mitigation Scheme, are met in relation to construction noise, operational noise and transportation noise and vibration sources.

4. NOISE MITIGATION SCHEME

4.1 Application

Request for information 37 – The Noise Mitigation Scheme is detailed in Volume 2 Main Development Site Chapter 11 Noise and Vibration Appendix 11H. Presumably, the intention is for the single document to apply to receptors across all the study areas considered in the different chapters of the Environmental Statement and that a single document has been submitted to avoid unnecessary duplication between chapters. Can The Applicant please confirm whether this is the case?

4.2 Thresholds for Operational Noise

The Noise Mitigation Scheme includes insulation eligibility thresholds for operational plant and activity noise. However, these thresholds are set at higher levels that the operational noise criteria which are referred to in the various Environmental Statement

Chapters. We expect that some of these operational noise criteria (particularly for operational power station noise) will eventually be secured via a DCO requirement, or otherwise by the associated documents, and will therefore be legally binding.

Request for information 38 – Can the Applicant please confirm in what circumstances the Noise Mitigation Scheme thresholds for operational noise might beexpected to be applied without the operational noise limits having been breached?

4.3 Temporary Rehousing Thresholds – Construction Noise

The Noise Mitigation Scheme states that

> An offer of insulation means a property which is predicted to experience a construction noise level which exceeds either:
>
> (1) (a) the noise insulation trigger levels set out in Table 1.2 for the corresponding times of the day; or
> (b) the existing Baseline Ambient Sound Level for the corresponding times of the day;
> whichever is the higher; and
>
> (2) any exceedance of (1) is predicted to last for a period of 10 or more days of working in any 15 consecutive days or for a total number of days exceeding 40 in any 6 consecutive months.

This wording and the associated noise insulation trigger levels are taken from Annex A4 of BS 5228-1:2009+A1:2014 *Code of practice for noise and vibration control on construction and open sites. Noise* which is a traceable and appropriate source. However, the above criterion would permit daytime construction noise levels in gardens and external amenity spaces of up to 84 dB $L_{Aeq,T}$, which would clearly interferewith the resident's use of these spaces.

Request for information 39 – Given the unusually long duration of the construction works in this case, can The Applicant confirm if they have considered the feasibility of adopting bespoke noise trigger levels at lower thresholds to those set out in Annex A4 of BS 5228-1 to provide increased protection to the properties most affected by construction noise from the development?

4.4 Revised assessments

The various road traffic noise assessments include predictions for the *"typical and busiest day in 2028"*.

Request for information 40 – Can the Applicant please confirm whether the assessments against the road noise criteria in the Nosie Mitigation Scheme are proposed to be based on the typical or busiest day levels?

Given that the *"busiest day"* conditions are expected to last for a total of seven months

over the prolonged construction period, Suffolk County Council have expressed a strong preference for the assessment to be based on the *"busiest day"* levels.

5. ROAD TRAFFIC NOISE

5.1 New road schemes

New roads schemes are proposed as part of strategy to minimise the impact of development related traffic on the existing road network. This is expected to result in an overall reduction in the number of receptors adversely affected by traffic noise associated with the development. However the new road schemes will generate adverse impacts on receptors not currently affected by road noise, albeit in smaller numbers. The policy aim of Section 5.11.9 of Overarching National Policy Statement for Energy (EN-1) to *"mitigate and minimise other adverse impacts on health and quality of life from noise"* is therefore triggered.

Design Manual for Roads and Bridges LA 111 Noise and vibration states that measures to mitigate and manage operational noise from new roads may include, butare not limited to:

1) vertical or horizontal alignment of the road;
2) earth bunds to act as a noise barrier;
3) noise barriers;
4) low noise road surfacing;
5) speed limits;
6) restrictions on noisy vehicle types

Request for information 41 – It is recognised that not all of the options for noise mitigation measures identified in DMRB LA111 are practical or desirable for the new road schemes in this case. However, can The Applicant please confirm:

5.1.1 What specific noise mitigation measures are included in modelling used to assess the impact of noise from new road schemes?.

5.1.2 What additional noise mitigation measures will be considered as part of the detailed design of the road schemes?

5.1.3 How will the various stakeholders be consulted, and a final decision be reached, where the addition of noise mitigation measures requires a balance to be struck between noise control and any associated negative impacts (e.g. the visual impact of noise barriers or bunds)?

5.1.4 Will the predicted noise levels be revised at the detailed design stage to includethe finalised road alignments and the effect of any additional noise mitigation measures, and the results submitted to the Highways Authority as part of the technical sign off process?

5.2 Existing roads

The Applicant has assessed the impact of increased traffic on existing roads using the same criteria as applied to new road schemes, which is welcomed. This process has identified a large number of receptors where traffic noise from existing roads is expected to exceed the LOAEL and a smaller number of receptors where noise levels are expected to exceed SOAEL.

Request for information 42 – Where the projected increase in traffic on existing roads associated with the development is expected to exceed the LOAEL, can The Applicant please confirm:

5.1.5 What noise reduction measures are being considered for existing roads to meet the policy requirement to mitigate and minimise adverse impacts on health and quality of life? For example this might include, resurfacing works and funding for highways maintenance due to additional traffic volumes associated with the development.

5.1.6 Where noise measures for existing roads are being considered, can the Applicant please confirm how any such offers to the highways authority will be secured?

6. IDENTIFICATION OF NOISE SENSITIVE COMERCIAL RECEPTORS

The Environmental Statement for the Two Village Bypass identifies residential receptors at Mollet's Farm (Receptor 15) but does not identify the associated camping site as a receptor.

Request for information 43 – Can the applicant please provide some commentary on the screening process used to identify potentially noise sensitive commercial operations in the various study areas and how the noise impact onto individual commercial operations was assessed?

7. RAIL - GROUNDBORNE NOISE AND VIBRATION

7.1 Combined airborne and groundborne criteria

The rail vibration report (Chapter 9 Rail Appendix 9.3.B) states that *"for low-speed freight trains, airborne L_{Amax} values are likely to be caused by locomotive engines and exhausts, whereas ground-borne noise is generated by wheel/rail-excited rolling noise particularly where wheels pass over track joints"*.

Request for information 44 – Given that the mitigation measures required to control groundborne and airborne noise are largely unrelated, can The Applicant please confirm what practical advantages there are in this case to novel approach of a SOAEL of 50 L_{ASmax} based on a combined ground-borne noise and low airborne noise levels

over the precedent of a ground-borne noise only SOAEL of 45 dB L_{ASmax} adopted for HS2 and other rail assessments and agreed in pre-application consultation with the Local Authority.

7.2 Modelling uncertainty

Request for information 45 – The assessment of vibration and ground-borne noise is based in a part on internal levels predicted using finite difference modelling software, Findwave. Can the Applicant please confirm the typical range of uncertainty expected with predictions made using this software and what effect variations within this range of uncertainty would have on the overall outcomes of the assessment?

7.3 Leiston and Saxmundham branch line and green rail route

7.3.1 Engine coasting

The report identifies engine coasting as a potential noise mitigation measure to avoid significant effects at properties along the Saxmundham and Leiston Branch Line.

Request for information 46 – Can the Applicant confirm whether engine coasting is being considered as a viable mitigation measure for this section of line and if so, how would this be secured in their agreement with Network Rail and implemented in practice.

7.3.2 Rail Noise Management Strategy

We understand that the outcome of the assessment is reliant on the various mitigation measures described in the Draft Rail Noise Mitigation Strategy being implemented, including:

- Refurbished trackbed, concrete or steel sleepers and continuous as-rolled rail with not aluminothermic joints within 25 metres of any sensitive receptors;
- Additional under-ballast mat where line passes within 15 metres of a residential property for a minimum distance of 10 metres either side of the property;
- Speed limit of 10 mph through Saxmundham and along the length of the Saxmundham and Leiston Branch line during the early years of the development.

However, we understand that Network Rail have yet to confirm whether these measures can be implemented in practice.

7.3.3 Extent of impacts

Request for information 47 – Can the Applicant please confirm:

a) The number of properties where the LOAEL and SOAEL is expected to be exceeded in the *"early years"* before the existing track is proposed to be upgraded and engineering mitigation measures in the RNMS implemented.

b) The number of properties where the LOAEL and SOAEL is expected to be exceeded if the mitigation measures highlighted in RNMS cannot be implemented in practice.

7.4 East Suffolk Line

7.4.1 Measurement uncertainty

The survey report states that:

> *"The principal finding from the long-term Woodbridge survey is that groundborne pseudo noise levels have LAmax values of approximately 45 dB at 7.5m from the track, and for the daytime period the LAeq 16h level varies between 30 and 35 dB. The reason for the variation is not known—possible causes include operation of three-car trains and four-car trains, speed variations and the effect of groundwater levels."*

Request for information 48 – Can the Applicant please confirm:

a) If these variations were assumed to be due solely to differences in groundwater levels or other propagation effects, as opposed to variations in the characteristics of the existing trains running on the line, would this add uncertainty to the assessment results?
b) What effect variations within this range of uncertainty would have on the overalloutcomes of the assessment?

7.4.2 Resilient rail pads

The survey report states that:

> *"The track support stiffness is not the same on the East Suffolk Line as it is on the Leiston branch. Measurements made in Woodbridge shown in Figures 42 and 44 indicate a loaded track natural frequency of 50-63Hz which may be due to the presence of a resilient rail pad".*

Request for information 49 – Can the Applicant please confirm:

a) Has the presence and condition of resilient rail pads at Woodbridge been confirmed with Network Rail?
b) Whether the assessment of impacts along the East Suffolk Line assumes that the track conditions found at Woodbridge apply along the whole length of the line?
c) If Network Rail have confirmed whether resilient rail pads are installed along the length of the East Suffolk Line within the study area and if not, what effect would sections of un-isolated track would have on the extent of impacts predicted to properties along the length of the line?

7.4.3 Location of rail joints

The survey report identifies impacts as a function of distance from the East Suffolk Line and separate outcomes for properties near to rail joints.

Request for information 50 – Can the Applicant please confirm:

a) The number of properties in the study area expected to be subject to levels exceeding LOAEL and SOAEL where are no rail joints in the vicinity?
b) The number of additional properties that fall within the minimum stand-off distances from rail joints and are therefore also expected to be subject levels exceed the LOAEL and SOAEL.
c) If the position of rail joints on the East Suffolk Line is not presently known, when will this necessary survey work be undertaken to determine the number of properties adjoining the East Suffolk Line expected to be subject levels exceeding the LOAEL and SOAEL levels?

7.4.4 Speed limits

The outcome of the assessment is dependent on the speed of the freight movements on sections of track passing close to residential receptors. The Draft Rail Noise Mitigation Strategy includes proposed speed restrictions through Woodbridge and Campsea Ashe. However, we understand that there are questions as to whether these speed limits can be imposed in practice due to timetabling constraints and safety concerns of the timings of level crossings.

Request for information 51 – In the event that the speed limits are not imposed can The Applicant please confirm what effect this would have on the outcome of the assessment?

7.5 Selection of rolling stock

Freight trains with poorly maintained or malfunctioning suspension systems are known to generate elevated levels of ground borne noise and vibration. The Rail Noise Mitigation Scheme states that

> *"SZC Co. will seek to use Class 66 locomotives where there is equivalent choice. The submitted noise assessments show that Class 66 and Class 68 locomotives fall within the assessment envelope, but Class 66 locomotives arepreferred, where there is equivalent choice.*
>
> *A suitable mechanism for delivering this preference, where there is equivalent choice, will be put in place between SZC Co. and the Freight Operating Company".*

Request for information 52 – Can the Applicant please confirm whether this

mechanism will include a requirement for the locomotives and wagons used by the Freight Operating Company to be properly maintained and with appropriate suspension systems?

7.6 Mitigation

Request for information 53 – Given the limited practical options for mitigation to control ground-borne noise and vibration at the receptors can The Applicant please confirm how the requirement of Section 5.11.9 of Overarching National Policy Statement for Energy (EN-1) to *"mitigate and minimise other adverse impacts on health and quality of life from noise [and vibration]"* will be met in instances of where the SOAEL threshold is predicted to be exceeded?

7.7 Monitoring

The Applicant has proposed thresholds for vibration on the basis of human response and it is accepted that the thresholds related to building damage are substantially higher, and therefore much less likely to be exceeded in this case. However, the presence of the new sources of ground borne noise and vibration in properties adjoining rail routes can be reasonably expected to raise concerns from residents over potential damage to their properties.

Request for information 54 – Can the Applicant please confirm whether the Noise Monitoring and Management Plan will also include measurements of ground-borne noise and vibration as part of reasonable investigation into complaints.

8. MAIN DEVELOPMENT SITE – OPERATIONAL NOISE

8.1 Health and safety constraints

With regard to the application of operational noise criteria for the electrical substation,in paragraph 2.3.8 of the Initial Statement of Common Ground (June 2021) The Applicant states that: *"It was considered prudent to target best practice, quieter equipment, where it was reasonably practical to do so. The electrical substation is considered to fall into that category. It is less straight-forward to apply noise control toa nuclear power station where health and safety considerations would override noise control considerations, than it is to apply noise control to an electricity substation."*

While the night-time noise limits for operational noise from the MDS remain under discussion, ESC do acknowledge that health and safety considerations are, of course, important when designing a nuclear power station. However, it is unclear why *"health and safety considerations would override noise control considerations"* and in particular why such constraints might prevent noise from the operational power stationbeing limited to 35 dB $L_{Ar,Tr}$ (as has been adopted for operational noise for AssociatedDevelopment sites, for example) in favour of a less onerous limit of 40 dB L_{night}.

Request for information 55 – If there are specific reasons why the health and safety constraints would prevent the lower night-time noise criterion being achievable, could The Applicant please explain what these are?

8.2 Comparison with HPC operational noise limit

On the same matter, in paragraph 2.3.25 of the Initial Statement of Common Ground (June 2021) The Applicant compares 40 dB L_{night} to the HPC operational noise limit of 45dB $L_{Aeq,1hour}$ façade and states that the HPC noise limit is *"very similar in effect to the 40dB Lnight value applied in the SZC noise assessment once the annual nature of the Lnight index and the façade correction are taken into account".*

The derivation of the HPC operational power station noise limit is not known to ESC, but we would consider an $L_{Aeq,1hour}$ (or L_{night}) night-time noise limit to be inappropriate for SZC for because it would not adequately consider the tonal characteristics likely tobe inherent, which The Applicant has acknowledged (in Volume 2, Chapter 11 of the Environmental Statement) to be an important consideration. A rating level limit would, such as the preferred threshold of 35 dB $L_{Ar,15minutes}$ adopted for the MDS substation (and for mechanical plant equipment serving Associated Development sites).

Notwithstanding this point of general disagreement, the technical justification for the equivalence between $L_{Aeq,1hour}$ and L_{night} is not entirely clear to ESC.

Request for information 56 – Could The Applicant please clarify the assumed equivalence between $L_{Aeq,1hour}$ and L_{night} in more technical detail, particularly in relationto the relationship with the *"annual nature of the L_{night} index"*?

8.3 Security of operational noise limits

Irrespective of any disagreements as to appropriate night-time absolute noise limits for the operational powers station, ESC note that neither the current draft DCO or Deed of Obligation (June 2021) contain operational noise limits for the power station.

Request for information 57 – Could The Applicant please clarify how they intent the operational noise limits for the power station to eventually be secured?

9. NOISE ASSESSMENT METHODOLOGY PAPER

In paragraph 2.5.4 of the June 2021 *'Noise Methodology Assessment Paper'* (part of the June 2021 initial Statement of Common Ground) there is discussion about the range of responses permitted in The EIA Regulations 2017, particularly the option to *"offset"* significant adverse noise effects rather than *'avoid, prevent or reduce'* them.

Request for information 58 – ESC recognise that this is an accurate reflection of the regulations but are unsure if, how and/or where such effects are proposed to be *"offset"* in the various noise and vibration assessments, as opposed to avoidance, prevention, or reduction. Could The Applicant please clarify if/how and/or where this applies?

Request for information 59 – In the same paragraph (2.5.4) of the June 2021 *'Noise Methodology Assessment Paper'* it is stated that *"a significant adverse noise effect could be legitimately addressed through provision of measures that do not alter the noise outcomes themselves."* ESC do not believe this is not explicitly stated in the regulations and seems to be an interpretation of them. Could The Applicant please clarify this statement, or provide a reference to the regulations clearly explaining it?

In the same paragraph (2.5.4) of the June 2021 *'Noise Methodology Assessment Paper'* it is stated that *"previous assessment methods were discussed with the local planning authorities over a series of meetings culminating in May 2019"*. However, ESC believe that a presentation was delivered by Sharps Redmore (on behalf of EDF) in June/July 2019, where the previously proposed LOAEL and SOAEL values for MDSconstruction noise were again referred to.

Request for information 60 – Could The Applicant please provide meeting notes anda copy of the presentation from June/July 2019 to clarify this, and to confirm if the previously proposed MDS construction noise criteria were referred to at this meeting?

10. INITIAL STATEMENT OF COMMON GROUND

ESC deadline 3 comments included a question regarding the omissions and inconsistencies in the information in Table 3.1 of the initial statement of common ground. These have since ben resolved in further review.

Request for information 61 – Not used

11. HIGH SENSITIVITY RECEPTORS

The noise and vibration assessment for the MDS (ES Volume 2, Chapter 11) classifiesPro Corda at Leiston Abbey as a 'High Sensitivity' receptor. Paragraph 11.1.19 of this chapter states that this is *"to take account of the potentially more sensitive activities that include, amongst other things, indoor and outdoor music performance and tuition."*

Request for information 62 – While ESC do not necessarily disagree that Pro Corda operate some activities which are sensitive to noise, could The Applicant please clarify why this means they should be classified as *'high sensitivity'* in EIA terms, particularly in comparison to residential receptors?

12. DRAFT DCO (JUNE 2021)

12.1 Leiston Sports Facilities

Requirement 12A indicates that the design of external and landscaping works will be prepared by The Applicant and submitted to ESC for approval. This appears to

contradict Section 2.1 of the draft Deed of Obligation (June 2021) which indicates that *"East Suffolk Council shall prepare or procure the preparation of the design of the Leiston Sports Facilities Works"*.

Request for information 63 – Could The Applicant please clarify this apparent contradiction, because the proposed noise barrier on the east boundary of the facility will be vital in ensuring significant adverse noise effects are avoided, per NPS EN-1.

12.2 Rail Noise

In relation to sub-clauses (1) and (3) of draft Requirement 25, ESC are unclear why these refer to the hours of *"11pm and 6am"*. It is assumed this relates to the night-time period, but the ES and ES addendum both clearly define the night-time period for rail noise and vibration as between 23:00hrs and 07:00hrs (in line with guidance).

Request for information 64 – Could The Applicant please clarify why the night-time hours are apparently defined differently in this requirement that in the ES documents?

Furthermore, in relation to sub-clause (1) of draft Requirement 25, ESC note that The Applicant clarify why this only refers to Work No.4 and not also to the East Suffolk Line.

Request for information 65 – Could The Applicant please clarify why sub-clause (1)of draft Requirement 25 only refers to Work No.4 and not also to the ESL?

Report Status

Revision	Date	Prepared by	Checked by
-	23 July 2021	Joe Bear MIOA	Gary Percival MIOA

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