



The Sizewell C Project

9.77 Written Submissions Responding to Actions Arising from Compulsory Acquisition Hearing 1 Part 2 (18 August 2021)

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Applicable Regulation: Regulation 5(2)(q)
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Planning Act 2008
Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009



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1 COMPULSORY ACQUISITION HEARING 1: PART 2

1.1 Introduction

1.1.13 This document contains the Applicant's written submissions responding to actions arising from Compulsory Acquisition Hearing 1 (CAH1) Part 2 held on 18 August 2021.

1.1.14 This document corresponds to the Applicant's **Written Summaries of Oral Submissions made at CAH1 Part 2** (Doc Ref. 9.75) submitted at Deadline 7.

1.2 Permanent and temporary interests in land

1.2.1 SZC Co. has been consistent with the approach to permanent acquisition and temporary possession across all land required for the project. The reasons for seeking these rights were discussed at the compulsory acquisition hearings and are set out in SZC Co.'s **Written Summaries of Oral Submissions made at CAH1 Part 2** (Doc Ref. 9.75).

1.2.2 Based on the Book of Reference [[REP6-013](#)] and Land Plans [[REP5-004](#)], the table below sets out the land over which permanent acquisition (Class 1) or temporary possession (Class 3) is sought and the proposed use as set out in the Statement of Reasons [[APP-062](#)] for the associated developments and habitat mitigation sites.

Table 1.1: Rights sought over the majority of the scheme

Scheme ¹	Book of Reference	Statement of Reasons
Marsh Harriet Habitat	Class 1 & Class 4	Other temporary development - Marsh Harrier habitat improvement area (Westleton) (if required).
Northern Park and Ride	Class 1 & Class 4	Temporary park and ride site; one to the north-west of Sizewell C at Darsham (the 'northern park and ride').

¹ The table addresses the rights sought over the majority of the scheme identified; there are small elements of some schemes over which alternative rights are sought which have not been included here.

Scheme ¹	Book of Reference	Statement of Reasons
Southern Park and Ride	Class 1 & Class 4	Temporary park and ride site; one to the south-west at Wickham Market (the 'southern park and ride').
Green Rail Route	Class 1 & Class 4	A temporary extension of the existing Saxmundham to Leiston branch line into the main development site (the 'green rail route').
Land east of eastlands industrial	Class 1 & Class 4	Temporary development - Land East of Eastlands Industrial Estate Land to the East of Eastlands Industrial Estate (LEEIE): the area including Sizewell Halt and the land directly north of King George's Avenue, which would be used to support construction on the main platform and temporary construction area.
Freight	Class 1 & Class 4	A temporary freight management facility (FMF) to the south-east of the A12/A14 junction.

1.3 Alde Valley Academy

1.3.1 Following concerns raised by Suffolk County Council (SCC) in relation to the school's use of the facilities alongside SZC Co.'s proposals, a meeting was held with SCC on 25 August 2021. Discussions were had in relation to the protections already provided in the **Draft Deed of Obligation** (Doc Ref: 8.17(F) and dDCO. Further protections have been agreed between the parties and detailed in the **draft DCO** at this deadline (Doc Ref. 3.1(G)).

1.3.2 SZC Co. believes that this matter is now resolved but any further updates on this matter will be provided in the Statement of Common Ground between SZC Co. and SCC at Deadline 8.

1.4 Leiston Recycling Centre

1.4.1 A further meeting was held with Suffolk County Council (SCC) on 25 August to progress matters in relation to the Leiston Recycling Centre. The three

point approach described at the CAH1 Part 2 Hearing was discussed further and SZC Co. is now considering the terms of the interface agreement. The Tenancy at Will has been re-issued by EDF Energy Nuclear Generation Limited's agent to regularise the existing occupation of the site by SCC.

- 1.4.2 Any further updates on this matter will be provided in the Statement of Common Ground between SZC Co. and SCC at Deadline 8.

1.5 B1122/B1125 Link

- 1.5.1 In addition to the information provided at the hearing which is summarised in **Written Summaries of Oral Submissions at CAH1 Part 2** (Doc Ref. 9.75), this matter has previously been responded to in section 20.4.31 – 20.4.33 of the Comments on Written Representations [[REP3-042](#)].

- 1.5.2 The need for a road link to be provided between the B1125 and the Sizewell link road was described in the hearing and summarised in **Written Summaries of Oral Submissions at CAH1 Part 2** (Doc Ref. 9.75). Further details on the sensitivity testing using the strategic Sizewell C VISUM traffic model are provided in SZC Co.'s response to ExQ2 TT.2.16. That response shows that without the road link from the B1125 to the Sizewell link road there would be around 2,400 additional vehicles per day travelling through Theberton. Conversely, the B1125 link to the Sizewell link road, relieves Theberton of 2,400 vehicles per day. Furthermore, the sensitivity testing indicated that the B1125 link to the Sizewell link road does not make the B1125 any more or less attractive as a route, and would therefore not contribute to attracting a material amount of traffic to the B1125 corridor (modelling predicted only 14 additional cars across a day).

- 1.5.3 In order to provide the B1125 link to the Sizewell link road, the B1125 from the north must continue across the B1122 creating a four-way junction between the B1125 and B1122. The proposed staggered junction form of junction was selected over a simple four-arm junction, as the safest arrangement from a road safety perspective, in accordance with design standards, and to avoid the mature oak trees north east of the current B1122/B1125 junction.

1.6 Securing Mechanism - advanced planting

- 1.6.1 Following a discussion in relation to advanced planting, SZC Co. has been asked to confirm where this is to be secured in the draft DCO. Advanced planting proposals are not detailed in the DCO, however, a revision to requirement 14 has been included at Deadline 7 to address this point. This seeks to bring forward the submission of an advanced landscape scheme

before Work 1A commences. This then allows SZC Co. to agree the landscape works that could be delivered in advance of Unit 1 entering operation. SZC Co. has already commenced advanced planting on land within its control including to the east of Eastbridge Road.

1.7 Assessment of Listed Buildings (Theberton House)

1.7.1 Supporting figures referenced in SZC Co.'s **Written Summaries of Oral Submissions made at CAH1 Part 2** (Doc Ref. 9.75) are included in **Appendix A**.

1.7.2 Effects on Theberton House were considered as part of the Settings Scoping Update (Volume 1, Chapter 6, appendix 6L, Annex 6.1: Historic Environment Settings Scoping Update, Table A.1, [APP-171](#)). Effects arising from the main development site were noted as scoped out of detailed assessment as a result of screening, whereas effects arising from the proposed Sizewell Link Road were to be assessed. Detailed assessment of effects on Potter's Farmhouse for effects arising from the Main Development Site was scoped in. No challenge to this approach was raised by either Historic England or East Suffolk Council.

1.7.3 Theberton House and associated heritage assets are assessed at Sections 9.8.56-57 of Volume 6 Chapter 9 Terrestrial Historic Environment ([APP-467](#)). The Grade II listed Gate Piers and Gate at Onners Lane were considered separately, reflecting their location on the verge of the B1122 and within the SLR order limits to allow direct effects to be considered (Volume 6 Chapter 9 Terrestrial Historic Environment, [\[APP-467\]](#), 9.6.18-9.6.21). The assessment concluded that harm to significance would not arise, noting that no works would be carried out to the listed Gate Piers and Gate at Onners Lane (section 9.5.6, [\[APP-467\]](#)).

1.7.4 Change to the setting of Potter's Farmhouse is assessed at 16.6.83-85 of Chapter 16 of the ES [\[APP-272\]](#) as being subject to a non-significant adverse effect during the construction period arising as a result of change to setting caused by perceptibility of the main development site construction works.

1.7.5 No effects are predicted on the heritage significance of Theberton House or associated listed buildings and no significant effects are predicted on Potter's Farmhouse. There are no landscape proposals directly related to mitigating effects on heritage assets.

1.7.6 Theberton House and its associated gardens and any designated heritage assets within them are well screened from views into the site and to the

Sizewell link road by the planting around the perimeter of the parkland, which cuts the parkland off from the surrounding arable landscape.

1.7.7 The gardens of Theberton House form a discrete setting for the assets and elements that contribute to setting are those within the garden itself. The relationship and contribution would remain unaffected. There may be some perceptibility of distant at-height construction works above Glasshouse Plantation, but these would not detract from significance.

1.7.8 The contribution of the setting of Potter's Farmhouse to significance derives primarily from the agricultural land around it, and the effect of the hedgerows and planting around the farm and immediately adjacent fields would screen low-level clutter. Fundamentally, the farmhouse would remain within a discernibly agricultural setting and its relationships within the wider setting. Works would be perceptible in this wider setting but would not significantly harm heritage interests. Effects are assessed at 16.6.83-85 of Chapter 16 of the ES [APP-272]. No challenge to this assessment has been raised by prescribed consultees.

1.8 Main Site Roundabout – Land take implications

1.8.1 The main site entrance roundabout would facilitate access to Sizewell C on a temporary and permanent basis. The roundabout would be located just north of the B1122/Eastbridge Road junction and east of the B1122. This enables SZC Co. to construct the majority of the roundabout off-line to minimise traffic management requirements during the roundabout construction period, keeping open the route between the A12 and Leiston but also to and from Sizewell B.

1.8.2 There are three main operational reasons for five arm roundabout:

a) Safety

- i. Following lessons learned at Hinkley Point C, a pedestrians/buses access point and a separate freight entry point is important from a safety perspective as it removes risk of contact between HGVs and pedestrians. A high pedestrian throughput is expected crossing the access road from car park (at specific crossing points) through to security and into the internal bus plaza.

b) Vehicle flow

- i. The traffic VISSIM model shows freight vehicles processed through security with some queuing on the access road but no impact on main highway. However, introduction of buses would impact this queue and

create a potential risk of vehicles queuing back onto the main highway (B1122).

- ii. Separate access points will remove the risk of delays to the processing freight vehicles through same security check point.
- iii. Resilience is important, there will be up to 350 incoming HGV movements per day plus temporary parking for 2,600 cars and vans, and 120 motorbikes.

c) Contingency

- i. If a collision, breakdown or maintenance work blocked one of the arms, worker movements (buses and car parking) and freight movements (short term only) could continue to use the other arm.

1.8.3 In terms of a five-arm roundabout versus four-arm roundabout highway design, the arrangement of the roundabout arms need to meet highway design standards for geometric requirements and entry arm deflection. The proximity and arrangement of the roundabout vehicle entry and exit lanes must meet design radius requirements that prevent them being closer in locations. The five arms must meet entry deflection and other geometric design requirements set out in the Department for Transport DMRB standards (this is Suffolk County Council's requirement for technical approval of the design prior to construction and to satisfy DMRB road safety audit requirements). Design development work has confirmed that, to meet the DMRB entry deflection and other requirements on all five arms, the roundabout's inscribed circle diameter needs to be 65m. A smaller Inscribed Circle Diameter (ICD) would not meet DMRB and road safety audit requirements, therefore SCC would be unlikely to give technical approval for the scheme.

1.8.4 For a four-arm roundabout the MDS roundabout would require a minimum 50m-55m diameter to meet geometric requirements. The final size would depend on the location and design of signage and width of splitter islands.

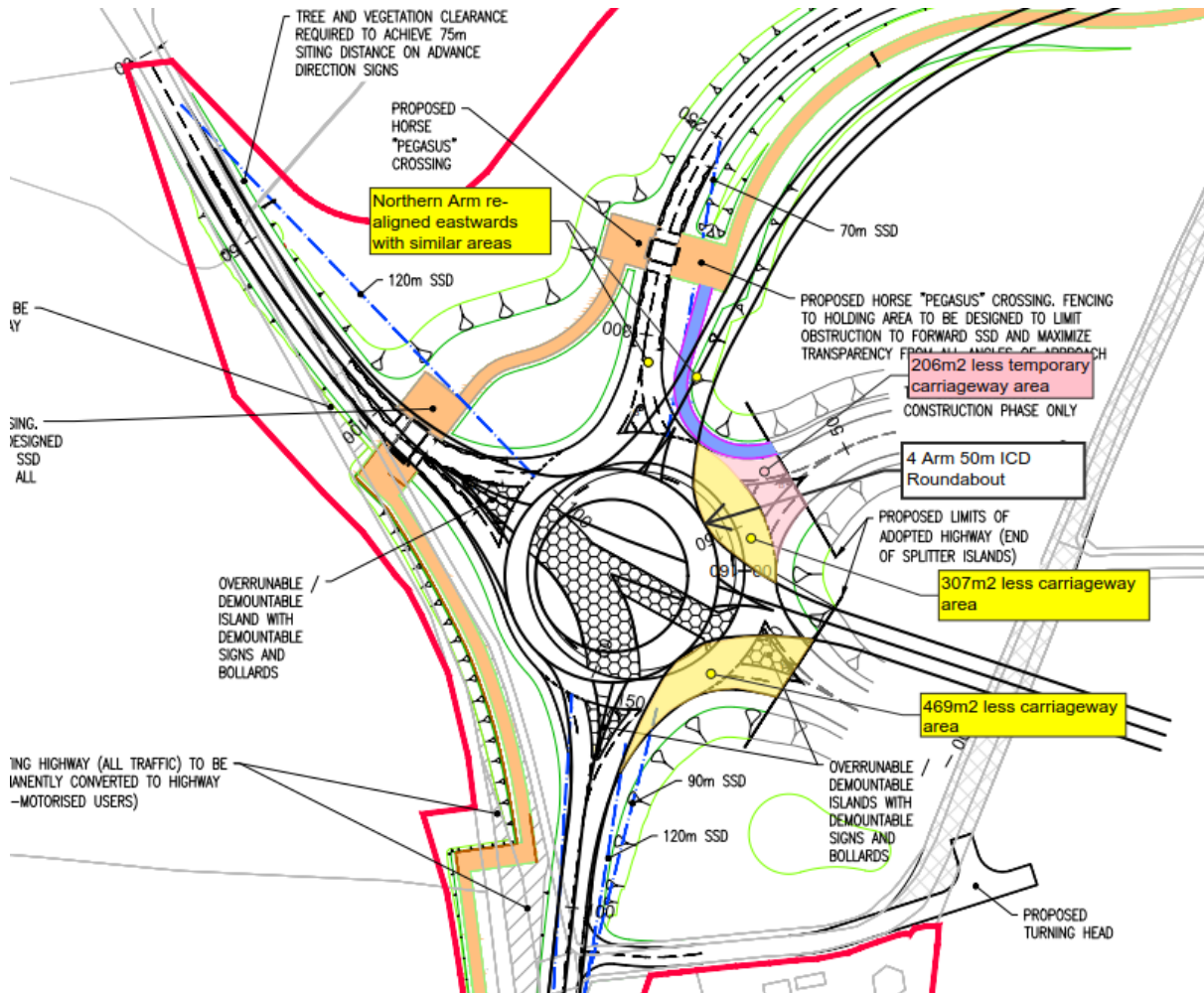
1.8.5 The roundabout needs to accommodate abnormal indivisible loads (AILs) travelling not only to the Sizewell C construction site but also to Sizewell B. Both Sizewell C and Sizewell B AILs vehicles take a route through the central island of the roundabout – so the central island will have elements that are easily demountable. The roundabout size needs to be able to accommodate a safe separate AIL track through the centre (such that is not confused in day to day use by public and HGVs, or provide an unsafe wide overrun width around the central island). The AIL routes are retained in the

operation phase, therefore the hatched route would remain after the construction entrance is removed.

1.8.6 To reduce a five-arm roundabout to a four-arm roundabout post construction phase, it would need to be reconstructed and therefore be disruptive to the operational phase, and also disruptive to maintain existing traffic flows to B1122 (north and south) and Eastbridge Road.

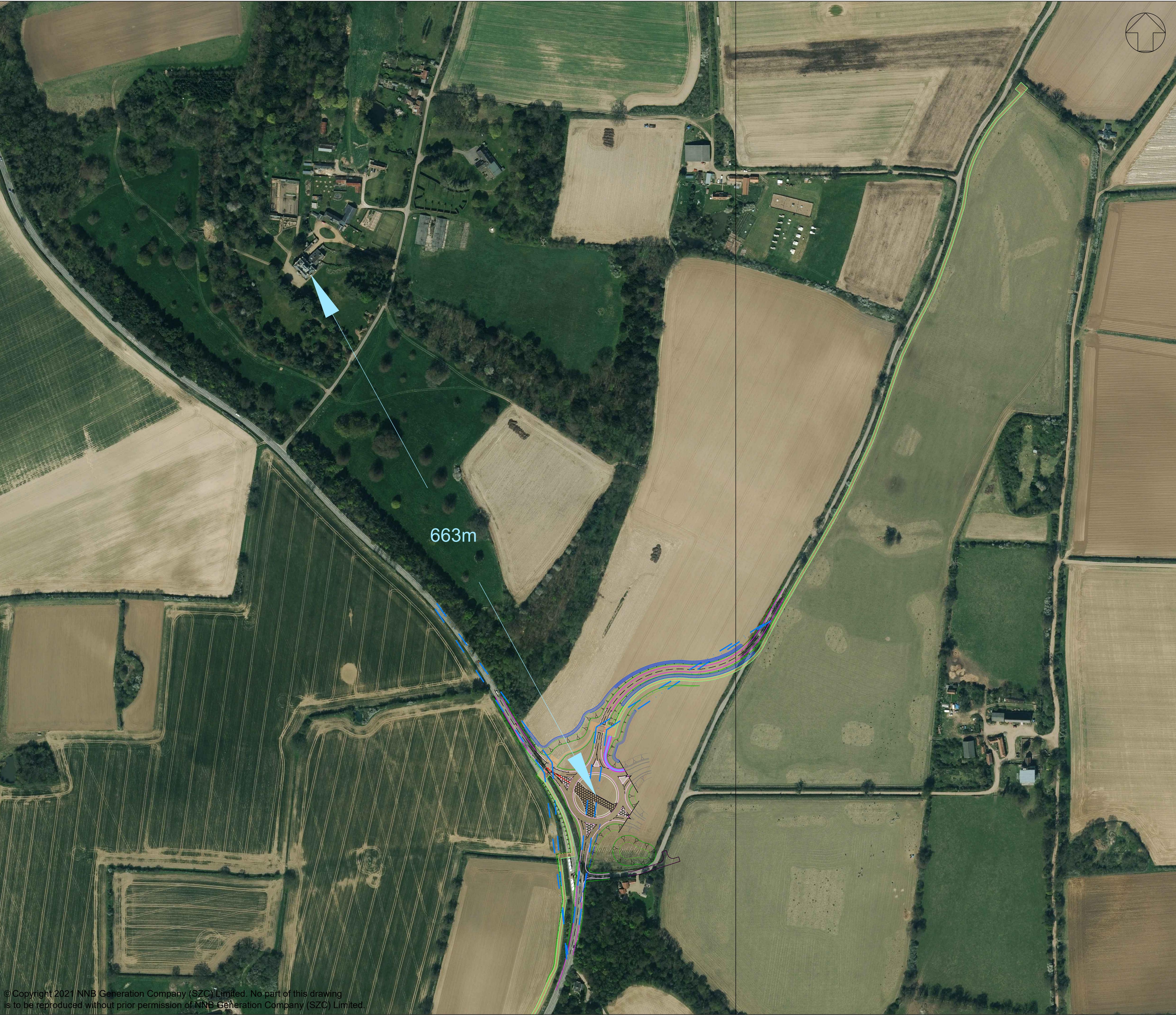
1.8.7 **Figure 1** indicates a 50m ICD four-arm roundabout over the DCO design drawing. The northern Eastbridge Road arm is shown realigned but with a similar area to that of the 65m five arm roundabout. The north and south arms that tie into the B1122 are a similar alignment. The eastern arms into the proposed main development site have been reduced from two to one arm with the permanent carriageway area reduced in two locations to sum 776m². The temporary land is also reduced 206m². The areas of the earthworks would reduce accordingly, therefore, the reduction in carriageway area is representative of the reduction in land area.

Figure 1: Four-Arm Roundabout 50m Diameter Overlay with Reduced Carriageway Areas



1.8.8 The reduction from a five arm to four arm roundabout is shown in **Figure 1** with the consequential reduction in land take. In consideration of the logistical and highway safety, disruption post construction, and difference in land area it is considered that the five arm roundabout shown in the DCO submission is a suitable and appropriate form of junction for the project, and the very limited reduction in land take that a four arm roundabout would result in would not justify the removal of the fifth arm.

APPENDIX A: SUPPORTING FIGURES THEBERTON HOUSE



NOTES: Aerial photograph from 2014

KEY:

REVISION	DATE	DRAWN/CHECKED	REASONS FOR REVISION / COMMENTS	APPROVED
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PROJECT:
SIZEWELL C

DOCUMENT:
Compulsory Acquisition Hearing 1
'Written Submissions Responding to Actions'

DRAWING TITLE:
Figure 1 Main access roundabout on
existing aerial photograph - wider context

DRAWING NO: REVISION:

DATE: DRAWN: SCALE:
AUG 2021 T.E. 1:2,000

SCALE BAR:
0 100m



NOTES: Aerial photograph from 2014

KEY:

REVISION	DATE	DRAWN/CHECKED	REASONS FOR REVISION / COMMENTS	APPROVED
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PROJECT:
SIZEWELL C

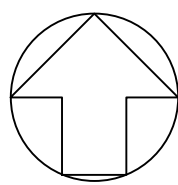
DOCUMENT:
Compulsory Acquisition Hearing 1
'Written Submissions Responding to Actions'

DRAWING TITLE:
Figure 2 Main access roundabout on
existing aerial photograph

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AUG 2021	T.E.	1:1,000

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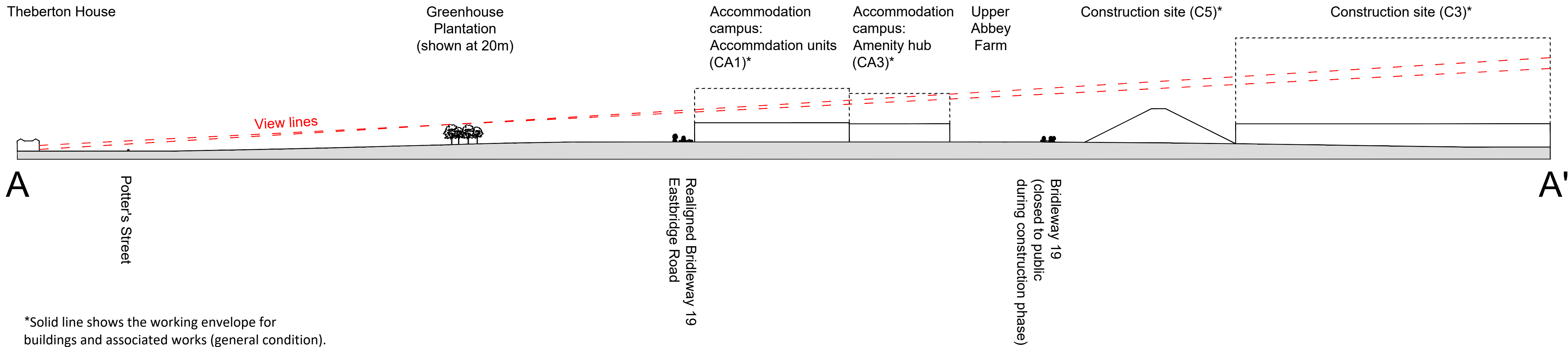


NOTES: Aerial photograph from 2014

KEY:



Section location plan 1:5,000



*Solid line shows the working envelope for buildings and associated works (general condition). Dashed line shows the working envelope for exceptional structures such as mobile cranes and tower cranes (exceptional condition).

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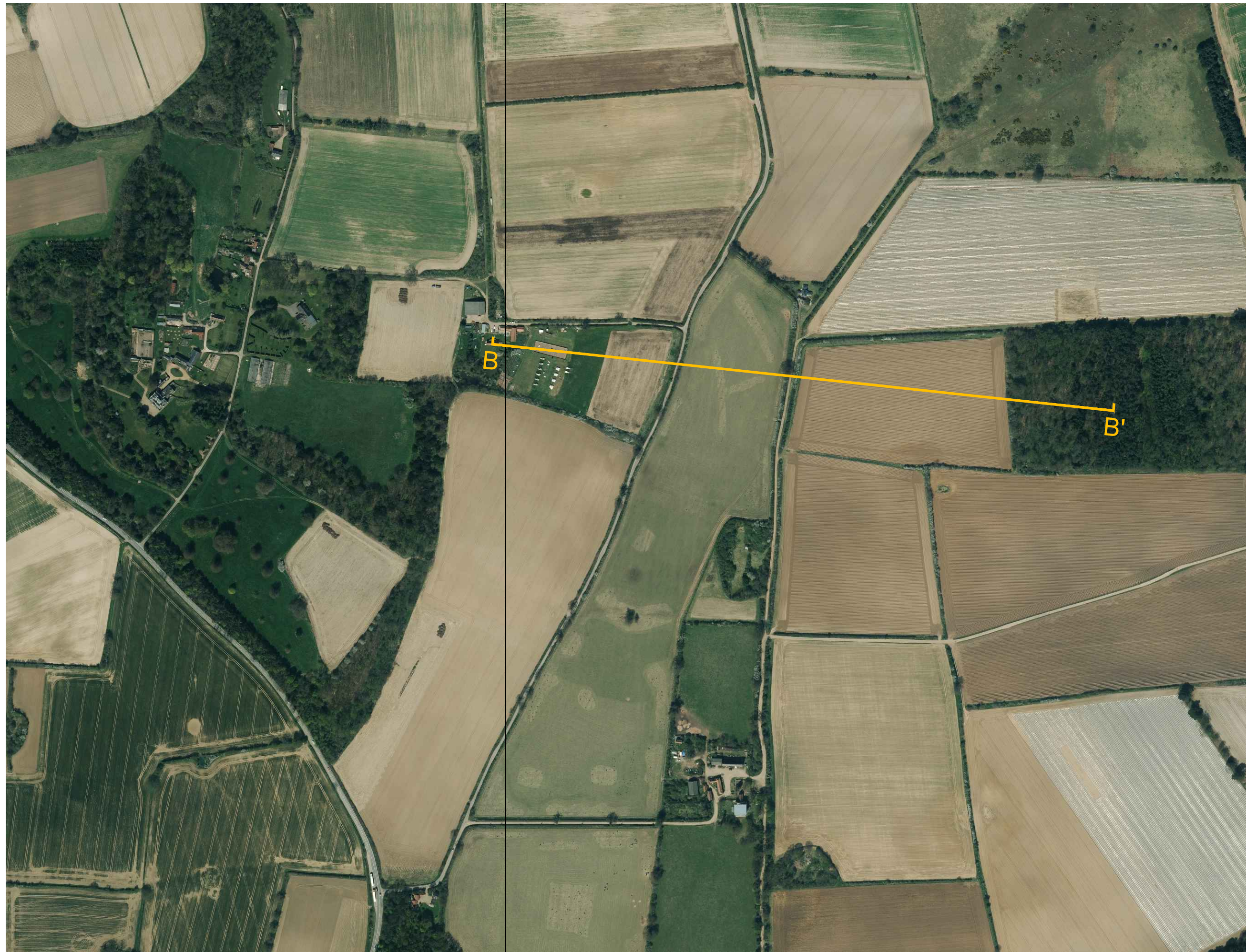
DOCUMENT:
Compulsory Acquisition Hearing 1
'Written Submissions Responding to Actions'

DRAWING TITLE:
Figure 4 Theberton House section

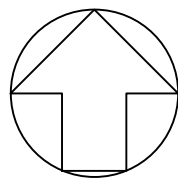
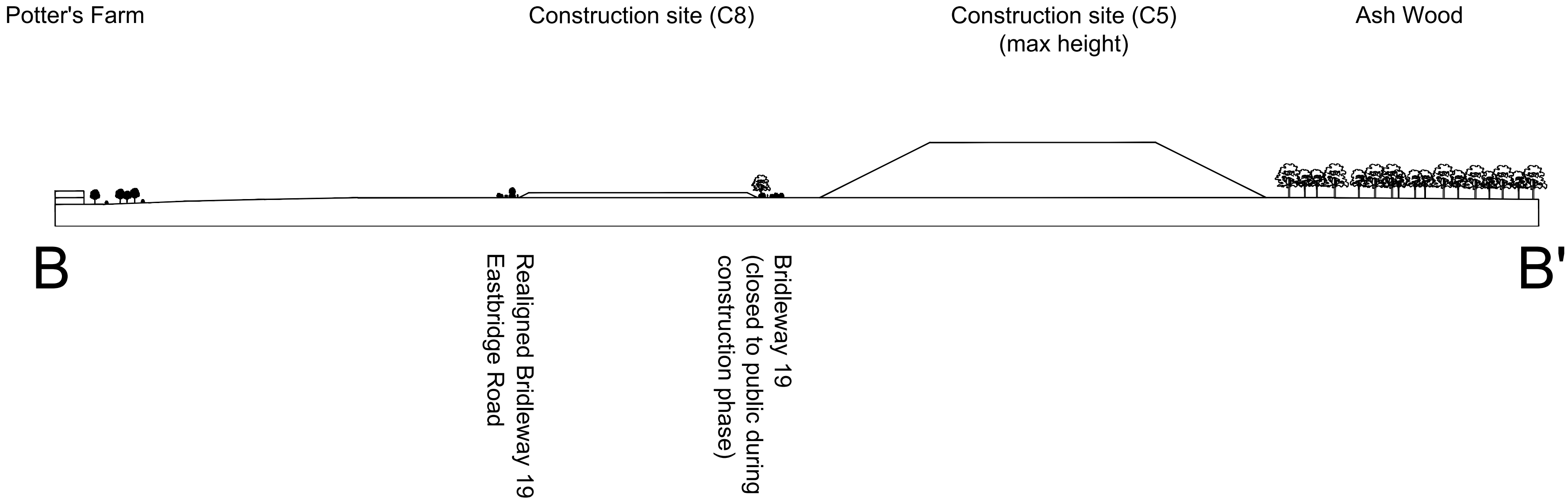
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Section location plan 1:5,000



NOTES: Aerial photograph from 2014

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SIZEWELL C

DOCUMENT:
Compulsory Acquisition Hearing 1
'Written Submissions Responding to Actions'

DRAWING TITLE:
Figure 5 Potter's Farm section

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DATE: AUG 2021	DRAWN: T.E.	SCALE: 1:2,000
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