



# The Sizewell C Project

## 5.1 Ch Consultation Report Fourth Addendum Appendices A - L

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

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September 2021

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



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## Appendix A: Parties consulted under section 42(1)(a) – (d), including affected persons (Proposed Change 19)



# The Sizewell C Project

Consultation Report Fourth Addendum

5.1 Ch

Appendix A - Parties consulted under section 42(1)(a) – (d), including affected persons (Proposed Change 19) (Proposed Change 19)

Confidential

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Infrastructure Planning (Applications: Prescribed  
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## Appendix B: Consultation sample letter (Proposed Change 19)

[Address]

[Date]

Dear Ms Yound

**The Sizewell C Project, Planning Inspectorate Reference Number:  
EN010012 Notice of proposed change consultation: 3 August to midday 27  
August 2021**

We are writing to let you know that NNB Generation Company (SZC) Limited ("SZC Co.") is carrying out a consultation on a proposed change to the Sizewell C Project between **3 August and midday 27 August 2021**. This letter summarises the proposed change, explains where you can find further information and outlines how you can submit any comments on the proposed change.

**The Application**

An application for an order granting development consent under the Planning Act 2008 was made on 27 May 2020 by SZC Co., whose registered office is at 90 Whitfield Street, London W1T 4EZ, to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) ("Application"). The Application was accepted for Examination by the Planning Inspectorate on 24 June 2020 (Application Reference: EN010012). An Examining Authority was appointed on 30 June 2020 to examine the Application and the Examination is due to close by 14 October 2021. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State who will then make the decision on whether or not to grant the development consent order.

**The Project**

The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which would comprise two UK EPR™ reactor units with an expected net electrical output of approximately 1,670 megawatts per unit, giving a total site capacity of approximately 3,340 megawatts, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts ("Project"). The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest; access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works.



Further details of the Project, including the other consents, licences and regulatory approvals required for the Project, are provided in the Application.

#### **Environmental Impact Assessment**

The Project is an EIA development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement was submitted with the Application (Examination Library refs. APP-159 to APP-582) pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and Marine Works (Environmental Impact Assessment) Regulations 2007. Details of environmental information submitted since acceptance of the Application, and how that information supplements or changes the Environmental Statement, are provided in the Environmental Statement Signposting Document (Examination Library ref. REP2-025) submitted by SZC Co. to the Examining Authority on 2 June 2021.

#### **Copies of the Application**

The Application, including the Environmental Statement, together with the Application form and its accompanying documents, drawings, plans and maps, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate's website under the 'Documents' tab: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs>. These documents will be available to view on the website for at least the duration of the Examination, which is due to be completed by no later than 14 October 2021.

Details of the development consent process and how to participate are set out in the Planning Inspectorate's 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others', which is available to view free of charge at:

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

#### **Proposed Change to the Application**

On 21 April 2021, the Examining Authority accepted for Examination 15 changes to the Application ("Accepted Changes"). The Accepted Changes are described in a letter dated 11 January 2021 submitted by SZC Co. which can be viewed here:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-003020-Application%20EN010012%20Cover%20Letter.pdf>

On 23 July 2021, SZC Co. submitted a request for a further three changes to the Application (Changes 16 to 18). The requested changes are explained in a letter dated 23 July 2021 submitted by SZC Co. which can be viewed here:

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**Proposed Change 19: temporary desalination plant:** As a result of ongoing engagement with Northumbrian Water Limited ("NWL"), SZC Co. has now identified a further proposed change that it wishes to make to the Application. Due to capacity constraints within the local Blyth Water Resource Zone, a temporary desalination plant is proposed to meet the Project's potable water needs for part of the construction period, before a new transfer main is provided by NWL. The proposed temporary desalination plant would comprise an intake pipe with screen, an outfall pipe with diffuser, and associated onshore pumping station and plant. Once the transfer main has been constructed, the temporary desalination plant would be removed.

#### **Consultation on Proposed Change 19: temporary desalination plant**

In advance of submitting a request to the Examining Authority to make Proposed Change 19 to the Application, SZC Co. is undertaking consultation on this proposed change. A Consultation Document has been prepared to describe the change and explain why the change is being proposed.

The Consultation Document will be available to view free of charge from **3 August to midday 27 August 2021** at: [www.sizewellc.co.uk](http://www.sizewellc.co.uk)

Copies of the Consultation Document can be sent to you upon request on a USB stick or in hard copy (free of charge though reasonable postage charges may apply). To make a request, please use SZC Co.'s contact details below. Alternatively, subject to any applicable government restrictions in response to Covid-19 that may apply, you can book an appointment to view the Application and Consultation Document at:

- the Sizewell C Information Office at 48-50 High Street, Leiston IP16 4EW (please call 0800 197 6102 to make an appointment) – the complete set of Application documents and the Consultation Document are available in both electronic and hard copy; and
- the Council Offices of the Leiston-cum-Sizewell Town Council at Council Offices, Main Street, Leiston IP16 4ER (please call 01728 830388 to make an appointment) – the Application documents are available in electronic copy and the Consultation Document is available in hard copy.

**Responding to this Consultation on Proposed Change 19: temporary desalination plant**

If you would like to respond to this consultation, SZC Co.'s preference is that you complete the online feedback form, containing a series of questions about the proposed change, which will be available between **3 August and midday 27 August 2021** at: [www.sizewellc.co.uk](http://www.sizewellc.co.uk)

Alternatively, you can send your comments on Proposed Change 19 by email to [info@sizewellc.co.uk](mailto:info@sizewellc.co.uk) or by post to FREEPOST SZC CONSULTATION (no stamp or further address required). If you are shielding and unable to use these methods, please call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected.

Completed response forms and comments about Proposed Change 19 must be received by SZC Co. by no later than **midday 27 August 2021**. Any responses received by SZC Co. will subsequently be provided by SZC Co. to the Planning Inspectorate who may publish these responses on its website at: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/>

**SZC Co.'s Contact Details**

If you have any enquiries about the proposed change, the Consultation Document and any other matters covered in this letter, you may contact SZC Co. by email at [info@sizewellc.co.uk](mailto:info@sizewellc.co.uk) or by Freephone on 0800 197 6102 (09:00 – 17:00 Monday to Friday).

Any details you provide to SZC Co. via email or the telephone will be subject to SZC Co.'s privacy policy, which is available to view at: <https://www.edfenergy.com/privacy/NNB>

Yours sincerely,

Carly Vince  
Chief Planning Officer  
Sizewell C



## Appendix C: Sample Newspaper notice (Proposed Change 19)

# THE SIZEWELL C PROJECT - NOTICE OF CONSULTATION ON PROPOSED CHANGE



An application for an order granting development consent has been made under section 37 of the Planning Act 2008 by NNB Generation Company (SZC) Limited ('Applicant'), whose registered office is at 90 Whitfield Street, London W1T 4EZ, to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) ('Application'). The Application was made on 27 May 2020 and accepted for Examination by the Planning Inspectorate on 24 June 2020 (Application Reference: EN010012). An Examining Authority was appointed on 30 June 2020 to examine the Application and the Examination is due to close by 14 October 2021. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State who will then make the decision on whether or not to grant the development consent order.

## The Project

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The main on-site aspects of the Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest; access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. Further details of the Project are provided in the Application.

## Environmental Impact Assessment

The Project is an EIA development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement was submitted with the Application (Examination Library refs. APP-159 to APP-582) pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and Marine Works (Environmental Impact Assessment) Regulations 2007. Details of environmental information submitted since acceptance of the Application, and how that information supplements or changes the Environmental Statement, are provided in the Environmental Statement Signposting Document (Examination Library ref. REP2-025) submitted to the Examining Authority on 2 June 2021.

## Copies of the Application

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Details of the development consent process and how to participate are set out in the Planning Inspectorate's 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others', which is available to view free of charge at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

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**Proposed Change 19: temporary desalination plant:** As a result of ongoing engagement with Northumbrian Water Limited ('NWL'), the Applicant has now identified a further proposed change that it wishes to make to the Application. Due to capacity constraints within the local Blyth Water Resource Zone, a temporary desalination plant is proposed to meet the Project's potable water needs for part of the construction period, before a new transfer main is provided by NWL. The proposed temporary desalination plant would comprise an intake pipe with screen, an outfall pipe with diffuser, and associated onshore pumping station and plant. Once the transfer main has been constructed, the temporary desalination plant would be removed.

## Consultation on Proposed Change 19: temporary desalination plant

In advance of submitting a request to the Examining Authority to make Proposed Change 19 to the Application, the Applicant is undertaking consultation on this proposed change. A Consultation Document has been prepared to describe the change and explain why the change is being proposed. The Consultation Document will be available to view free of charge from **3 August to midday 27 August 2021** at: [www.sizewellc.co.uk](http://www.sizewellc.co.uk)

Copies of the Consultation Document can be sent to you upon request on a USB stick or in hard copy (free of charge though reasonable postage charges may apply). To make a request, please use the Applicant's contact details below. Alternatively, subject to any applicable government restrictions in response to Covid-19 that may apply, you can book an appointment to view the Application and Consultation Document at:

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## Responding to this Consultation on Proposed Change 19: temporary desalination plant

If you would like to respond to this consultation, the Applicant's preference is that you complete the online feedback form, containing a series of questions about the proposed change, which will be available between **3 August and midday 27 August 2021** at: [www.sizewellc.co.uk](http://www.sizewellc.co.uk)

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## Appendix D: Site notice (Proposed Change 19)

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If you have any enquiries about the proposed change, the Consultation Document and any other matters covered in this notice, you may contact the Applicant by email at [info@sizewellc.co.uk](mailto:info@sizewellc.co.uk) or by Freephone on 0800 197 6102 (09:00 – 17:00 Monday to Friday).

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## Appendix E: Consultation Document and Response Form (Proposed Change 19)



# The Sizewell C Project

## Consultation Document Consultation on Temporary Desalination Plant

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August 2021







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# 1. INTRODUCTION

## 1.1. Overview

### The Application

**1.1.1.** An application for an order granting development consent under the Planning Act 2008 was made on 27 May 2020 by NNB Generation Company (SZC) Limited ("SZC Co.") to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (the "Application"). The Application was accepted for Examination by the Planning Inspectorate on 24 June 2020 (Application Reference: EN010012). An Examining Authority ("ExA") was appointed on 30 June 2020 to examine the Application and the Examination is due to close by 14 October 2021. After the Examination has closed, the ExA will submit a report to the Secretary of State who will then make the decision on whether to grant the development consent order.

**1.1.2.** On 21 April 2021, 15 changes to the Application were accepted for Examination by the ExA [Examination Library Ref. **PD-013**] following a request made by SZC Co. in a letter dated 11 January 2021 [Examination Library Ref. **AS-105**] ("Accepted Changes").

**1.1.3.** The Application is available on the Planning Inspectorate's website at <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs>

**1.1.4.** On 25 July 2021, a request for three further changes was submitted to the Examining Authority by SZC in a letter dated 23 July 2021 [Examination Library Ref. **REP5-002**] ("Requested Changes").

**1.1.5.** SZC Co. now wishes to make one further change to the application in response to recent engagement with Northumbrian Water Limited in relation to the supply of potable water (see Section 2.2).

### The Project

**1.1.6.** The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which would comprise two UK EPR™ reactor units with an expected net electrical output of approximately 1,670 megawatts per unit, giving a total site capacity of approximately 3,340 megawatts, along with associated development required for the construction, operation or maintenance of the Sizewell C nuclear power station or to mitigate its impacts ("Project"). The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

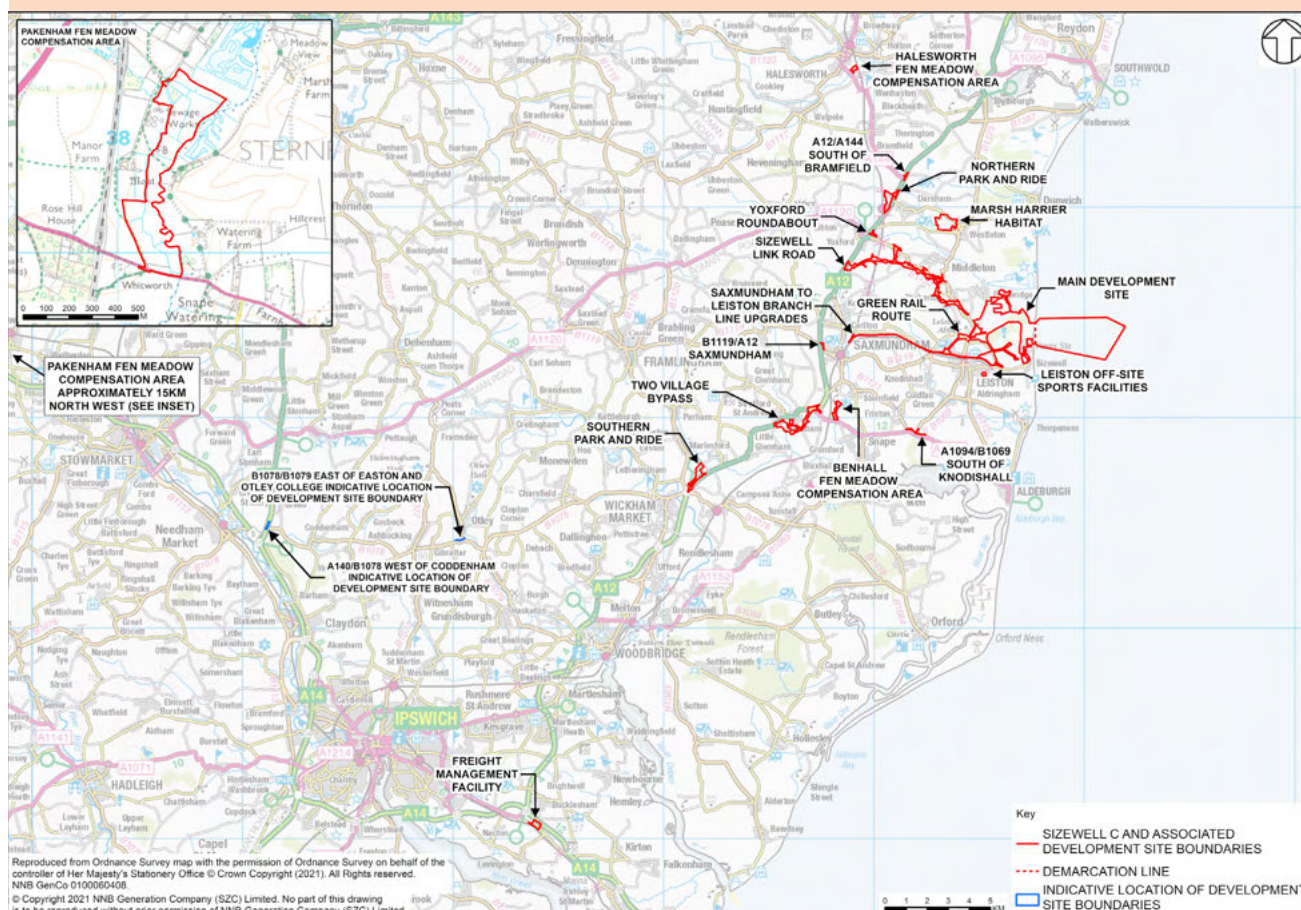
**1.1.7.** The main permanent works within the site include the nuclear power station; associated buildings, plant and infrastructure; an access road; a new National Grid 400kV substation; cooling water infrastructure; sea defences; a permanent beach landing facility and landscaping. Temporary development within the site includes construction compounds and spoil management areas; borrow pits; a temporary beach landing facility; concrete batching; relocation of certain Sizewell B infrastructure; rail infrastructure and accommodation campus. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure and permanent rail upgrade works.

**1.1.8.** Further details of the Project, including the other consents, licences and regulatory approvals required for the Project, are provided in the Application.

**1.1.9.** The locations of the elements of development that comprise the Project are shown in **Figure 1.1**.

<sup>1</sup> Registered office: 90 Whitfield Street, London W1T 4EZ.

Figure 1.1: Sizewell C Project, Suffolk



## Environmental Impact Assessment

**1.1.10.** The Project is an EIA development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An **Environmental Statement** was submitted with the Application (Examination Library refs. **APP-159** to **APP-582**) pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and Marine Works (Environmental Impact Assessment) Regulations 2007. Details of environmental information submitted since acceptance of the Application, and how that information supplements or changes the Environmental Statement, are provided in the **Environmental Statement Signposting Document** (Examination Library ref. **REP2-025**).

## Proposed Changes

**1.1.11.** Prior to the Application being submitted to the Planning Inspectorate, SZC Co. undertook multiple stages of pre-application consultation. SZC Co. is grateful for the

extensive feedback that has already been received from the statutory consultees, the local community and the general public. The feedback from these stages of consultation was considered throughout the development of the proposals and strategies for the Project and in the finalisation of the Application. Details of the consultation carried out, and how SZC Co. had regard to the feedback, are provided in:

- **Consultation Report** [Examination Library Ref. **APP-068**],
- **Consultation Report Addendum** [Examination Library Ref. **AS-153**].
- **Consultation Report Second Addendum** [Examination Library Ref. **REP3-009**].
- **Consultation Report Third Addendum** [Examination Library Ref. **REP5-044**].

**1.1.12.** Throughout the ongoing Examination of the Application, SZC Co. has continued to engage with the local authorities, landowners and other stakeholder



groups, and has had regard to the representations submitted by interested parties to the examination about the Application. SZC Co. has also been working with its contractors to develop the proposals to the next level of detail in preparation for implementation, in the event that development consent for the Project is granted.

**1.1.13.** As a result, SZC Co. has identified the need to make a change to the Application. Before submitting a formal request to the ExA for this change to the Application to be accepted for examination, SZC Co. is consulting the local community, landowners and other stakeholders so that their views can be taken into account before the request is finalised. It will be for the ExA to decide if the change can be made to the Application.

**1.1.14.** The proposed change is described and explained throughout this Consultation Document and is summarised in **Table 1.1**. As explained in Section 2.3 of this document, SZC Co. considers that the proposed change would not result in any new or materially different likely significant effects on the environment from those presented in the

**Environmental Statement** [Examination Library Refs. **APP-444** to **APP-477**], as updated by the **Environmental Statement Addendum** for the Accepted Changes [Examination Library Refs. **AS-179** to **AS-260**], and other environmental information outlined in the **Environmental Statement Signposting Document** (Examination Library Ref. **REP2-025**).

**1.1.15.** A **Second ES Addendum** for the Requested Changes [Examination Library Ref. **REP5-062** to **REP5-069**] was submitted to the Examination at Deadline 5. Whilst the ExA has not yet reached a decision on whether to accept those changes into the Examination, it is noted that the proposed change set out below would neither affect, nor be affected by, the conclusions in the Second ES Addendum.

**1.1.16.** The numbering of the proposed change is Change 19 to follow consecutively from the previous 15 Accepted Changes [Examination Library Ref. **PD-013**] and the previous three Requested Changes [Examination Library Ref. **REP5-002**].

Table 1.1: Summary of further proposed change

ID	Description	Impact on Order limits
<b>Proposed Change 19: Temporary desalination plant</b>		
i	A change to the Water Supply Strategy to propose new temporary infrastructure for the desalination and treatment of seawater to produce potable water suitable for construction-related activities until the Sizewell Transfer Main is delivered and operational.	None

1.2. Policy context

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

**1.2.2.** The need for the Project is established in NPS EN-1 and NPS EN-6 which lists Sizewell as one of eight potentially suitable sites for the deployment of new nuclear power stations in England and Wales before the end of 2025. NPS EN-1 confirms that all applications for development consent within the scope of the NPS should be assessed on the basis that the Government has demonstrated that there is a need for those types of infrastructure. NPS EN-1 confirms that it is Government policy that new nuclear power forms an important element of the strategy for moving towards a de-

carbonised, diverse electricity sector by 2050, and that nuclear power should be able to contribute to the UK’s need for new capacity. The need for new nuclear power generation is described as “urgent”.

**1.2.3.** Whilst SZC Co. remains confident that Sizewell is suitable for the deployment of a new nuclear power station, it is no longer possible for deployment to take place by the end of 2025. In December 2017, the Government published a Written Statement on Energy Infrastructure (ref. HLWS316) (the “2017 Ministerial Statement”) which reiterated the continuing need for new nuclear and explained that the Government had begun the process of consulting on the preparation of a new NPS for nuclear power stations expected to be deployed after 2025. For projects yet to apply for development consent and due to deploy beyond 2025, which includes Sizewell C, the 2017 Ministerial Statement confirmed that ‘Government continues to give its strong in principle support to project proposals at those sites currently listed in EN-6’ (Ref 1.3).

**1.2.4.** In July 2018, the Government published its response to the consultation. The Government's Response (Ref 1.4) reiterated the statements made in the 2017 Ministerial Statement and confirmed again the important role of nuclear in the UK's energy future. These matters have now been confirmed most recently in the Energy White Paper – Powering our Net Zero Future, December 2020 (Ref 1.5).

**1.2.5.** A more detailed explanation of the legislative and policy context of the Project can be found in **Chapter 3** of the **Planning Statement** [Examination Library Ref. **APP-590**] and the Planning Statement Update (Examination Library Ref. **REP2-043**).

### 1.3. Decarbonisation and the need for new nuclear capacity

**1.3.1.** Climate change is one of the greatest global challenges we face. To meet agreed global climate change targets, CO<sub>2</sub> emissions from all sectors must be reduced to near zero levels (Ref 1.6).

**1.3.2.** Nuclear power is the largest source of low-carbon electricity in the developed world (Ref 1.6) and the UK Government recognises that new nuclear power stations will form an important part of the country's transition to a low-carbon energy system that is resilient, diverse and

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

**1.3.3.** The Government recognises that new nuclear power stations are critical to the country's transition to a more resilient, affordable and diverse low-carbon energy system. NPS EN-1 states:

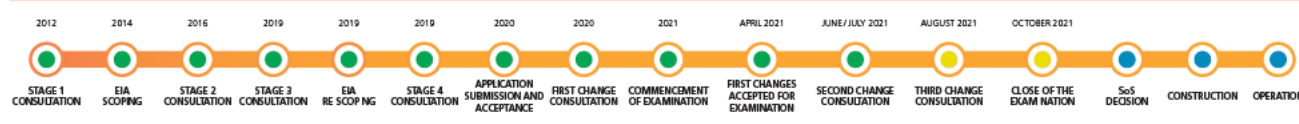
*"Nuclear power generation is a low-carbon, proven technology, which is anticipated to play an increasingly important role as we move to diversify and decarbonise our sources of electricity ... [i]t is Government policy that new nuclear power should be able to contribute as much as possible to the UK's need for new capacity."*

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

### 1.4. The Planning Process

**1.4.1.** The planning process for the Project is illustrated in **Figure 1.2**.

Figure 1.2: Planning process for the Project



**1.4.2.** General information about the planning process for nationally significant infrastructure projects is available on the Planning Inspectorate's website: <http://infrastructure.planninginspectorate.gov.uk/>

### 1.5. The DCO Application

**1.5.1.** The full Application is available on the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/>. Details of how to request a copy of the Application are provided in **Chapter 3** of this Consultation Document.

**1.5.2.** The Application includes full descriptions of the

development proposed as part of the Project and a full environmental impact assessment. It also includes explanations of the key strategies SZC Co. proposes to adopt to ensure that Sizewell C is constructed, operated and maintained in a way that minimises the adverse impacts on the environment.

**1.5.3.** Throughout this Consultation Document references are made to documents within the Application. The Application is made up of nine "Books" of documents. A Document Reference number (in round brackets) refers to the Book of the Application in which that document can be found. For example, the Planning Statement is Doc Ref. 8.4 meaning it is the fourth document within Book 8. All of the documents which form the Application can be found at the

website listed above.

**1.5.4.** A **Navigation Document** [Examination Library Ref. **REP4-002**] has been prepared, which explains the structure of the Application and lists all documents that comprise the Application.

**1.5.5.** An Examination Library Reference (shown in square brackets) refers to the numbering assigned to each document in the ExA's Examination Library, which can be found at: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs>

## 1.6. Process for seeking changes to the DCO Application

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**1.6.1.** As explained above, 15 changes to the Application (referred to in this document as the Accepted Changes) were accepted for Examination by the ExA on 21 April 2021 and a request for three further changes was submitted to the Examining Authority on 23 July 2021 (referred to in this document as the Requested Changes).

**1.6.2.** SZC Co. is carrying out consultation on Proposed Change 19 in advance of submitting a third change request to the ExA. This consultation is being carried out in accordance with the Planning Inspectorate's Advice Note 16, which provides information about how to request a change to an application after it has been accepted and before the close of the examination. That Advice Note can be found at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

**1.6.3.** On 30 July 2021, SZC Co. wrote to the ExA to provide notification of its intention to consult on, and request a change to, the Application. A report entitled **Third Notification of Proposed Project Changes** which accompanied the letter identified the nature of the proposed change, the proposed approach to consultation and the intended timing of the submission of the request for the

change.

**1.6.4.** This consultation will run from **3 August 2021 to 27 August 2021**. Full details of the ways to respond are set out in Chapter 3 of this Consultation Document.

**1.6.5.** SZC Co. will consider feedback from the consultation, the outcome of further engagement with statutory consultees, ongoing technical studies and environmental assessment to decide whether to request the change to the Application. SZC Co. will then prepare a formal change request to submit to the ExA for its consideration.

## 1.7. Structure of this Consultation Document

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- **Chapter 2** describes the proposed change to the main development site proposals (Proposed Change 19) and the reasoning behind the change.
- **Chapter 3** sets out the different ways you can view this Consultation Document and the Application and lists the ways you can respond to this consultation.



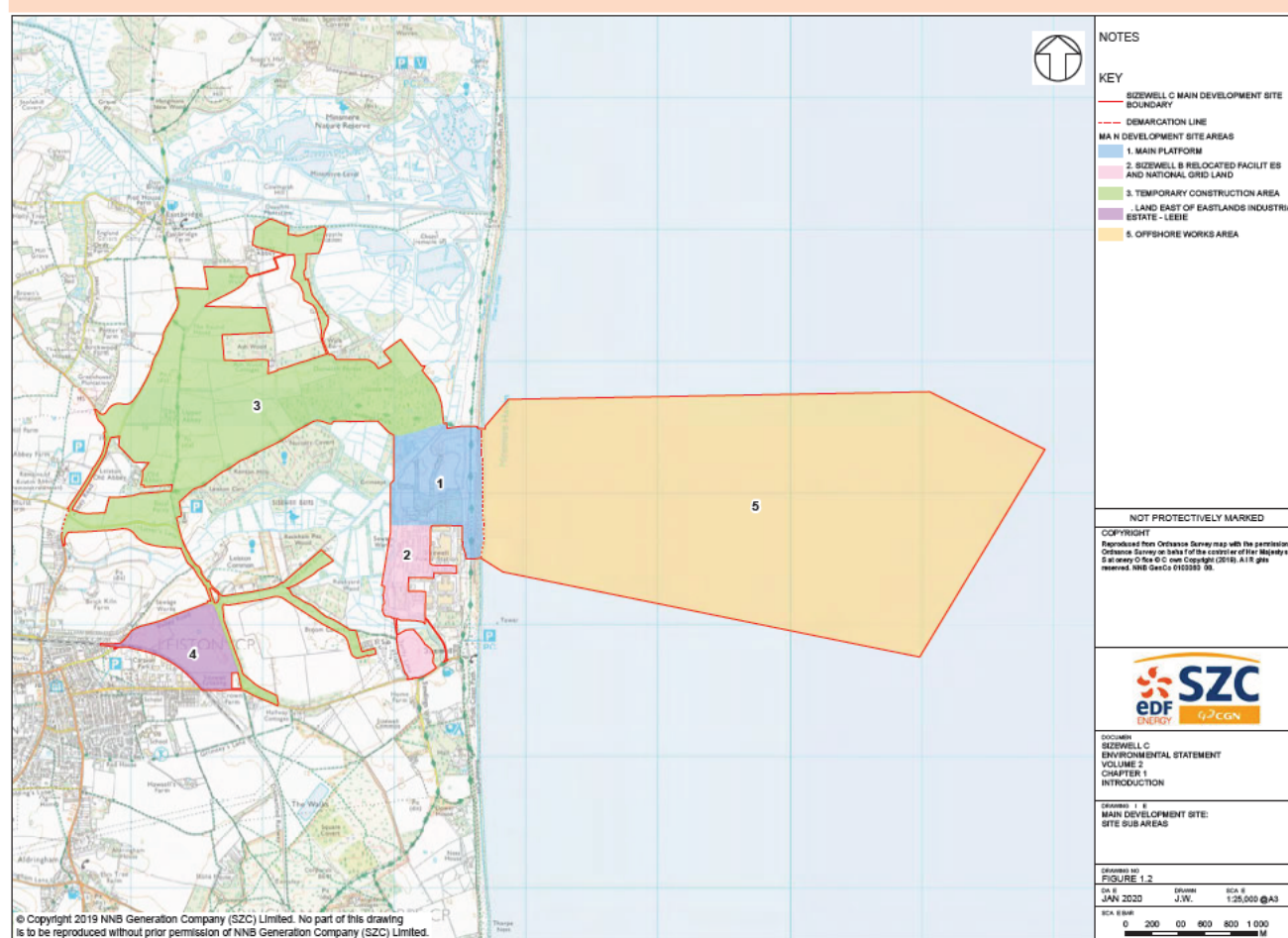
# 2. TEMPORARY DESALINATION PLANT (PROPOSED CHANGE 19)

## 2.1. Introduction

**2.1.1.** The main development site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston and within the administrative boundary of East Suffolk Council

("ESC") (refer to **Figure 2.1**). Once constructed, the Sizewell C nuclear power station would be located directly to the north of the existing Sizewell A and B power station complex.

Figure 2.1: Main development site sub-areas



**2.1.2.** This chapter describes the proposed change to the Water Supply Strategy which SZC Co. would like your views on. This chapter also provides an explanation of why the change is proposed.

## 2.2. Water Supply Strategy

### i. Background information

**2.2.1.** The construction process for the power station will include many activities that require a regular supply of water, both potable and non-potable. SZC Co. has developed a water supply strategy by engaging with stakeholders including the Environment Agency and Northumbrian Water Limited (trading locally as Essex and Suffolk Water (“ESW”)) to consider potential water sources. This is set out in the **Water Supply Strategy** [Examination Library Ref. [APP-601](#)] and the **Water Supply Strategy Update** [Examination Library Ref. [AS-202](#), ES Addendum Appendix 2.2D].

**2.2.2.** The **Water Supply Strategy** recognised that there is likely to be insufficient potable water available locally to meet the full demands of the Project and identifies options. The **Water Supply Strategy Update** considers this further and explains why all potable water sources apart from one – a new Sizewell transfer main from Barsham Water Treatment Works – have been discounted. Barsham Water Treatment Works is located in the neighbouring Northern/Central Water Resource Zone (WRZ). The Sizewell transfer main would be provided by ESW and does not form part of the Application.

**2.2.3.** ESW’s Sizewell transfer main would involve construction of approximately 28km of replacement or new high pressure water mains, with associated infrastructure.

**2.2.4.** ESW were commissioned by SZC Co. to undertake two tasks:

- *Undertake modelling work to confirm ESW’s expectation that it is sustainable to abstract water from this WRZ.* In order to determine whether the Northern/Central WRZ can sustainably provide the water required by Sizewell C, ESW are undertaking an abstraction sustainability study as part of an Environment Agency led ‘Water Industry National Environment Programme’ (WINEP) scheme. ESW provided interim feedback in June 2021 identifying that the Sizewell C demand is likely to be sustainable subject to agreement with the Environment Agency and Natural England.
- *Develop an implementation plan for the transfer main.* In June 2021, ESW provided further information on the planning strategy and implementation schedule for the Sizewell transfer main. This confirmed that the transfer main would not be available until December 2024 at the earliest. They have also indicated that there is significant programme risk around this milestone and it may not be fully available until 2026 or later, which is significantly

later than previously expected.

**2.2.5.** For the early years of construction while the Sizewell transfer main is being constructed, SZC Co.’s expectation was that ESW would be able to balance water between the Northern/Central WRZ and the local Blyth WRZ using existing network connections with no net increase in abstraction within the Blyth WRZ. However, ESW have now confirmed that it is not feasible.

**2.2.6.** Now that SZC Co. has received this information it is clear that a temporary supplementary potable water source is necessary. Plans have been progressed for consultation at the earliest opportunity.

**2.2.7.** Further details on the Project’s expected demand for potable water and the need for a temporary alternative to meet this demand before the Sizewell transfer main is available is set out below.

### ii. Potable water demand profile

**2.2.8.** The amount of water required by the Project varies throughout the construction period depending on the types of construction activity that are taking place.

**2.2.9.** SZC Co. has sought to minimise the demand for potable water through measures such as:

- recycling potable water in certain construction processes (see below for further details);
- Using non-potable water where feasible (e.g. dust suppression, vehicle washing and wheel washing);
- Storing non-potable water to help ensure a continual supply; and
- Using water reduction fixtures and fittings within site buildings.

**2.2.10.** Certain construction activities will recycle water through the construction process as follows:

- Recycling the slurry returned from the Tunnel Boring Machines (TBMs) during certain marine tunnelling works. This is expected to reduce potable water demand associated with this activity by 30%.
- Adopting a similar process for the cut-off wall, to reduce demand associated with this activity by an expected 60%.
- Adopting specific measures to reduce potable water demand associated with the concrete batching process by approximately 20%.

**2.2.11.** A temporary solution to sourcing potable water remains necessary however because:

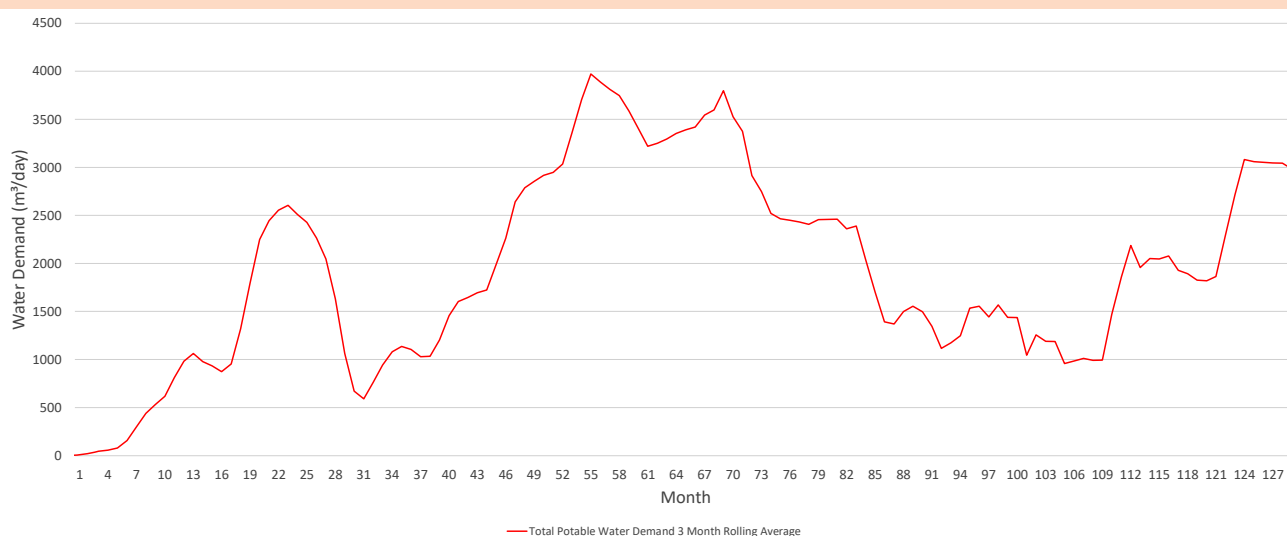
- The specialist nature of some construction activities on the site requires significant quantities of potable water.
- ESW, in consultation with the Environment Agency, have confirmed that no such water can be supplied to Sizewell C from the local Blyth water catchment area in the short term.
- The Sizewell transfer main, which would connect into the neighbouring Northern/Central water catchment area, will not be delivered until two years after construction is scheduled to start at the earliest. It is unlikely to be available within the first 4 years after construction has started (i.e. unlikely to be before 2026).

**2.2.12.** The likely potable water demand profile for the construction period is shown in **Figure 2.2**.

**2.2.13.** During the early years of construction, the demand for potable water is predicted to peak at approximately 2.5 Megalitres (ML) per day (2,500 cubic metres (m<sup>3</sup>) per day). The potable water demand in this initial period is largely driven by the installation of the below-ground cut-off wall to hydraulically isolate the Main Platform from the wider environment before dewatering and deep excavation works can commence. Installing the cut-off wall is on the critical path for the construction programme.

**2.2.14.** During the main civil works, a peak demand of 4ML per day (4,000 m<sup>3</sup> per day) is predicted to be required. This demand is largely driven by concrete batching, construction of the cooling water tunnels, placement of structural fill and welfare demands for the construction workforce.

**Figure 2.2: Likely water demand profile during the construction period**





## 2.3. Description of Proposed Change 19

**2.3.1.** As set out above, SZC Co. continues to engage closely with Essex and Suffolk Water on delivery of the Sizewell transfer main. However, the unavailability of this main for at least the first two years of construction requires a temporary additional water supply to be secured in order to meet the Project's predicted water demand.

**2.3.2.** The potential change to the Application is for a temporary construction-phase desalination plant. Desalination is the process of removing salt and other minerals from seawater. The desalinated water would then be treated as necessary to create potable water.

**2.3.3.** The construction and operation of Sizewell C, including this potential addition to our Water Supply Strategy, will not impact the local supply of potable water. The desalination and seawater treatment process will also not impact or interact with groundwater or surface water.

**2.3.4.** The desalination plant will be required before the Sizewell transfer main is fully available. This is potentially for approximately the first four years of construction, i.e. to 2026 as set out in Paragraph 2.2.4 above. However, it should be assumed for the purposes of consultation that the desalination plant may need to be retained for longer – potentially throughout the majority of the construction period – in the unlikely event of a delay to delivery of the transfer main by Essex and Suffolk Water that is beyond their control. The desalination plant would be decommissioned once the transfer main is fully available.

**2.3.5.** Construction of the desalination plant would take approximately 4-6 months and can only commence once the Main Platform is suitably prepared. It is assumed that for the first 9-12 months of construction, potable water will need to be imported by road via water tanker truck. The number of tanker deliveries is likely to rise gradually during this period to approximately 40 deliveries per day. The capped HGV limits already established for the Project would remain unchanged.

**2.3.6.** The modular desalination plant would initially be capable of producing up to approximately 2,500m<sup>3</sup> of potable water per day. In the event that the water transfer main is not complete by the 4th year of construction, an additional module would be added to the plant to create the ability to produce up to approximately 4,000m<sup>3</sup> of potable water per day.

**2.3.7.** The desalination process comprises the following core components:

- Onshore desalination equipment.
- Seawater intake pipe and associated headworks.
- Brine water outfall pipe and associated diffusers.

### a) Onshore desalination equipment

**2.3.8.** The assumed technology is Sea Water Reverse Osmosis (SWRO) desalination. The plant would include between 6-9 containerised plant modules. Additional plant is required for the treatment and storage of water. The plant is assumed to operate up to 24 hours per day.

**2.3.9.** Plant would be delivered by road and is unlikely to comprise any Abnormal Indivisible Loads (AILs). The additional HGV movements would be within the already proposed HGV daily limit established for the Project during the early years.

**2.3.10.** The plant would initially be located in the Main Platform area. The height of the equipment is assumed to be up to 10m above ground level, which remains significantly below the maximum construction height parameters already established. The equipment would be located away from both Sizewell Marshes SSSI and Sizewell beach.

**2.3.11.** Once construction activity in the Main Platform area reaches a point where the desalination plant becomes a physical constraint (approximately Year 4 of construction), it would be relocated to the Temporary Construction Area (TCA) if the Sizewell transfer main is not already delivered by that time.

**2.3.12.** On-site diesel generators are assumed to be necessary to provide up to approximately 1.5 MVA of electricity for the plant located in the Main Platform. Once the construction site's permanent electricity connection is installed and operational then the diesel generators would be decommissioned.

**2.3.13.** Seawater contains dissolved solids other than salt and other minerals, which are also removed as part of the desalination process. This non-hazardous slurry material would be dried to produce a cake (25% dry solids) which would require off-site disposal. At peak desalination, up to one HGV-load of this material would be generated and exported per day.

**2.3.14.** The indicative locations of the desalination plant are shown in Figures 2.3 and 2.4 below.

Figure 2.3: Initial location of the plant

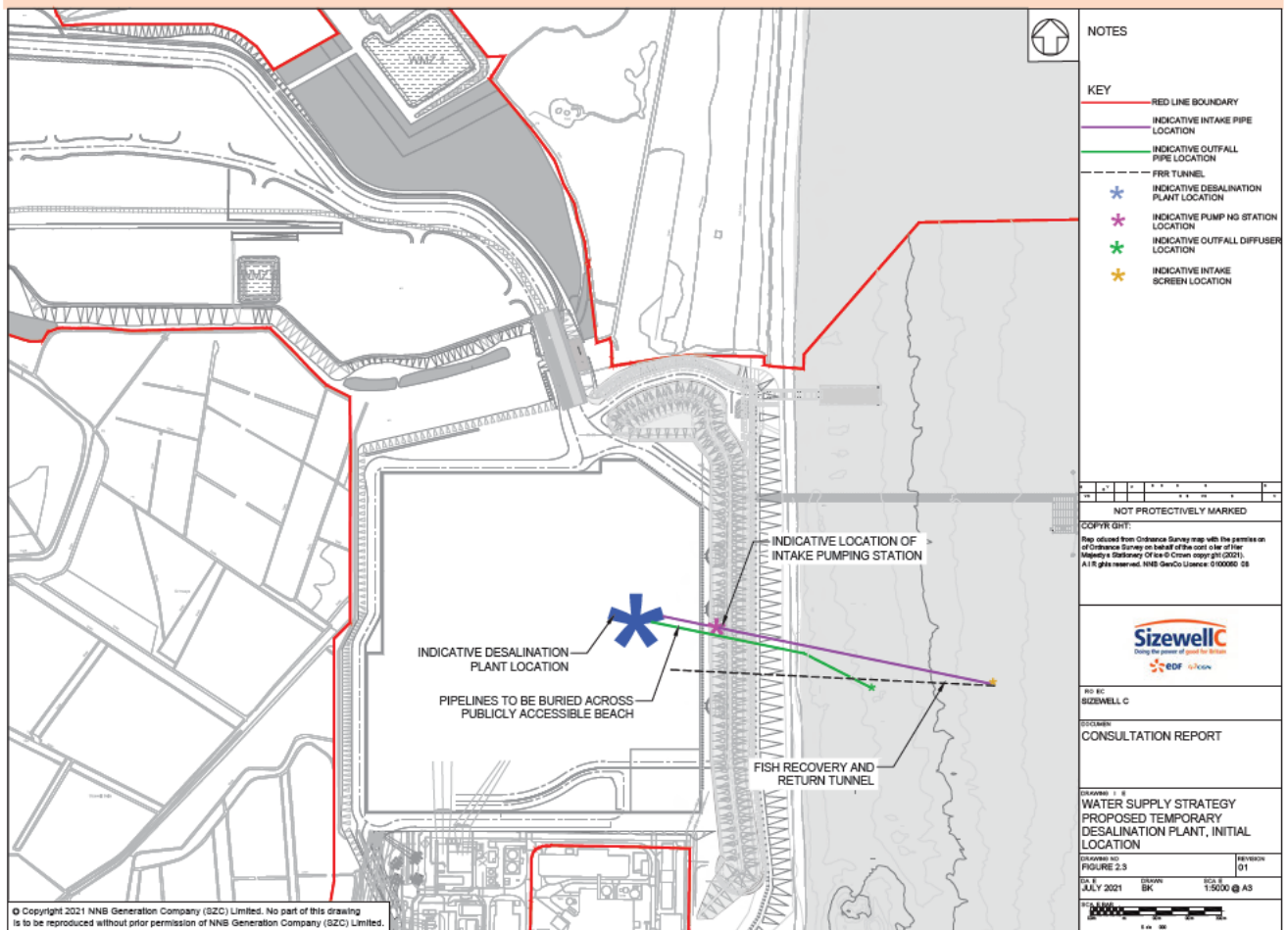
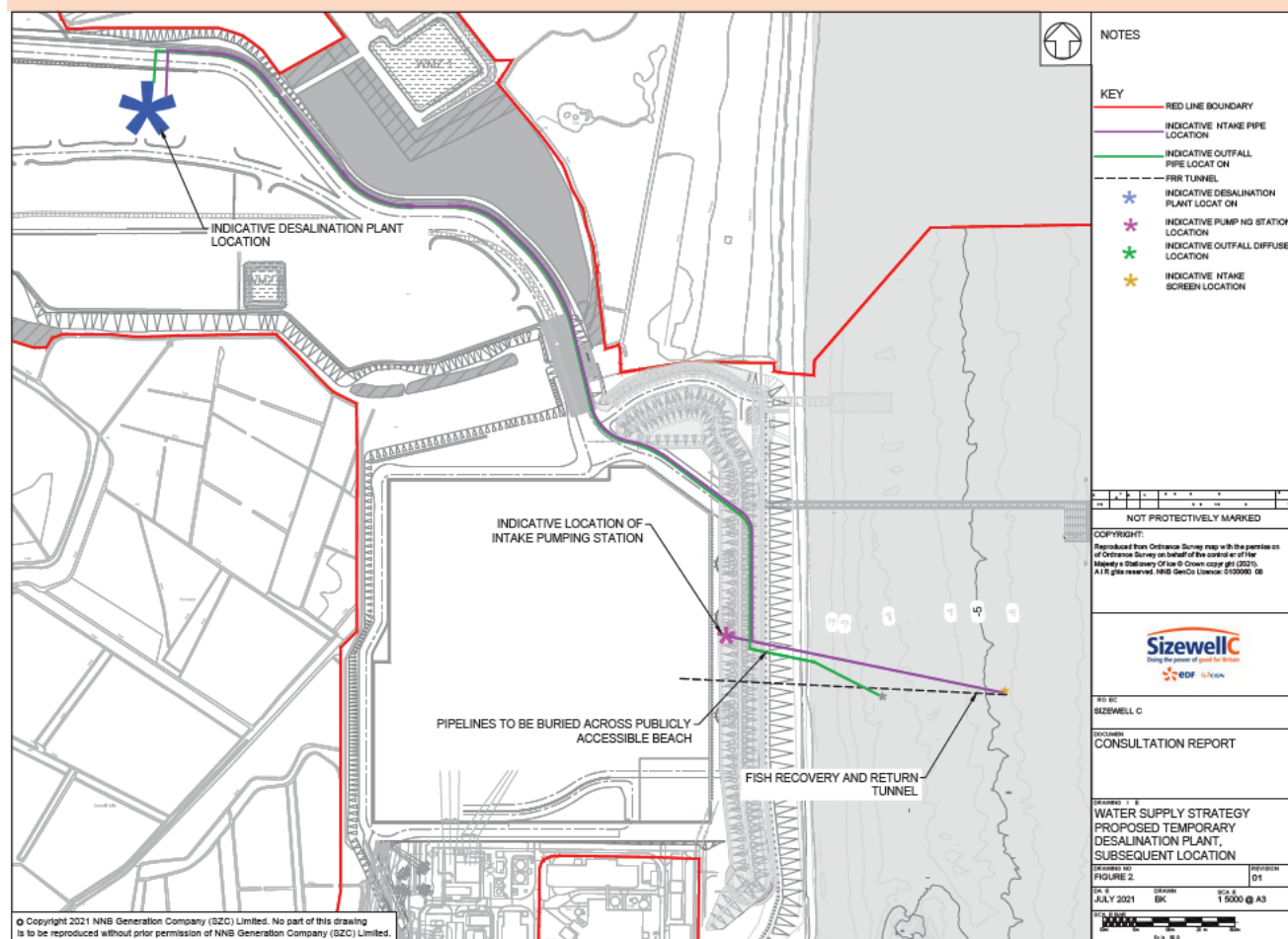


Figure 2.4: Subsequent location of the plant, if required



### b) Seawater intake pipe and associated headworks

**2.3.15.** A desalination plant typically converts 40% of the seawater it abstracts into fresh water. Therefore, the seawater intake pipe will be sized to abstract up to 10Ml of water per day. This requires a small-bore pipeline (approximately 35cm diameter).

**2.3.16.** The pipe would extend approximately 380m seaward from the temporary Hard Coastal Defence Feature (HCDF). The indicative location of the pipe is shown in Figures 2.3 and 2.4.

**2.3.17.** The pipe would be installed under the beach and under the seabed using a trenchless construction method such as Horizontal Directional Drilling (HDD) or similar. It would be launched from the landward side of both the temporary HCDF and the haul road, using a drilling rig or similar. The pipe would therefore not be present on, or interact with, the surface of the beach or seabed except at

the drilling exit site (where a headworks/intake screen would be located as described below and illustrated above).

**2.3.18.** The intake pipe would hydraulically connect directly to a wet well chamber landward of the temporary HCDF and the haul road, which would be sufficiently deep to allow it to naturally fill with seawater under gravity. The exact water level would rise and fall with the tide but the well would be sufficiently deep to ensure it is constantly wet. The seawater would then be pumped out of the well and into the desalination plant.

**2.3.19.** The location of the above plant would be in the same area as the Tunnel Boring Machine launch shafts already assumed in the Application. For the avoidance of doubt, the location and height of the temporary HCDF would not change because of this proposal.

**2.3.20.** To prevent ingress of glass eels and other early life-stages of fish and larger invertebrates the seawater



intake would consist of a Passive Wedge-Wire Cylinder (PWWC) screen with a mesh size of approximately 2mm. The screen would be approximately 60cm in diameter and the headworks would be approximately 1.6m in length, as indicated in **Figure 2.5** below. The headworks would be positioned to reduce the tidal forcing against the screens and minimise approach velocities where possible. The flow velocities within the 35cm diameter pipeline would be between 1.1-1.7m/s.

**2.3.21.** The intake would be located underwater approximately 1m above the seabed. A temporary hazard buoy would be located directly above. The intake would not interact with the Beach Landing Facilities in any way.

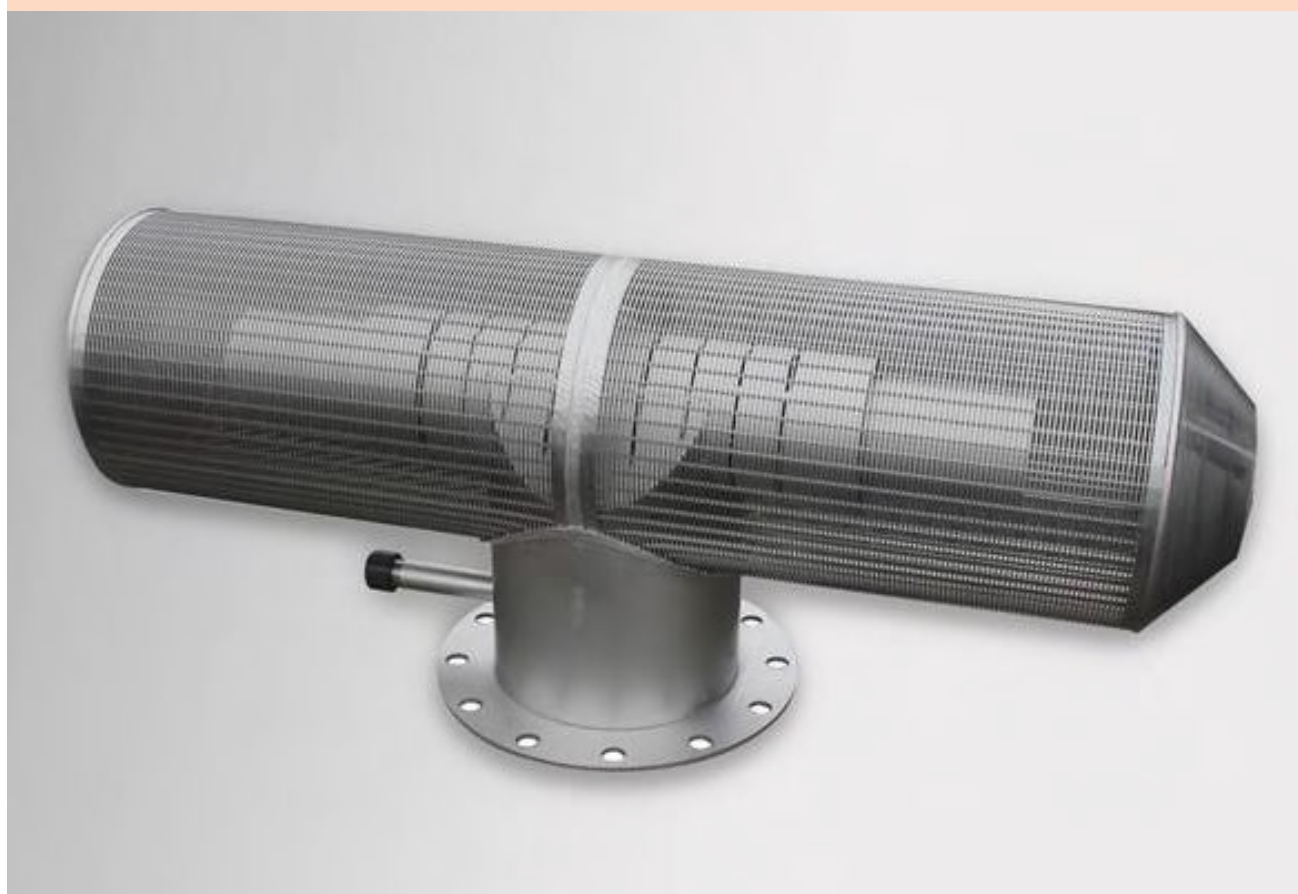
**2.3.22.** The intake screen and pipework will be maintained by periodic cleaning using a compressed air cleaning system. Periodic shock chlorination within the headworks would be applied to prevent biofouling. Chlorine dosing would be

flow controlled and angled inwards to minimise chlorine emissions to the environment. Abstracted water would be dechlorinated prior to the Sea Water Reverse Osmosis membranes.

**2.3.23.** The headworks would be located close to the location of the Fish Recovery and Return (FRR) tunnel headworks, because the water depth is suitable (approximately 5m), and the area has already been extensively tested to establish its suitability as a headworks location. This location is seaward of the outer longshore bar. Localised dredging is assumed to be necessary in the immediate area surrounding the headwork.

**2.3.24.** The FRR is not required until the operation of the power station and use of the desalination intake pipe would cease before the FRR begins any commissioning tests towards the end of the construction period.

Figure 2.5: Typical intake pipe headworks



**2.3.25.** The seawater intake headworks would be decommissioned and removed once the transfer main is fully available. The buried intake pipeline would be grouted, capped and would remain in situ.

#### c) Brine water outfall pipe and associated diffusers

**2.3.26.** A desalination plant typically converts 40% of the seawater it abstracts into fresh water as stated previously. Therefore, the brine water outfall pipe will be sized to discharge up to 6ML of water per day. This again requires a small-bore pipe (approximately 25cm diameter).

**2.3.27.** The pipe would extend approximately 200m seaward from the temporary Hard Coastal Defence Feature (HCDF). The indicative location of the pipe is shown in **Figures 2.3 and 2.4**. This location is between the inner and outer longshore bars and would place the outfall pipe in water approximately 2.5m deep at lowest astronomical tide level. It would be sufficiently distant from the intake to minimise re-entrainment of the brine water.

**2.3.28.** The outfall pipe would also be installed under the beach and under the seabed using a trenchless construction method such as Horizontal Directional Drilling (HDD) or

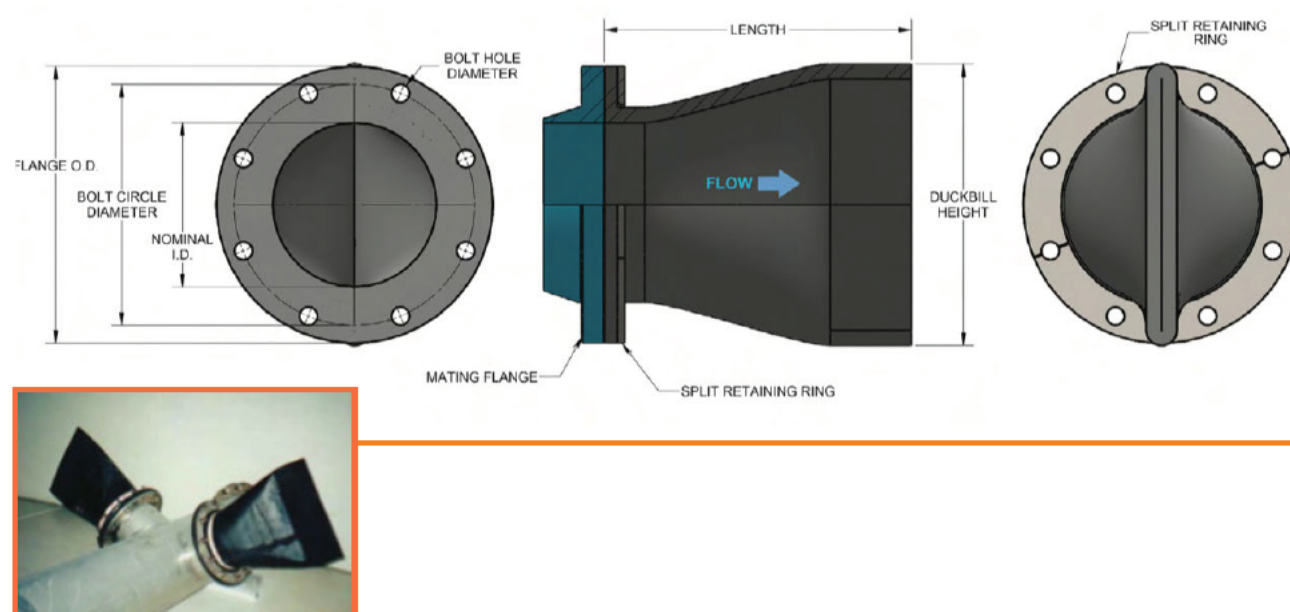
similar. Water to be discharged via the outfall pipe is likely to be pumped from the Main Platform and will be at least two metres below the lowest beach or seabed level, except at the outfall pipe exit site. A bentonite recovery system would be used during drilling to minimise emissions.

**2.3.29.** The outfall pipe would include diffusers, in the form of a series of nozzles at the seaward end to help disperse the brine water, as indicatively shown on **Figure 2.6**. These are likely to be based on a 'duck bill' design to prevent intrusion of sand, sediment, saltwater and marine growth. Periodic inspection and cleaning of the outfall diffusers will be required to ensure correct operation. A temporary hazard buoy would be located directly above. The outfall pipe would not interact with the Beach Landing Facilities in any way.

**2.3.30.** Localised dredging is assumed to be necessary in the immediate area surrounding the diffusers.

**2.3.31.** The brine water will be balanced and mixed on the construction site as part of the desalination process. It will then be stored in a storage tank adjacent to the desalination plant and pumped through the outfall pipe in a controlled manner on a continuous basis (24-hours per day).

Figure 2.6: Typical outfall pipe with diffusers



## 2.4. Environmental impact of Proposed Change 19

**2.4.1.** A preliminary environmental assessment of whether there would be any new or materially different likely significant effects on the environment, arising as a result of Proposed Change 19 has been undertaken based on the assumptions set out in this chapter, with reference to the previous assessments presented within **Volume 2** of the **Environmental Statement** [Examination Library Refs. **APP-178** to **APP-347**], as updated by the **Environmental Statement Addendum for the Accepted Changes** [Examination Library Refs. **AS-179** to **AS-260**], and other environmental information outlined in the **Environmental Statement Signposting Document** (Examination Library Ref. **REP2-025**).

**2.4.2.** Terrestrial ecology and ornithology, amenity and recreation, historic environment, soils and agriculture, and groundwater and surface water and flood risk were screened out of any further assessment. This is due to the typically sealed nature of the desalination process within pipes and containerised equipment and its central location within an area of already substantial construction activity and associated mitigation measures.

**2.4.3.** Similarly, Proposed Change 19 would not alter the impacts of the proposed development with regard to: socio-economics, climate change, major accidents and disasters; and, radiological effects.

**2.4.4.** The remainder of this section, provides a summary of the environmental topic/receptor where there was considered to be the potential for the environmental effects to be altered as a result of Proposed Change 19, including coastal geomorphology and hydrodynamics, marine water quality and sediments, marine ecology and fisheries, marine navigation, marine historic environment, air quality, transport, landscape and visual, geology and land quality, noise and vibration, and conventional waste and material resources. This included consideration of the changes to baseline conditions (such as potential additional receptors affected and any changes to the extent of the study area), the assessment of impacts and mitigation required.

### a) Coastal Geomorphology and Hydrodynamics

(With reference to the Environmental Statement Volume 2, Chapter 20 [Examination Library Ref. **APP-311**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.5.** Construction of the pipelines will be by HDD, meaning that the only disturbance for coastal geomorphology will be at the intake and outfall headworks, which will be above the seabed level. These works can be considered similar to the headworks for the FRR (particularly the intake head, seaward of the outer bar) and within the scope of the original assessment. The outfall head is within the trough between the inner and outer bars, so a new depth-appropriate calculation of associated scour will be required, however, this will not lead to significant effects as it does not directly affect the longshore transport associated with either bar.

**2.4.6.** Cumulative impacts of these works are (strictly) additional to the existing assessment of the ES and First ES Addendum, however, the ES has already recognised uncertainty regarding the resilience of the bar and beach morphology to multiple minor disturbances. The additional effects of the proposed headworks, which are relatively small structures, are therefore likely to be comparable to previous assessments.

**2.4.7.** The Coastal Processes Monitoring and Mitigation Plan (CPMMP) would enable detection of unexpected effects on these features and will apply equally to any potential small-scale impacts associated with the desalination works.

### b) Marine Water Quality and Sediments

(With reference to the Environmental Statement Volume 2, Chapter 21 [Examination Library Ref. **AS-034**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.8.** During construction, the installation of the intake heads and diffuser outfall would require localised dredging. Changes in suspended sediments associated with these activities are anticipated to be comparable to previous assessments in the Environmental Statement which were predicted to be short-lived and not significant for water quality relative to natural variation.

**2.4.9.** Abstraction would occur for up to 24 hours per day whilst controlled brine discharges would be continuous over a 24 hour period. Approximately 90-99% of the loading of most of the substances present in the 40% abstracted seawater would be discharged back to sea as a brine concentrate. The concentrate discharged would be at ambient temperature but would be approximately 1.6 times more concentrated than natural seawater at Sizewell. The only conditioning chemical expected in the discharge concentrate is phosphorus, derived from use of a membrane descaling chemical.



**2.4.10.** The high salinity discharge would be denser than the seawater and would tend to sink to the seabed. This would be mitigated through use of a diffuser head (see **Figure 2.6**) that will facilitate rapid mixing. The discharge is also well within the surf zone that would favour mixing. Only very localised increases in salinity are expected. Although phosphorus is added to the discharge as noted above, this additional nutrient loading of the Sizewell Bay is expected to be comparable to previous assessments in the Environmental Statement. This will be evaluated as appropriate with additional nutrient modelling included in a H1 type assessment.

**2.4.11.** The brine discharge from the desalination process would contain higher concentrations of naturally occurring metals and trace elements present in natural seawater. A preliminary H1 screening assessment indicates that the small volume discharge may exceed screening thresholds for zinc and chromium. Any such effect is likely to be limited close to the point of discharge due to rapid mixing. The discharge rate and the magnitude of the zinc and chromium concentrations for the desalination concentrate are similar to those for assessments made for other construction discharges which were assessed as not significant. More detailed modelling will be undertaken as part of a H1 type assessment to confirm effects on marine water quality.

#### c) Marine Ecology and Fisheries

(With reference to the Environmental Statement Volume 2, Chapter 22 [Examination Library Ref. **AS-035**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.12.** The intake and outfall infrastructure would be located in the shallow subtidal area where the broad infaunal and epifaunal benthic community is typical of most of the Greater Sizewell Bay. Both the infauna and epifauna assemblages are common in a regional context and are part of a larger community distributed across the southern North Sea 'infralittoral region', corresponding to subtidal areas less than 50m deep. The location of the desalination plant intakes and outfalls are distant from sensitive benthic features such as Sabellaria spinulosa reefs which would therefore be unaffected.

**2.4.13.** Construction of the pipelines will be by HDD, meaning that the only disturbance for marine ecology receptors will be at the intake and outfall headworks. The installation of the intake heads and diffuser outfall would require localised dredging, which would involve removal of substrate, changes in suspended sediments and sedimentation rate, and limited underwater noise.

Potential impacts associated with the physical presence of the infrastructure and associated scour protections include loss or change in habitat type and the potential for the spread of non-indigenous invasive species. Each of these potential impacts will be fully assessed. The magnitude of impacts of the desalination infrastructure is anticipated to be comparable to previous assessments in the Environmental Statement Volume 2, Chapter 22 [Examination Library Ref. **AS-035**] for the FRR outfall installation, which was predicted to have minor localised effects.

**2.4.14.** During the installation of the offshore desalination infrastructure, hierarchical safety buffer zones would be applied surrounding construction vessels with potential implications for local fisheries interests. Any construction activities resulting in reduced access would be communicated in advance by means of the Fisheries Liaison and Co-existence Plan, secured under Condition 20 of the Deemed Marine Licence [Examination Library Ref. **REP5-027**].

**2.4.15.** To prevent ingress of glass eels and other early life-stages of fish and larger invertebrates the seawater intake would consist of a passive wedge-wire cylinder (PWWC) screen with a mesh of approximately 2mm. The headworks would be positioned such as to reduce the tidal forcing against the screens and minimise approach velocities where possible. The relatively low abstraction rates (equivalent to less than 0.09% of the proposed cooling water abstraction once operational) coupled with the intake mitigation would result in negligible losses of fish and invertebrates.

**2.4.16.** Approximately 60% of the abstracted seawater would be discharged back into the sea. The discharge would consist of concentrated saline water, increased concentrations of naturally occurring metals as well as added phosphorus and a preliminary H1 screening assessment of the proposed discharges indicates that the small volume discharge may exceed screening thresholds for zinc and chromium as noted above. A full assessment will consider the magnitude of saline, trace metal and nutrient discharges in relation to the sensitivity of marine ecology receptors. The application of a diffuser and small volume discharges indicate that the effects of the dense saline discharges would be highly localised to the vicinity of the diffuser outfalls. The ES assessed construction nutrient additions, and determined the Greater Sizewell Bay system is rarely phosphate limited. Therefore, small increases in phosphates are unlikely to increase the assessment of effects presented in the ES. Initial indications suggest the magnitude of zinc and chromium discharges are likely to be similar to those assessed in the ES for construction discharges during dewatering and are not anticipated to cause significant effects.

#### d) Marine Navigation

(With reference to the Environmental Statement Volume 2 Chapter 24 [Examination Library Ref. **APP-337**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.17.** The potential change does not affect the marine navigation baseline reported in the ES, as updated by the First ES Addendum, and no additional receptors will be impacted.

**2.4.18.** No significant effects are predicted in the ES or First ES Addendum as a result of the additional offshore infrastructure which is close to shore where very little marine navigation activity currently takes place.

**2.4.19.** No additional impacts are anticipated during the construction phase as the offshore structure is to be located within a construction area which will be charted and marked with buoyage.

**2.4.20.** Further assessment will be undertaken to confirm the impacts and any further mitigation which may be required to minimise the risk to marine users.

#### e) Marine Historic Environment

(With reference to the Environmental Statement Volume 2 Chapter 23 [Examination Library Ref. **APP-334**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.21.** The potential changes do not affect the baseline reported in the ES, as updated by the First ES Addendum, and no additional receptors will be impacted.

**2.4.22.** The HDD associated with the desalination plant and localised dredging activity would not result in materially different significant effects compared to the original scheme.

**2.4.23.** There remains the potential for disturbance to buried archaeological remains, and the overall residual effect following the implementation of an agreed scheme of archaeological investigation would be of the same magnitude or greater as presented in the ES and ES Addendum.

**2.4.24.** Further assessment may be required following a review of any updated or additional coastal and geomorphology assessment.

#### f) Transport

(With reference to the Environmental Statement Volume 2, Chapter 10 [Examination Library Ref. **APP-198**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.25.** The potential change does not affect the baseline reported in the ES, as updated by the First ES Addendum, and no additional receptors will be impacted.

**2.4.26.** The increase in HGV deliveries would remain within the HGV limits set for the Project and the conclusions of the assessment presented in the ES, as updated by the First ES Addendum, would remain unchanged.

#### g) Noise and Vibration

[With reference to Environmental Statement Volume 2 Chapter 11 [Examination Library Ref. **APP-202**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.27.** There is no change to the baseline assessment for noise and vibration reported in the ES, as updated by the First ES Addendum, resulting from the proposed changes which are sited within the site boundary.

**2.4.28.** The desalination plant and associated generators would not be located at the construction site boundary, or near to any noise-sensitive receptors identified in the ES. By implementing good construction practice in accordance with BS5228-1: 2009+A1: 2014, as required by the **Code of Construction Practice** [Examination Library Ref. **REP5-078**], for instance through the use of localised screening or other noise suppression measures, no new or materially different significant effects are likely and the environmental assessment would remain the same.

#### h) Air Quality

(With reference to the Environmental Statement Volume 2 Chapter 12 [Examination Library Ref. **APP-212**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.29.** The potential change does not affect the baseline reported in Volume 2, Chapter 12 of the ES, as updated by the First ES Addendum, and no additional receptors will be impacted.

**2.4.30.** No significant effects are predicted in the ES, as updated by the First ES Addendum, as a result of emissions during the construction, and it is highly unlikely that the additional temporary generators would give rise to any significant effect. These generators would be regulated through an environmental permit which will set controls on emission levels and plant operation, as appropriate.

**2.4.31.** Further assessment will be undertaken to confirm the preliminary view that there would be no new or materially different significant effects as a result of Proposed Change 19, and will include a qualitative assessment of the additional temporary generators.

#### i) Landscape and Visual

(With reference to the ES Volume 2 Chapter 13 [Examination Library Ref. **APP-216**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.32.** As the potential change is within the site boundary and is within the parameter heights set out and assessed in the Application, there would not be a change to the extent of the 15km study area for the landscape and visual impact assessment.

**2.4.33.** Furthermore, no new landscape or visual receptors would be affected from those identified in the landscape and visual impact assessment presented in the ES, as updated by the First ES Addendum, as a result of the proposed change.

**2.4.34.** The proposed change neither increases parameter heights nor brings additional development onto the beach or coastal path. The proposed change would not alter the assessment of effects on landscape and seascape character, visual receptors or designated or defined landscapes and seascapes during the construction phase from that presented in the ES, as updated by the First ES Addendum.

#### j) Geology and Land Quality

(With reference to Environmental Statement Volume 2 Chapter 18 [Examination Library Ref. **APP-280**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.35.** There is no change to the baseline assessment for geology and land quality reported in the ES, as updated by the First ES Addendum, resulting from the proposed changes.

**2.4.36.** The addition of the desalination plant will not alter baseline conditions. The baseline assessment has considered the potential presence of contamination in the two areas proposed to be used as a desalination plant with reference to existing desk study and ground investigation reports; this has identified no unacceptable contamination. The assessment has also considered the potential impact to receptors during construction through the introduction of new contamination on-site, such as the use and storage of chemicals that may be associated with the desalination plant. Furthermore, the assessment has previously considered the introduction of new pathways through activities such as any earthworks, and the construction of below ground service corridors and pipelines. Therefore, no potential for new or materially different significant effects have been identified and the environmental assessment would remain the same.

#### k) Conventional Waste and Material Resources

(With reference to Environmental Statement Volume 2 Chapter 8 [Examination Library Ref. **APP-193**] and First Environmental Statement Addendum Volume 1, Chapter 2 [Examination Library Ref. **AS-181**])

**2.4.37.** There is no change to the baseline assessment for material resources and waste management infrastructure reported in the ES, resulting from the proposed change.

**2.4.38.** During construction, the change to non-hazardous waste generated by the potential option would be minimal, especially within the context of the overall effects of the main development site. Therefore, no potential for new or different significant effects has been identified.

#### l) Habitats Regulations Assessment (HRA)

[With reference to Shadow Habitats Regulations Assessment Report and Addenda [Examination Library Reference: **APP-145** to **APP-152**, **AS-173** to **AS-178** and **REP2-032**]

**2.4.39.** There is no change to the baseline which is defined in the Shadow HRA Report Addenda [Examination Library Reference: **APP-145** to **APP-152**, **AS-173** to **AS-178** and **REP2-032**].

<sup>2</sup> British Standard BS5228-1 Noise: 2009+A1: 2014 – Code of Practice for noise and vibration control at open construction sites – Noise

**2.4.40.** The marine infrastructure, i.e. the intake and outfall pipes and headworks, would be installed within the Outer Thames Estuary SPA and the Southern North Sea SAC, as is the case for the other proposed marine infrastructure associated with Sizewell C which have been assessed in the Shadow HRA Report.

**2.4.41.** The terrestrial components of the plant would be located in areas already identified as construction areas and the baselines relevant to these areas are already defined in the Shadow HRA Report.

**2.4.42.** Siting of the desalination plant within areas already identified as construction areas, away from the boundaries of the construction site and noise-sensitive receptors, as proposed, means there is no potential for new, or materially different environmental effects to arise of relevance to terrestrial European sites, their designated habitats or species, as already defined and assessed in the Shadow HRA Report.

**2.4.43.** The potential for impacts on the marine water quality associated with the outfall are described above. On the basis of that assessment of marine water quality, it is concluded, on a preliminary basis, that there would be no new or materially different environmental effects compared to those reported in the Shadow HRA Report. There is no potential for any Adverse Effects on Integrity to arise in respect of either the Outer Thames Estuary SPA or the Southern North Sea SAC, via water quality changes, for the designated features of interest, including, but not limited to, red-throated divers, little terns or harbour porpoises.

**2.4.44.** The potential for impacts on marine ecology and fisheries associated with the intake and outfall are described above. On the basis of that assessment of fish populations, it is concluded on a preliminary basis that there would be no new or materially different environmental effects compared

to those reported in the Shadow HRA Report (including the Shadow HRA Addendum). There is therefore no potential for Adverse Effects on Integrity to arise in respect of either the Outer Thames Estuary SPA or the Southern North Sea SAC, via the route of fish as prey, for the designated features of interest, including, but not limited to, red-throated divers, little terns or harbour porpoises.

**2.4.45.** Similarly it is concluded that there would be no potential for Adverse Effects on Integrity to arise in respect of either the Outer Thames Estuary SPA or the Southern North Sea SAC by way of project-wide effects, in this case the addition of any water quality or fish as prey impacts, together with any other construction related impacts in the marine environment such as piling, dredging or vessel movements, all of which have been considered in the Shadow HRA Report (including the Shadow HRA Addendum).

#### m) Other environmental topics and receptors

**2.4.46.** The potential change as set out in **Section 2.3** does not alter the baseline conditions, the assessment of impacts or mitigation identified for any of the other environmental assessment topic areas or receptors as presented in the Application.

**2.4.47.** Proposed Change 19 would also not alter the conclusions of the Flood Risk Assessment [Examination Library Refs. **APP-093** to **APP-144**, **AS-157** to **AS-172**, ] or the Water Framework Directive Assessment [Examination Library Refs. **APP-619** to **APP-633** and **AS-277** to **AS-279**].



# 3. RESPONDING TO CONSULTATION

## 3.1. Finding out more

**3.1.1.** This Consultation Document, together with the online response form (see Section 3.2 below), is available to download between 3 August and midnight 27 August 2021 from the homepage of [www.sizewellc.co.uk](http://www.sizewellc.co.uk).

**3.1.2.** If you require this information in a different format for accessibility reasons or wish to request an electronic copy (on a USB stick) or a hard copy, please call Freephone 0800 197 6102 between 09:00 and 17:00 Monday to Friday or email [info@sizewellc.co.uk](mailto:info@sizewellc.co.uk). These are free of charge, though reasonable postage charges may apply.

**3.1.3.** Alternatively, subject to any applicable government restrictions in response to Covid-19 that may apply, you can book an appointment to view the Application and Consultation Document at:

- The Sizewell C Information Office at 48-50 High Street, Leiston IP16 4EW (please call 0800 197 6102 to make an appointment) – the complete set of Application documents and the Consultation Document are available in both electronic and hard copy; and
- The Council Offices of the Leiston-cum-Sizewell Town Council at Council Offices, Main Street, Leiston IP16 4ER (please call 01728 830388 to make an appointment) – the Application documents are available in electronic copy and the Consultation Document is available in hard copy.

**3.1.4.** This consultation has been publicised through:

- Newsletters – SZC Co. has publicised this consultation in its Sizewell C Newsletter which is available on the homepage of [www.sizewellc.co.uk](http://www.sizewellc.co.uk);
- Local media – SZC Co. has publicised this consultation in local newspapers;
- Social media – SZC Co. has a Twitter account and followers are updated on the latest events and news during the public consultation (@edfesizewellc); and
- Site notices: SZC Co. has publicised this consultation through notices displayed at the Project sites.

**3.1.5.** In addition to the Consultation Document, the other methods available to support engagement with this consultation include:

- Contacting the Project Team: Call Freephone 0800 197 6102 between 09:00 and 17:00 Monday to Friday. Members of the team can discuss the consultation over the phone. Questions or requests for documents can also be emailed to [info@sizewellc.co.uk](mailto:info@sizewellc.co.uk).

- Presentations – town and parish councils, community groups and stakeholders can request online meetings and presentations during the consultation period, which SZC Co. will seek to accommodate where possible.
- Sizewell C website – [www.sizewellc.co.uk](http://www.sizewellc.co.uk) has additional information about the Project and includes links to the Application, this Consultation Document, the Sizewell C Newsletter and the online response form.

## 3.2. Responding to this consultation

**3.2.1.** Any responses to this consultation on Proposed Change 19 must be submitted to SZC Co. by the latest of **midnight 27 August 2021** via one of the methods below:

- Complete a response form online ([www.sizewellc.co.uk](http://www.sizewellc.co.uk)), which contains a series of questions about Proposed Change 19 – this is SZC Co.'s preference for how consultees should respond to this consultation;
- Email comments on Proposed Change 19 to [info@sizewellc.co.uk](mailto:info@sizewellc.co.uk);
- Post comments on Proposed Change 19 to FREEPOST SZC CONSULTATION (no stamp or further address required); or
- If you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your comments on Proposed Change 19 to be collected.

**3.2.2.** If you are registered as an interested party in respect of the examination of the Application, please specify your unique reference number in your response.

**3.2.3.** It is important that responses are submitted to SZC Co., not the Planning Inspectorate's panel appointed to examine the application (ExA), so that we can take your feedback into account before finalising the change request that will be submitted to the ExA. Completed response forms and comments about Proposed Change 19 must be received by SZC Co. by no later than midnight **27 August 2021**.

**3.2.4.** Any responses received by SZC Co. will subsequently be provided by SZC Co. to the ExA who may publish these responses at: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/>

<sup>3</sup> Any details provided to SZC Co. via email or the telephone will be subject to SZC Co.'s privacy policy, which is available to view at: <https://www.edfenergy.com/privacy/NNB>

# REFERENCES

**1.1** Department of Energy and Climate Change, Overarching National Policy Statement for Energy (EN-1) (London: The Stationery Office, 2011)

**1.2** Department of Energy and Climate Change, National Policy Statement for Nuclear Power Generation (EN-6) (London: The Stationery Office, 2011)

**1.3** Department for Business, Energy and Industrial Strategy (2017). Consultation on the Siting Criteria and Process for a New National Policy Statement for Nuclear Power with Single Reactor Capacity Over 1 Gigawatt Beyond 2025. (Online). Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/666057/061217\\_FINAL\\_NPS\\_Siting\\_Consultation\\_Document-1.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/666057/061217_FINAL_NPS_Siting_Consultation_Document-1.pdf)

**1.4** Department for Business, Energy and Industrial Strategy (2018). Government Response: Consultation on the Siting Criteria and Process for a New National Policy Statement for Nuclear Power with Single Reactor Capacity Over 1 Gigawatt Beyond 2025 (Online). Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/727628/NPS\\_Siting\\_Criteria\\_Consultation\\_-\\_Government\\_Response.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/727628/NPS_Siting_Criteria_Consultation_-_Government_Response.pdf)

**1.5** The Energy White Paper – Powering our Net Zero Future (2020) Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/945899/201216\\_BEIS\\_EWP\\_Command\\_Paper\\_Accessible.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/945899/201216_BEIS_EWP_Command_Paper_Accessible.pdf)

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**1.7** Department for Business, Energy & Industrial Strategy, Updated Energy and Emissions Projections 2018 (London, 2019). Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/794590/updated-energy-and-emissions-projections-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/794590/updated-energy-and-emissions-projections-2018.pdf)

[www.sizewellc.co.uk](http://www.sizewellc.co.uk)

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# Consultation on Construction Water Supply Strategy

## Questionnaire

The development consent application for the Sizewell C Project was submitted on 27 May 2020 and is currently being examined by an Examining Authority that was appointed on 30 June 2020.

On 21 April 2021, the Examining Authority accepted for examination 15 changes (the "Accepted Changes") to the Project proposals. A further three proposed changes (numbers 16, 17, and 18) were submitted on 23 July 2021.

We are now consulting on Proposed Change 19. This questionnaire has been designed to be answered once you have read about our proposed changes in the Consultation Document, which is available at [www.sizewellc.co.uk](http://www.sizewellc.co.uk).

You can fill out this questionnaire online at [www.sizewellc.co.uk](http://www.sizewellc.co.uk). To return a hard copy, or any other written response, please send it to FREEPOST SZC CONSULTATION (no stamp or further address required). Please note you can also provide your feedback by writing to us. You do not need to submit a completed questionnaire as your official response.

### Your Details

The deadline for responses to this consultation is Friday 27 August 2021.

Name

Are you responding on behalf of an organisation?

Yes

☐

No

☐

Email

If so, which?

Address

Job title

Interested Party Reference Number (if applicable)

### Privacy notice

Our privacy notice provides information on what personal data we will collect as part of this process, how we will collect it and what we will use it for. You can access our privacy notice at: <https://www.edfenergy.com/privacy/NNB> or you can request a paper copy by emailing: [dpo@edfenergy.com](mailto:dpo@edfenergy.com)



### Proposed Change 19

## Construction Water Supply Strategy

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To ensure a dependable supply of water is available for construction of Sizewell C, we are proposing a temporary desalination plant on the main construction site. The plant would not impact local drinking water supply and would be removed when no longer required.

Please provide comments on this proposed change.

## Appendix F: Newsletter (Proposed Change 19)

August 2021



# Sizewell C Community Newsletter

Sizewell C project update

Tackling climate change and protecting the local environment

Consultation on construction water supply



# Introduction

**Sizewell C is the proposed new nuclear power station in Suffolk which could supply around six million UK homes with low carbon electricity for at least 60 years.**

In May last year we submitted an application for a Development Consent Order to build the new power station. The build period will last for around a decade, so we have a responsibility to limit the impacts of construction as much as possible, whilst making the most of the huge opportunities the project offers Suffolk.

A project of this scale will bring huge social and economic benefits to East Suffolk and other UK regions. The project will create thousands of jobs, including 1,500 apprenticeships. 70% of the construction value will go to UK suppliers with around 2,500 companies across the country set to benefit.

There is a fundamental environmental urgency as well: the biggest challenge facing wildlife and humanity is climate change caused by carbon emissions. During some periods this summer, more than 50% of our electricity has come from polluting fossil fuels. Nuclear power alongside renewables is essential if we want a clean and reliable energy system.

I know that people are concerned about the impact of construction on the local environment. This newsletter summarises some of the measures we will take to protect

local wildlife during construction. In the long run we will actually enhance nature by increasing biodiversity on the estate surrounding the power station.

We can only touch on some of this activity in a newsletter so I would encourage you to read our Environmental Statement and plans online.

We have continued to meet with parish councils and local representatives following submission of the application. This has resulted in our proposing some changes to the plans. This is a normal and important part of the process – we must strive to make the project the best it can be for local people. The latest of these proposed changes have been submitted to the Planning Inspectorate and the documents can be viewed here: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/>

We are also proposing a change to our construction Water Supply Strategy and would welcome your views on that.

I hope you find these newsletters informative. We anticipate a planning decision on the application in the first half of next year and we will continue to keep you updated. If you have any questions at all, please do not hesitate to contact the team in Leiston on freephone number 0800 197 6102.

Best wishes,

Julia Pyke,  
Director of Sizewell  
Financing and Economic Regulation.



# Carbon offset within five months

**Sizewell C will offset carbon emissions from construction within five months of operation.**

Sizewell C would generate enough electricity to power six million homes and in comparison to a gas turbine station, would save nine million tonnes of carbon emissions a year. There will be an impact from construction though, so in 2020 we commissioned a detailed analysis of the carbon emissions associated with the project.

The process used is based on the International Environmental Product Declaration standard and measured environmental

impacts across the full lifecycle of the station, from the start of construction to the end of decommissioning. It measures these impacts per kilowatt hour of electricity generated by Sizewell C. A key benefit of this methodology is its robustness. The assessment was independently verified by a third-party, providing additional confidence in its results.

The analysis summarised that the carbon emissions associated with Sizewell C would be approximately 6g CO2 per kilowatt hour of electricity generated. This means Sizewell C will offset the emissions associated with its construction, estimated to take between 10-12 years, within five months of operation.

Carbon produced by different energy sources per kilowatt hour of electricity generated.

Gas, offshore and solar are IPCC estimates



## Construction water supply consultation

**3 to 27 August 2021**

**We continue to listen to feedback from local communities and stakeholders.**

This ongoing engagement, along with further design work in collaboration with Northumbrian Water Limited, has resulted in a proposed change to our construction Water Supply Strategy. We are seeking feedback on this proposed change,

which is summarised here and explained in more detail in a full Consultation Document available at [www.sizewellc.co.uk](http://www.sizewellc.co.uk).

Described as Proposed Change 19, the numbering reflects the format of the Consultation Document and follows on from previous changes. These include 15 changes to the application that were accepted for examination by the Planning Inspectorate on 21 April 2021 and three further changes submitted on 23 July 2021.

## Water Supply Strategy

**Proposed change 19**

Clean water from a dependable source would be required from the earliest stages of construction of Sizewell C. While our planning application includes proposals to access water from a permanent water main, ongoing work has identified a need for more flexibility in construction water supply.

The construction and operation of Sizewell C, including this proposed change to our construction Water Supply Strategy, will not impact the local supply of drinking water.

We are proposing a change to our planning application to include a temporary desalination plant on the main construction site, away from both Sizewell Marshes SSSI and Sizewell beach. Desalination is the process of removing salt and other minerals from sea water to create drinking-quality, or potable, water.

The proposed temporary desalination plant would provide a reliable, continuous source of water while the permanent water transfer main is completed. We expect this to be around four years after the start of construction, although the plant may be retained for longer – potentially throughout

construction – in the unlikely event of a delay to the permanent main. The desalination plant would be removed at the earliest opportunity and once sufficient supply from the main has been established.

Operating continuously, the temporary plant could produce up to 4,000m<sup>3</sup> of potable water a day. Water production will be in response to construction demand and generally substantially less than this. Up to nine 40-foot shipping containers would house the cleaning technology, while back-up equipment and tanks including storage of two days' supply of clean water, are also proposed.

A small pipe to bring sea water onshore would be buried under the beach and coastal path and extend out to sea. It would also include screens to prevent intake of fish and minimise intake of debris. Salty water remaining after the desalination process would be returned to the sea through an outfall pipe, which would also be buried onshore.

During the 4-6 months it would take to build the temporary desalination plant, clean water would be delivered to the site by water tanker trucks. This would not increase the overall number of HGVs predicted for the project during the early years of construction.

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Marsh Harrier at Aldhurst Farm

# Sizewell C and the local environment

## Nuclear energy is vital to tackling climate change.

Due to its low requirement for land in comparison to other technologies, it also provides room for nature. This gives us the opportunity to further enhance biodiversity on our growing estate.

Once Sizewell C is built, the nuclear licensed area will amount to 69ha – that's less than 0.2% of the total area of the 156 square miles of the Area of Outstanding Beauty (AONB). Nuclear produces 1,000 times more energy per acre than solar and 3,000 times more energy per acre than onshore wind.

The power station will be located next to Sizewell B. Sizewell C will not be built at the expense of the local environment and neither will any construction activity take place on RSPB Minsmere – in fact, the temporary construction site does not encroach into Minsmere by a single millimetre.

The Sizewell C station platform will require 6.52ha of the Sizewell Marshes Site of Special Scientific Interest. To compensate we will use ten times that amount of land (65ha) elsewhere to create replacement habitat. In 2015,

we established Aldhurst Farm – a 67ha habitat creation area which includes a 6ha new wetland of open water, ditches and reedbeds, and provides nesting and foraging habitat for birds, bats, water vole and otters. The area of these wetlands exceeds the wetlands habitat which are used within the SSSI. Marsh harriers and otters are already making Aldhurst Farm their home.

Today, the Sizewell estate is more than 600ha in size. With the inclusion of new land to mitigate the impact of construction on wildlife, our ownership after construction will increase substantially to around 800ha (almost the size of 1,000 football pitches). To make sure that our whole estate continues to enhance the area's rich landscape, we will establish an independent Environment Trust to support rewilding and promote further biodiversity. The Trust's work will go beyond the ecological mitigation and landscape measures set out in our application for planning permission.

The measures we propose aim to protect Suffolk wildlife during construction and enhance the local ecological landscape afterwards. In the long run, the plans detailed in our application will lead to a net gain in biodiversity.

☎ **FREEPHONE 0800 197 6102\***

✉ **info@sizewellc.co.uk**

📱 **@sizewellc**

📮 **FREEPOST SZC CONSULTATION**

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48-50 High Street, Leiston IP16 4EW\*\***

To see our Community Pledges visit: [www.sizewellc.co.uk](http://www.sizewellc.co.uk)



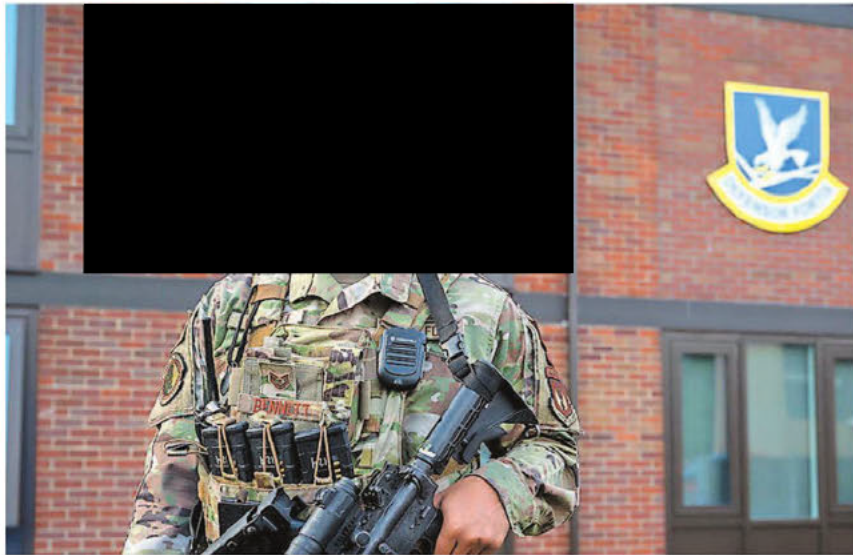
A large print version of this newsletter can be made available on request. The Consultation Document can be viewed at [www.sizewellc.co.uk](http://www.sizewellc.co.uk). Hard copies of the Consultation Documents can be viewed by appointment\*\* at Sizewell C information office and at Leiston Town Council. A USB stick or a hard copy of the Consultation Document and response form are available on request.

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## Appendix G: Press Adverts (Proposed Change 19)





Technical Sgt. Justin Bennett, 48th Fighter Wing Security Forces Squadron flight chief, has been named among the United States's 12 outstanding airmen of the year. Picture: 48TH FIGHTER WING PUBLIC AFFAIRS

## Suffolk serviceman receives accolade

**An American airman based in Suffolk has been named as one of the United States's 12 outstanding airmen of the year.**

Tech sergeant Justin Bennett, flight chief of the 48th Fighter Wing Squadron at RAF Lakenheath, was selected as one of his country's finest airmen for 2021.

The New York-born airman was one of 36 across the United States Airforce to be considered for the accolade, having been recognised for his superior leadership and job performance.

Tech Sgt Bennett joined the air force after leaving high school in Florida, quickly rising through the ranks to staff sergeant before becoming a master sergeant select.

He will now meet Vice-President Kamala Harris at the 75th anniversary of the Air Force Association with

**OLIVER SULLIVAN**

oliver.sullivan@archant.co.uk

his fellow winners in September.

"I had always dreamed about being one of the 12 outstanding airmen," he said. "However I never imagined it actually happening."

"I joined the Air Force for opportunity and a chance to serve my country."

"I grew up in a single-parent household. My father passed away when I was a child and that's when my four sisters, my mom and I all moved to Florida."

"It took a lot of sacrifice and time management to get to where I am now."

"I wake up at 2am to get in a good workout, then work on my master's degree before starting my work day and finally going home and allotting time to spend with my family."

Tech Sgt Bennett added

his advice to other airmen is that they can achieve anything they set their mind to – and to strive for every goal they set.

Alex Higdon, 48th Security Forces Squadron anti-terrorism officer chief, was full of praise for the Tech Sgt.

He said: "He's the embodiment of success professionally, and he also grows airmen personally and professionally, by helping them out in terms of their personal life."

"He's the go to guy if you want to get an answer, and get it quickly. He's supremely driven by whatever goal he wants to accomplish. He's obtained his master's degree in a little under a year-and-a-half and he's grown professionally. He's become a standout candidate who's not afraid to have candid discussions with leadership, as well as mentor young Airmen confidently."

## news

### Man acquitted of rape

**A 24-year-old Essex man accused of raping two teenagers has been unanimously cleared of both offences by a jury.**

Before Ipswich Crown Court was George Pacey, of Cross End, Pebmarsh, who had denied raping a teenager between August 2014 and January 2015 and raping a 17-year-old

girl in May 2016. He was unanimously cleared of both offences by a jury.

Giving evidence Pacey admitted he'd sent naked pictures of himself to one of the girls when she was 13 or 14 after she sent him pictures of herself in her underwear.

However, he said that after sending her two pictures he realised he'd

been foolish and hadn't sent her any more.

He accepted he'd taken the girl in his car to a lay-by on a quiet country road but denied forcing her to perform oral sex on him.

He denied cornering the other alleged victim in a hut in Bures and trying to put his hand down her leggings.



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**3 - 27 August 2021**

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There were severe delays after the Orwell Bridge closure at the weekend

Picture: REBECCA MANSBRIDGE

# Man denies 'causing public nuisance' over bridge closure

**A man has denied a charge of causing a public nuisance on the Orwell Bridge over the weekend and will face a crown court trial.**

Stuart Winney, 38, of Wherstead Road, Ipswich, appeared at Suffolk Magistrates' Court yesterday and pleaded not guilty to the single charge at the short preliminary hearing. Wayne Ablett, prosecuting, told the court it is alleged that Winney went to the bridge on Saturday and made threats to jump off.

The court heard that the

**MICHAEL STEWARD**  
michael.steward@archant.co.uk

bridge being closed for more than four hours is estimated to have cost around £160,000 to £170,000.

Magistrates in Ipswich declined jurisdiction and sent the case to the crown court.

Winney, who was represented in court by solicitor Paul Baker, will next appear at Ipswich Crown Court on September 6 for a plea and trial preparation hearing.

Magistrates remanded

Winney in custody ahead of his next court appearance.

Police were called to the incident at the bridge at 4.50pm on Saturday.

The A14 between the Nacton and Wherstead slip roads was closed for more than four hours as a result.

The road finally reopened around 9.30pm but caused considerable disruption to motorists and football fans leaving Ipswich Town's home game against Morecambe.

Ambulance, lifeboat and coastguard crews were also sent to the scene shortly after 5.30pm on Saturday.

## news

### 'Loving partner, daughter and sister' named after fatal A12 crash

**A 26-year-old woman who died in a single vehicle crash on the A12 near Stratford St Mary has been named by police.**

Police were called just before 7.50pm on Monday, August 2 to a report of a single vehicle collision on the A12 northbound carriageway at Stratford St Mary, at the junction of the B1068.

A silver Skoda Fabia was involved and the driver and the sole

occupant of the vehicle, died at the scene.

Pending formal Coroner's inquest proceedings, police have provisionally identified the deceased as 26-year-old Heather Loveridge, known by family and friends as Meg, from Colchester.

Meg's family said in a statement: "Meg was a loving partner, daughter, a sister, a friend and a carer.

"Loved by all that knew her and will be missed by

so many, especially her dog Jessie that had been by her side from a puppy and was there to keep her warm until the very end. "Sleep tight Meg, we all miss you so much."

**Police are still appealing for any witnesses or anyone with dash cam footage that captured the collision to come forward and contact the Serious Collision Investigation Unit, quoting CAD reference 343 of 2 August 2021.**



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## Town Hall clock



What's the time? If you're looking at the Ipswich Town Hall clock, you might find yourself turning up for appointments at the wrong time  
Picture: SIMON PARKER

**If you have been setting your watch by Ipswich Town Hall's clock, you might find yourself turning up for appointments at the wrong time.**

That is because the clock is fast and chiming 10 minutes

ahead – causing confusion for residents and town centre visitors.

Neighbours say the clock has been slightly out of time for the past few weeks.

But, in the last few days, the problem has got worse – with an

Ipswich Borough Council spokesman saying: "As anyone passing by may have clocked, the Town Hall clock is chiming earlier than it should. "We're working on this and in two-ticks we expect to have it chiming correctly."

# Man denies 'causing public nuisance' over Orwell Bridge closure

**MICHAEL STEWARD**  
michael.steward@archant.co.uk

**A man has denied a charge of causing a public nuisance on the Orwell Bridge over the weekend and will face a crown court trial.**

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The court heard that the bridge being closed for more than four hours is estimated to have cost around £160,000 to £170,000.

Magistrates in Ipswich declined jurisdiction and sent the case to the



People walked their dogs on the A14 after being stuck in traffic for hours  
Picture: REBECCA MANSBRIDGE

crown court.

Winney, who was represented in court by solicitor Paul Baker, will next appear at Ipswich Crown Court on September 6 for a plea and trial preparation hearing.

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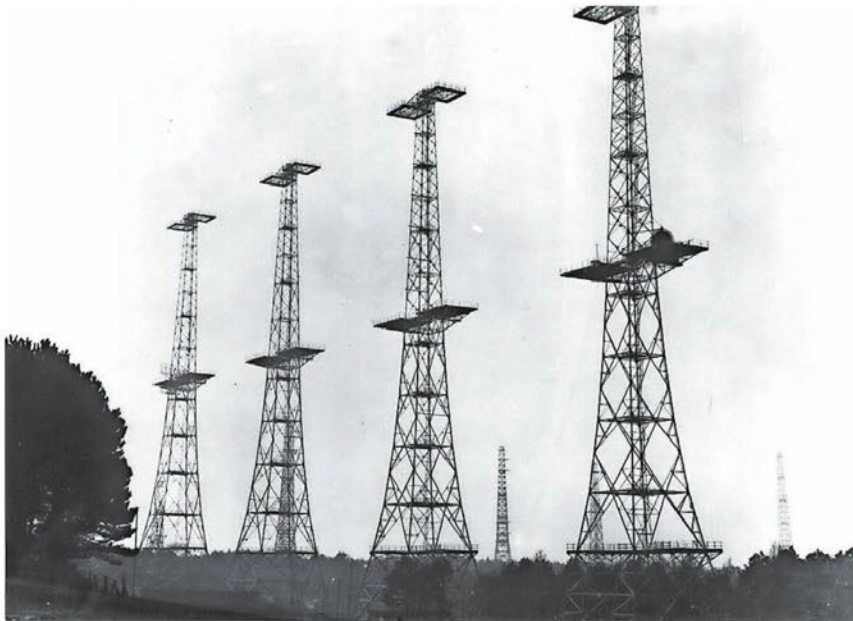


## Feature



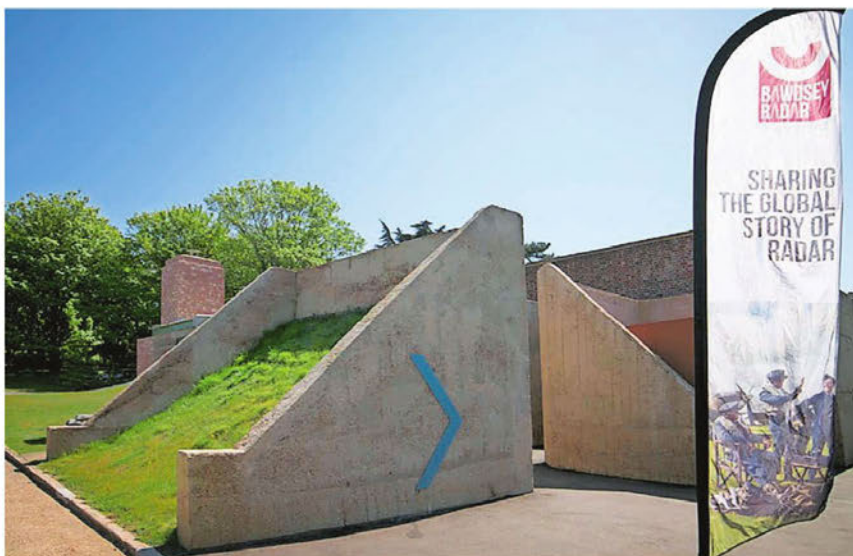
Volunteers and enthusiasts have sought to preserve and renew the heritage of the Bawdsey Radar Transmitter Block where so many men and women worked throughout WWII and beyond.

Picture: SARAH LUCY BROWN



The Transmitter Towers that once stood at RAF Bawdsey. Using technology, visitors to the museum on site could soon have a taste of what it was like to climb to the top.

Picture: JOHN LANGFORD BAWDSEY RADAR TRUST



With Lottery funding coming to an end, and income affected by lockdown, Bawdsey Radar Trust has had to find new ways to engage with audiences.

Picture: BAWDSEY RADAR TRUST



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# New ambulance chief executive pledges to end 'poor behaviour'



Tom Abell is the new chief executive of the ambulance service

Picture: EEAST

**The East of England Ambulance Service chief executive says they have some "major problems to tackle" as he officially takes up his new role.**

Tom Abell has officially taken up his post as chief executive of the East of England Ambulance Service NHS Trust (EEAST).

Mr Abell has joined EEAST from Mid and South Essex NHS Foundation Trust, where he was deputy chief executive.

He takes the reins from deputy chief executive and medical director Dr Tom Davis, who led the service as interim chief executive since last September.

The trust was placed in special measures in 2020 after a damning report by CQC inspectors uncovered bullying and sexual harassment with further enforcement action taken last week.

**EMILY THOMSON**  
emilythomson@archant.co.uk

The Equality and Human Rights Commission had also said that the trust breached the Equality Act 2010 by not addressing serious incidents of sexual abuse against both patients and staff.

But Mr Abell said this "poor behaviour" must be brought to an end.

"I am honoured to have joined EEAST as chief executive and am proud to be working for the trust that serves my family and friends across the East of England," he said.

"I recognise that we have some major problems that we need to tackle – particularly how our people treat each other. We have too many examples of poor behaviour and it must be brought to an end. Let me formally underline my commitment to turn

this around.

"We also need to keep working with our communities and partners to create a modern ambulance service which is fit for the 21st century. I look forward to continuing to build on the good work which is already underway.

"Although we have many challenges, including how we respond to the incredible demand we are seeing for our services,

"I truly believe we have the opportunity to make our own future. By working together with partners, we can be bolder and stronger."

He brings with him extensive NHS experience having held a variety of senior roles across the region. This includes deputy chief executive and chief transformation officer at Mid Essex Hospitals, Southend University Hospital and Basildon and Thurrock University Hospitals.



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## news

### Child rescued from room

**A fire crew was called out on Tuesday in Lowestoft after a child became stuck in a locked room with a faulty latch.**

One crew from Lowestoft South fire station were

called at 12.30pm on Tuesday to Clifton Road.

A spokesman for Suffolk Fire and Rescue Service said: "Suffolk Fire and Rescue Service attended a property on Clifton Road in Lowestoft after a child had become

stuck in a locked room on the first floor of the property as a result of a faulty latch.

"The attending crew used small gear to gain entry into the room."

A stop message was then received at 12.58pm.





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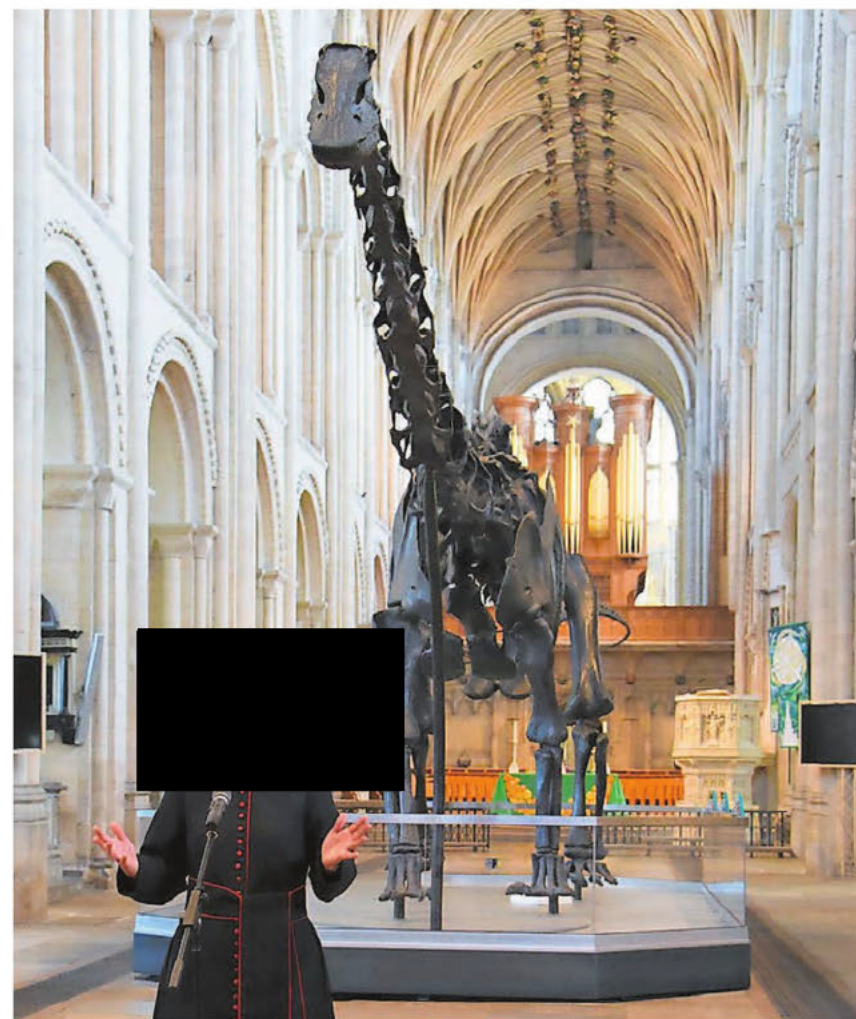
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## LOCAL VOICES



The Dean of Norwich the Very Rev Jane Hedges welcomes Dippy the Diplodocus to the nave of the Norwich Cathedral before the exhibition is opened to the public

Picture: DENISE BRADLEY

# Banksy and Dippy are signs of times

**Art, culture, heritage is  
everywhere we look.**

As Chair of the Lowestoft Cultural Educational Partnership I couldn't be more pleased than to see these items of Street Art appearing across our town and Great Yarmouth.

Yes, it would be lovely if they were Banksy works, but even if not how great to see people enjoying the spectacle.

One of my jobs is to bring art and culture to the young people of Lowestoft by working with schools and cultural providers. Only last month some 600 children in 12 schools got a visit from Dippy the Dinosaur Head before he made his way to Norwich cathedral. Nowhere else had that privilege.

And next on the calendar is the Heritage Open Days in September. Diana Moore, our own

internationally acclaimed opera singer, is leading the team this year to put on a wonderful two weekends of open buildings and activities to get involved in. They already have over 100 businesses or premises that have agreed to take part.

In addition, the Cultural Education Partnership is going to have three showings of Life of Lowestoft Documentary again at East Coast Cinema on 13th/14th/15th September as part of the period.

We are also organising two Children's guided

history works, one by Access Community Trust in North Lowestoft and one by The Seagull Theatre for Pakefield to tie in with other Heritage Open Day activities happening the weekend of 18th/19th September.

So, heritage, culture and art are all alive and kicking in Lowestoft and whether Banksy has chosen to grace us with his street art or not, we can still have fun taking in all the heritage we have on offer.

Come on people get involved and have some fun.

**Phil Aves**

**Lowestoft Rising and  
Member of the Place  
Board**



## Appendix H: Presentation slide pack (Proposed Change 19)

# Sizewell C

Doing the power of good for Britain

Construction Water Supply  
12th August 2021



# Construction Water Supply

- Further work by Essex and Suffolk Water has revealed a need for additional network connections to supply construction water for SZC
- A temporary construction-phase desalination plant is proposed for the early years while the Sizewell transfer main is completed
- This will not have any impact on the local supply of drinking water
- The proposed temporary desalination plant will be within the construction site







# Thank you

## Appendix I: Consultation on Proposed Change 19 – Issues Tables

## APPENDIX I: CONSULTATION ON PROPOSED CHANGE 19 – ISSUES TABLES

Responses With This Code	Theme	SZC CO. Response
21	Concerns about the general lack of detail provided for the proposed Change 19 within the consultation documents to allow consideration of the proposal. Some references to information lacking underpinning data, detailed analysis, necessary agreements, any appraisal of likely unforeseen consequences and their wider efficacy, and the consultation document lacking information, cross-referencing other documents and being an 'abridged version' of a more detailed document.	<p>SZC Co. considers that sufficient information has been provided to enable meaningful feedback on the temporary desalination plant.</p> <p>The consultation is based on information that provided consultees with a clear view of what is proposed with sufficiently developed detail to allow the likely impacts to be understood.</p>
31	Concerns about the information given during the consultation being misleading or inaccurate. Examples include the statement regarding extra HGV traffic being "within the HGV proposed cap", which respondents question without explanation of detailed traffic data	<p>The water tanker movements have been included in the HGV profile provided in response to <b>ISH8</b> at <b>D7</b> and shows that the additional movements would be within the 600 HGV cap for the early year. As such, the proposed water tanker deliveries would remain within the HGV limits set for the Project. There would be no increase above levels that have already been assessed and the conclusions of the <b>Consolidated Transport Assessment</b> and the <b>Environmental Statement</b>, as updated by the <b>Fourth ES Addendum</b>, and the transport mitigation proposals would all remain unchanged.</p>



2	Concerns about the consultation response form being difficult to use and the potential use of data collected via the online form	<p>During the consultation period, copies of the Consultation Document, Response Form and newsletter were made available on the Sizewell C Project website (<a href="http://www.sizewellc.co.uk">www.sizewellc.co.uk</a>).</p> <p>Consultees were able to request the consultation materials in a different format for accessibility reasons and could request an electronic copy (on a USB stick) or a hard copy by calling Freephone 0800 197 6102 between 09:00 and 17:00 Monday to Friday or emailing <a href="mailto:info@sizewellc.co.uk">info@sizewellc.co.uk</a>.</p> <p>Consultees were able to book an appointment to view the Application and Consultation Document at:</p> <p>the Sizewell C Information Office at 48-50 High Street, Leiston IP16 4EW; and the Council Offices of the Leiston-cum-Sizewell Town Council at Council Offices, Main Street, Leiston IP16 4ER.</p> <p>Due to the COVID-19 pandemic, SZC Co. was not able to host any public exhibitions.</p> <p>To optimise the response rate from consultees, those consulted were able to respond to the proposed changes consultation in a variety of ways, including by: completing a response form online (<a href="http://www.sizewellc.co.uk">www.sizewellc.co.uk</a>), which contained a series of questions about Proposed Change 19;</p>
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		<p>emailing comments on Proposed Change 19 to <a href="mailto:info@sizewellc.co.uk">info@sizewellc.co.uk</a>; posting comments on Proposed Change 19 to FREEPOST SZC CONSULTATION; or if shielding and unable to use the above methods, calling Freephone 0800 197 6102 to arrange for the comments on Proposed Change 19 to be collected.</p> <p>Details of the consultation material are provided in the <b>Consultation Report Fourth Addendum</b> (Doc Ref. 5.1Ad).</p>
59	Concerns about the length and timing of the proposed Change 19 consultation in August as the first holiday period after COVID restrictions, lasting 24 days (less that the legal requirement of 28 days)	<p>As this was non-statutory consultation, there were no statutory requirements in respect of the nature and scale of consultation to be carried out. SZC Co. therefore designed a consultation strategy that it considered to be most appropriate in the circumstances, having regard to the non-statutory guidance in Advice Note 16 (Ref. 1.1) and the Examining Authority's letter of 5 August 2021 <a href="#">[PD-039]</a>.</p> <p>Advice Note 16 (Ref 1.1) states that before making a written request for a change to be made to an application, it is "<i>recommended</i>" that applicants consult section 42 consultees who would be affected by the proposed change giving a minimum of 28 days.</p> <p>When deciding the appropriate consultation period for the consultation on Proposed Change 19, SZC Co. took into account a number of key factors, including:</p>

		<ul style="list-style-type: none"> <li>the importance of ensuring that the change request could be submitted as early as possible within the remaining Examination period (which closes on 14 October 2021) to allow Interested Parties the maximum opportunity to consider the change material and submit any comments on the proposed change to the Examining Authority;</li> <li>the nature of the proposed change, which is minor in the context of the Project as a whole and would result in no new or materially different likely significant effects on the environment;</li> <li>the very extensive consultation that has already been carried out to date, meaning that consultees are already very familiar with the Project; and</li> <li>the desire to avoid consultation fatigue and to minimise confusion about what constitutes the Project that is being examined.</li> </ul> <p>Taking into account the above, it was considered that a shorter period of 24 days would be appropriate and proportionate in these circumstances and would still provide consultees a fair and reasonable opportunity to consider and respond to the proposal. If the change is accepted for examination, the 5 August 2021 letter from the ExA <a href="#">[PD-039]</a> confirms that Interested Parties will have an opportunity to make representations on the changed application during the examination.</p>
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57	Requests for more specific details regarding the proposed Change 19, which are not included in the consultation materials, as opposed to information coming from further assessments yet to be carried out.	SZC Co. considers that sufficient information has been provided to enable meaningful feedback on the temporary desalination plant.
4	<p>Concerns that cumulative impacts of proposed Change 19 have not yet been assessed. Potential cumulative impacts mentioned include:</p> <ul style="list-style-type: none"> <li>- the delivery of the water main during the construction of the power plant;</li> <li>- the building and use of the desalination plant during the construction of the power plant;</li> <li>- the use of hazardous substances and chemicals for the desalination process in addition to the ones anticipated for construction of the power plant</li> </ul>	<p>The consultation document set out the environmental impact of the proposed temporary desalination plant in addition to impacts identified within the <b>ES</b> and <b>First ES Addendum</b> (See paragraph 2.4.6 of the Consultation Document).</p> <p>All impacts were therefore cumulative and did not relate to the proposed temporary desalination plant in isolation.</p> <p>A detailed cumulative assessment will be carried out as part of the Environmental Assessment that will be submitted in support of the change request and subsequently examined, if the change request is accepted.</p>
68	<p>Concerns about the proposed plan to use HGV deliveries for water while the proposed desalination plant is not operational. Potential concerns mentioned include:</p> <ul style="list-style-type: none"> <li>- increased traffic congestion leading to stress on local busy rural roads (e.g. B1122 and A12) and to increased impacts on local community, air quality, noise and vibrations;</li> <li>- the impacts considered being the greater while the Sizewell Link Road is not complete</li> </ul>	<p>The proposed water tanker deliveries would remain within the HGV limits set for the Project. Therefore, there would be no increase above levels that have already been assessed and the conclusions of the Consolidated Transport Assessment and the Environmental Statement, as updated by the <b>Fourth ES Addendum</b>, and the transport mitigation proposals would all remain unchanged. Because of this there would be no increase in environmental impact associated with the proposed water trucks.</p>

	- questioning how HGV traffic will remain within the HGV caps.	
20	<p>Concerns about the implementation of proposed Change 19 mainly including details which are not included in the consultation material:</p> <ul style="list-style-type: none"> <li>- the storage of water and diesel on site (how and where);</li> <li>- the disposal of solids (where);</li> <li>- the emergency plan in case of fire on site;</li> <li>- the monitoring of hazardous substances in the discharge;</li> <li>- the plan for water supply in case of routine maintenance of the desalination plant;</li> <li>- the lighting of the desalination plant</li> <li>- associated structures such as water towers and bunding</li> </ul>	<p>The Consultation document identified the approximate locations of the desalination plant and associated facilities, such as water storage, are included as an integral part of the plant.</p> <p>The non-hazardous material identified for off-site disposal would be minimal. Further information will be provided in the Environmental Assessment that will be submitted in support of the change request.</p> <p>The <b>draft Development Consent Order</b> <a href="#">[REP6-006]</a> at Requirement 5A requires the Applicant to provide a Construction Emergency Plan to Suffolk County Council in its capacity as fire and rescue authority.</p> <p>Paragraph 2.3.8 of the Consultation Document states that 6-9 containerised modules would be required for the desalination plant. This includes standby modules to ensure continuous supply during maintenance periods.</p> <p>Discharges to the marine environment would be controlled and monitored under an Environmental Permit by the Environment Agency.</p>

		<p>Lighting of the desalination plant would accord with Requirement 9 of the <b>draft Development Consent Order</b> <a href="#">[REP6-006]</a>.</p> <p>Paragraph 2.3.10 of the Consultation Document states that is assumed to be no taller than 10m in height. Water towers and or bunding are not anticipated to be necessary owing to the use of water tanks and the central locations within the construction area. All heights would also remain well within the previously identified parameter heights shown on the <b>Construction Parameter Plans</b> <a href="#">[REP2-008]</a>.</p>
12	<p>Concerns about the potential relocation of the desalination plant if the water main is not ready when the construction platform is needed. Potential impacts mentioned include:</p> <ul style="list-style-type: none"> <li>- the doubling of the disturbances already mentioned for the construction of the first desalination plant,</li> <li>- the impact on the designated area because the second location being closer to the AONB and SSSI sites;</li> <li>- the increase of environmental risks associated with the move and extension of the pipes;</li> <li>- further delay of the power plant construction;</li> <li>- additional costs</li> </ul>	<p>The Consultation Document identifies no new or materially different environmental effects, which includes consideration of the relocation of the desalination plant. As it is a largely containerised and modular system, sited within the Main Development Site, away from sensitive receptors, no significant disturbance effects are likely to occur.</p> <p>The proposed temporary desalination plant is effectively a closed system and there is no impact on Sizewell Marshes SSSI or any other SSSI. Both locations are within the AONB and heights will fall well within the assessed parameters shown on the <b>Construction Parameter Plans</b> <a href="#">[REP2-008]</a>.</p> <p>The assessment within the Consultation Document considered the implications of relocating the plant.</p> <p>The proposed temporary desalination plant would not result in a delay to the power plant construction.</p>



		New nuclear costs are partly driven by construction costs a proportion of which are site-specific. The approach to replicating the design of Hinkley Point C would deliver substantial cost savings.
26	<p>Concerns about the proposed Change 19 on the grounds that the construction of the desalination plant and the water delivery in the early period of construction would extend the construction period of SZC and disturbances associated with it. Potential impacts mentioned include:</p> <ul style="list-style-type: none"> <li>- Construction trucks initially replaced by either water tanked trucks and trucks for the construction of the desalination plant;</li> <li>- uncertainty of the water main completion and therefore the need for the desalination plant and the potential relocation adding further delay;</li> <li>-potential delay of the proposed Sizewell Link Road construction disturbing the timescale</li> </ul>	<p>The proposed Change 19 would not extend the construction programme. It is proposed to maintain the construction schedule. The proposed temporary desalination plant would mitigate current uncertainties around the construction programme for ESW's transfer main which ESW has confirmed would not be available until the end of 2024 at the earliest. The desalination plant would be retained until mid 2028 or later if required to mitigate potential delays in delivery of ESW's transfer main. It would however be temporary and would be decommissioned before commencement of operation of the proposed power station. The concern in relation to Sizewell Link Road is not relevant to the consultation on the proposed Change 19. However, SZC Co will continue to engage closely with ESW to ensure that the delivery programmes for the link road and the transfer main are optimised.</p>
32	Concerns about the river Waveney catchment as the source of the water, considered as inappropriate for the large and long-term water requirement of the nuclear power plant. Also	The consultation is on SZC Co's proposed temporary desalination plant not ESW's transfer main whose abstraction source would be the river Waveney. The source of the tankered water would be outside of the local Blyth Water Resource Zone.

	includes requests for information about the source of tanked water before the desalination plant is operational	
28	Concerns about the large cost of the desalination process in general and the lack of cost indication for the proposed Change 19	New nuclear costs are partly driven by construction costs, a proportion of which are site-specific. It is recognised that desalination plants are relatively energy intensive. This is one of the reasons why the proposed desalination plant would be temporary and replaced by ESW's transfer main at the earliest opportunity. It should be noted that the approach to replicating the design of Hinkley Point C would deliver substantial cost savings for Sizewell C.
4	Concerns about the viability of the desalination plant in general terms and effectiveness of discharge diffusers	<p>The desalination proposals would utilise proven technology that are certainly viable.</p> <p>The environmental impacts of the temporary desalination plant, including the use of discharge diffusers are set out in the <b>Fourth ES Addendum</b> submitted at Deadline 7. This shows that there are no new or materially different environmental effects associated with the temporary desalination plant and discharge activity.</p> <p>Discharges to the marine environment would be controlled and monitored under an Environmental Permit by the Environment Agency.</p>
30	Concerns that desalination plants are energy intensive using diesel generators 24/7 and	All seawater desalination systems are by their very nature relatively energy intensive. This is one of the reasons it would be temporary. The proposed Seawater Reverse Osmosis (SWRO) desalination

	whether this is a sustainable or effective approach	process has been selected based on energy efficiency considerations when compared with other viable solutions including thermal evaporation processes. The SWRO will utilise energy recovery devices (ERDs) to minimise the specific energy demand. As outlined in the consultation document, it is envisaged to utilise onsite generation for the power demand in its initial location on the Main Platform, with mains power available due to 132Kv connection if it needs to be retained long enough to require its relocation onto the Temporary Construction Area.
51	Concerns about the proposed Change 19 on the grounds that the diesel generators, the construction of the desalination plant and the required HGVs would create additional air pollution, which has not yet been assessed	The proposed water tanker deliveries would remain within the HGV limits set for the Project. Therefore, there would be no increase above levels that have already been assessed and the conclusions of the Consolidated Transport Assessment and the Environmental Statement, as updated by the <b>Fourth ES Addendum</b> , and the transport mitigation proposals would all remain unchanged. Because of this there would be no increase in environmental impact associated with the proposed water trucks. Environmental impacts associated with construction and operation of the proposed desalination plant have been assessed and no likely significant effects have been identified. Full details will be provided in the Fourth ES Addendum that will be submitted in support of the change request at Deadline 7.
43	Concerns about the proposed Change 19 on the grounds that the diesel generators, the construction of the desalination plant and the	The proposed water tanker deliveries would remain within the HGV limits set for the Project. Therefore, there would be no increase above levels that have already been assessed and the conclusions



	required HGVs would create additional carbon emissions, which has not yet been assessed	of the Consolidated Transport Assessment and the Environmental Statement, as updated by <b>the Fourth ES Addendum</b> , and the transport mitigation proposals would all remain unchanged. Because of this there would be no increase in environmental impact associated with the proposed water trucks. Environmental impacts associated with construction and operation of the proposed desalination plant have been assessed and no likely significant effects have been identified. Full details will be provided in the <b>Fourth ES Addendum</b> that will be submitted in support of the change request at Deadline 7.
10	<p>Concerns about the proposed Change 19 on the grounds that the desalination process would have a negative impact on coastal processes, which has not yet been assessed. Issues identified include:</p> <ul style="list-style-type: none"> <li>- the hydraulic force of the discharges into the seawater;</li> <li>- the directional dredging;</li> <li>- the position of the intake and outfall pipes, causing potential change in level and stability of the seabed</li> </ul>	Construction of the pipelines will be by HDD, meaning that the only disturbance for coastal geomorphology will be at the intake and outfall headworks, which will be above the seabed level. These works can be considered similar to the headworks for the FRR and within the scope of the original assessment. The position of the intake and outfall pipes has been changed following further assessment. Both would be extended further seaward. The headworks for the outfall would be located approximately 385m seaward of the hard coastal defence feature and the headworks for the intake would be located approximately 485m seaward of the same reference point. Both structures would therefore be located seaward of the outer bar. The pipe extensions are proposed to reach deeper water to maximise dispersion of the saline plume and minimise recirculation.

28	Concerns about the proposed Change 19 on the grounds that the desalination plant would have a negative impact on the designated habitat sites in proximity, which has not yet been assessed. The designated sites include the AONB, the Minsmere-Walberswick SAC, the Sizewell Marches SSSI.	<p>The temporary desalination plant has been sited within areas already identified as construction areas and has been located away from the site boundaries, including noise sensitive receptors, such as the Sizewell Marshes SSSI and Sizewell beach.</p> <p>It is assumed that connecting pipework between the proposed location of the desalination plant within the temporary construction area and the marine infrastructure would run across the SSSI crossing above the soffit level of the bridge. The proposed change would not require additional land-take nor would it result in new or materially different significant noise and air quality effects, as described within <b>sections 3.5 and 3.6 of the Fourth ES Addendum</b>. There would also be no change with regards to impacts on geology and land quality groundwater and surface water. No significant effect with regards to marine water quality and impacts on fish populations, which could subsequently impact on bird populations, has been identified (refer to <b>section 3.8 of the Fourth ES Addendum</b>). As a result, the Proposed Change 19 would not alter the baseline nor give rise to any discernible change in terrestrial ecology and ornithology effects to those set out within <b>Volume 2, Chapter 14 of the ES [AS-033]</b>, as updated by the subsequent <b>ES Addenda (AS-181, REP5-064, Doc Ref. 6.18)</b>.</p>
33	Concerns about the proposed Change 19 on the grounds that it would have a negative environmental impact stated in general terms, which has not yet been assessed.	Proposed Change 19 would not alter the baseline nor give rise to any discernible change in terrestrial ecology and ornithology effects to those set out within <b>Volume 2, Chapter 14 of the ES [AS-033]</b> , as updated by the subsequent <b>ES Addenda (AS-181, REP5-064, Doc Ref. 6.18)</b> .

49	Concerns about the proposed Change 19 on the grounds that it would have a negative impact on hydrology in a water-stressed region, considering the river Waveney too small to extract the amount of water needed for the construction of the power plant without interfering on the water requirements of the local population, farms and industries	The temporary desalination plant is proposed precisely because Suffolk and the local Blyth area are water stressed. There is no available supply apparent within ESW's local Blyth network to support the Project, and it will take a number of years for ESW to deliver its proposed transfer main from a neighbouring water resource zone. The temporary desalination plant would meet the Sizewell Project's potable water requirements with no impact on local water resources until such time that ESW's transfer main has been constructed and is fully available.
13	Concerns about the proposed desalination plant on the grounds that it would have a negative visual and landscape impact stated in general terms, which have not yet been assessed. Impacts mentioned include: <ul style="list-style-type: none"> <li>- potential high wall for noise mitigation from the plant and diesel generators;</li> <li>- the appearance of the desalination plant building;</li> <li>- potential water tower or tanks;</li> <li>- potentially moving the desalination plant on a higher ground</li> </ul>	<p>The height of the equipment associated with the temporary desalination plant would be up to 10m above ground level, which remains significantly below the maximum construction height parameters established for the relevant zones within the construction site that it is proposed to be located within.</p> <p>As a result, the Proposed Change 19 would not introduce new landscape or visual receptors that would alter the baseline recorded or give rise to any discernible change in the landscape and visual effects to those set out within the assessments at Volume 2, Chapter 13 of the ES <a href="#">[APP-216]</a> as updated by the subsequent ES Addenda (<a href="#">AS-181</a>, <a href="#">REP5-064</a>) and <b>Volume 1, Chapter 2 of the Fourth ES Addendum</b> (Doc Ref. 6.18).</p>



87	<p>Concerns about the proposed desalination plant on the grounds that it would have a negative impact on marine wildlife and ecology, which has not yet been assessed. Potential impacts mentioned include:</p> <ul style="list-style-type: none"> <li>- seawater pollution from the brine and chemicals discharge causing disturbance of mineral balance and algae bloom;</li> <li>- change in the seabed, including dredging;</li> <li>- impact on marine flora and fauna, especially on small creatures causing imbalance in the food-web of larger species</li> </ul>	<p>A fourth ES Addendum will be submitted into the examination in support of the change request at Deadline 7. This demonstrates that there would be no significant adverse effects on marine wildlife.</p>
32	<p>Concerns about the proposed Change 19 on the grounds that diesel generators, the construction of the desalination plant and the required HGVs would create additional noise impact, which has not yet been assessed</p>	<p>The proposed water tanker deliveries would remain within the HGV limits set for the Project. Therefore, there would be no increase above levels that have already been assessed and the conclusions of the Consolidated Transport Assessment and the Environmental Statement, as updated by the <b>Fourth ES Addendum</b>, and the transport mitigation proposals would all remain unchanged. Because of this there would be no increase in environmental impact, including noise, associated with the proposed water trucks.</p>

7	<p>Concerns about the proposed desalination plant on the grounds that it would have a negative impact on safety, which has not yet been assessed. Potential impacts mentioned include:</p> <ul style="list-style-type: none"> <li>- radioactive substances and chemicals leakage entering the food chain for humans and in drinkable water or sea water for swimmers;</li> <li>- storage of large amount of chemicals on site and risk of fire or explosion;</li> <li>- potential weakening of the concrete used for building the power plant due to the use of desalinated water or salty water</li> </ul>	<p>The temporary desalination plant is proposed during the construction stage only and there is no potential for radioactive substances and chemicals leakage entering the food chain for humans and in drinkable water or sea water for swimmers.</p> <p>The <b>draft Development Consent Order</b> <a href="#">[REP6-006]</a> at Requirement 5A requires the Applicant to provide a Construction Emergency Plan to Suffolk County Council in its capacity as fire and rescue authority.</p> <p>Water would be desalinated and treated to create potable standard water. There is no potential for weakening of concrete.</p>
27	<p>Concerns about the proposed desalination plant on the grounds that it would have a negative impact on surface water, wildlife and ecology, which has not yet been assessed. Potential impacts mentioned include:</p> <ul style="list-style-type: none"> <li>- local rivers and groundwater pollution from potential diesel and chemicals spills or leaks;</li> <li>- water extraction on the river catchment and disturbance of its wetland,</li> <li>- rare plant communities and fauna including birds feeding on seawater fauna,</li> <li>- non-potable water/saline water killing vegetation</li> </ul>	<p>The temporary desalination plant has been sited within areas already identified as construction areas and has been located away from the site boundaries, including noise sensitive receptors, such as the Sizewell Marshes SSSI and Sizewell beach.</p> <p>It is assumed that connecting pipework between the proposed location of the desalination plant within the temporary construction area and the marine infrastructure would run across the SSSI crossing above the soffit level of the bridge. The proposed change would not require additional land-take nor would it result in new or materially different significant noise and air quality effects, as described within <b>sections 3.5 and 3.6</b> of the <b>Fourth ES Addendum</b>. There would also be no change with regards to impacts on geology and land quality groundwater and surface water. No significant effect</p>

		with regards to marine water quality and impacts on fish populations, which could subsequently impact on bird populations, has been identified (refer to <b>section 3.8 of the ES Fourth Addendum</b> ). As a result, the Proposed Change 19 would not alter the baseline nor give rise to any discernible change in terrestrial ecology and ornithology effects to those set out within <b>Volume 2, Chapter 14</b> of the <b>ES</b> [ <a href="#">AS-033</a> ], as updated by the subsequent <b>ES Addenda</b> ( <a href="#">AS-181</a> , <a href="#">REP5-064</a> , Doc Ref. 6.18).
10	Concerns about the proposed desalination plant stated in general terms.	The responses are noted.
12	Concerns about the proposed Change 19 on the grounds that it may negatively impact access to local amenities such as canoeing on the river Waveney if the water level is too low, swimming in the sea, proximity of the installation to accessible beach	<p>The temporary desalination plant has been located away from the Sizewell beach, and the seawater intake and brine outfall pipes would be installed at depth under the beach using a directional drilling or other trenchless methodology, and therefore would not affect the Coast Path or recreational resources.</p> <p>There is no material change to the assessment conclusions of transport, noise and vibration, air quality and landscape and visual effects would therefore not alter the baseline nor give rise to any discernible change in the amenity and recreation impacts, compared to those set out within <b>Volume 2, Chapter 15</b> of the <b>ES</b> [<a href="#">APP-267</a>], as updated by the subsequent <b>ES Addenda</b> (<a href="#">AS-181</a>, Doc Ref. 6.18).</p> <p>Therefore, the desalination plant would not alter the baseline nor give rise to any discernible change in the amenity and recreation impacts, compared to those set out within <b>Volume 2, Chapter 15</b> of</p>



		the ES <a href="#">[APP-267]</a> , as updated by the subsequent <b>ES Addenda</b> ( <a href="#">AS-181</a> , Doc Ref. 6.18).
16	Concerns about the proposed Change 19 on the grounds that it would impact local community such as potable water supply to the inhabitants and tourists, local businesses and farms, and access to health infrastructure.	The proposed temporary desalination plant would produce potable water from seawater and would not therefore have any effect on existing supplies.
8	Concerns about the proposed Change 19 on the grounds that it may negatively impact tourism in the area	<p>SZC Co. has undertaken an assessment of the likely significant effects on the tourist economy and on the agricultural economy. This is included within <b>Volume 2, Chapter 9</b> of the <b>ES</b> (Socio-economics) (Doc Ref. 6.3) <a href="#">[APP-195]</a>.</p> <p>The Proposed Change does not impact the assessment of effects on local economy, tourism, and/or national economy.</p> <p>SZC Co. will provide compensation to any agricultural land holdings that are displaced or substantially changed, as set out in <b>Volume 2, Chapter 17</b> of the <b>ES</b> (Soils and Agriculture) (Doc Ref. 6.3) <a href="#">[APP-277]</a>.</p> <p>SZC Co. and Ipsos MORI, working with local tourism stakeholders, have developed a Tourism Survey to understand the perceived sensitivities to change in visitor behaviour, identifying a perceived risk that some visitors state that they are less likely to visit. As a result, SZC Co. has developed proposals for a Tourism Fund that will provide promotional, marketing and other measures to seek to</p>

		avoid perceived effects materializing. This is detailed in the <b>Economic Statement</b> (Doc Ref. 8.9) and within <b>Volume 2, Chapter 9</b> of the <b>ES</b> (Socio-economics) (Doc Ref. 6.3) [ <a href="#">APP-195</a> ].
101	<p>Concerns about the timing and planning process of proposed Change 19 on the grounds that:</p> <ul style="list-style-type: none"> <li>- the need for a supply of water was raised at the start of the planning process and is only now being addressed late in the examination stage;</li> <li>- the SZC team discarded the desalination process option in 2021, giving adequate arguments in their AS-202 Water Strategy Supply Update and not explaining in the proposed Change 19 documentation why the arguments against the process are no longer valid ;</li> <li>- the perceived lack of engagement with relevant statutory stakeholders who express their surprise at being informed at short notice before the examination of the water supply issue;</li> <li>- there has not been sufficient attention and consideration of warnings raised by local</li> </ul>	<p>SZC Co. has developed a water supply strategy by engaging with stakeholders including the Environment Agency and Northumbrian Water Limited (trading locally as Essex and Suffolk Water (“ESW”)) to consider potential water sources. This is set out in the Water Supply Strategy [<a href="#">APP-601</a>] and the Water Supply Strategy Update [<a href="#">AS-202</a>, ES Addendum Appendix 2.2D]</p> <p>For the early years of construction while the Sizewell transfer main is being constructed, SZC Co.’s expectation was that ESW would be able to balance water between the Northern/Central WRZ and the local Blyth WRZ using existing network connections with no net increase in abstraction within the Blyth WRZ. However, ESW have now confirmed that it is not feasible.</p> <p>Now that SZC Co. has received this information it is clear that a temporary supplementary potable water source is necessary. Plans have been progressed for consultation at the earliest opportunity</p> <p>SZC Co. carried out consultation on Proposed Change 19 in advance of submitting a third change request to the ExA. The consultation was carried out in accordance with the Planning Inspectorate’s Advice Note 16, which provides information about how to request a change to an application after it has been accepted and before the close of the examination.</p>

	<p>community representatives about the issue of lack of water within the area and the potential short and long term difficulties to supply adequate amount of potable and non-potable water for the building of a nuclear power plant during previous SZC consultations and engagement processes;</p> <ul style="list-style-type: none"> <li>- the perceived lack of planning and anticipation from the SZC project management team to find a satisfactory solution well in advance rather than dealing with the issue at "the eleventh hour" leading to a lack of confidence in SZC team to build and run a power plant safely;</li> <li>- the consultation process is unfit for purpose</li> </ul>	<p>When deciding the appropriate consultation period for the consultation on Proposed Change 19, SZC Co. took into account a number of key factors, including:</p> <ul style="list-style-type: none"> <li>• the importance of ensuring that the change request could be submitted as early as possible within the remaining Examination period (which closes on 14 October 2021) to allow Interested Parties the maximum opportunity to consider the change request material and submit any comments on the proposed change to the Examining Authority;</li> <li>• the nature of the proposed change, which is minor in the context of the Project as a whole and would result in no new or materially different likely significant effects on the environment;</li> <li>• the extensive consultation that has been carried out to date, meaning that consultees are already familiar with the Project; and</li> <li>• the desire to avoid consultation fatigue and to minimise confusion about what constitutes the Project that is being examined.</li> </ul>
50	<ul style="list-style-type: none"> <li>- the realisation, at the end of the examination process, that the water supply with a pipeline is not going to be possible while concerns were raised at the start of the planning process more than 9 years ago.</li> </ul>	<p>SZC Co has been engaging closely with ESW on its proposed transfer main. A number of technical studies have been undertaken over recent months including further work on the likely delivery timescales for the proposed transfer main. ESW have now made it clear that the transfer main will not be available until the end of 2024 at the earliest and potentially not until mid 2028. The proposed</p>



		desalination plant responds to this programme risk relating to the delivery of ESW's transfer main.
4	Suggestions to the proposed Change 19 to search for alternative sources of water such as borehole drilling, trading of abstraction licences with farmers, use of Sizewell B cooling water flow and water reuse	All of these options have been considered in developing the updated Water Supply Strategy for the Sizewell C project which is to be submitted into the examination at Deadline 7 alongside the request to the ExA for Change 19. There are no local sources of potable water available to supply the project's demand. Groundwater resources are already over-abstracted in the local area and farmers are under pressure to reduce abstraction. It is proposed to recycle treated effluent from Sizewell B to help meet Sizewell C's demand for non potable water during construction, as set out in the updated Water Supply Strategy submitted at Deadline 7.

14	<p>Suggestions for the Examination Authority to consider the proposed Change 19 planning as incomplete DCO process and to require the SZC team to include any changes to documents required for the planning process:</p> <ul style="list-style-type: none"> <li>- updated Construction Traffic Management Plan,</li> <li>- updated Traffic Incident Management Plan,</li> <li>- updated water strategy and how to secure the building of the water main within the timescale</li> <li>- to consider the desalination plan as a material change to the SZC initial plan and not as an add-on, which needs detailed investigation, examination of proper assessments (see Suggestion- environment - assessments) and scrutiny by the ExA and local stakeholders</li> <li>- to consider the closure of desalination plant within the DCO application</li> <li>- Examination Authority to take into account the lack of information in the consultation documents, the perceived flawed process of the consultation, the lateness of information received to examine the assessments within the examination period.</li> </ul>	<p>There would be no change to the assumed construction traffic flows as a result of the temporary desalination plant and therefore a revised CTMP or TIMP is not necessary. This is because HGV movements associated with the temporary desalination plant would remain within the capped HGV limits for the Sizewell C Project.</p> <p>An updated Water Supply Strategy is being provided at Deadline 7.</p> <p>SZC Co. considers that the further proposed change to the application is not material. However, it is recognised that this is a question of planning judgment for the ExA.</p> <p>Plans were progressed for consultation at the earliest opportunity, as explained fully in Section 2.2(i) of the Consultation Document. SZC Co. considers that the submission can be examined without impacting on the statutory timescale for the examination, although this is for the ExA to decide.</p>
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35	<p>Requests for SZC team to undertake detailed assessments of potential environmental impacts resulting from proposed Change 19 and to update documents required for the planning examination:</p> <ul style="list-style-type: none"> <li>- full Environmental Impact Assessment including the impacts of the following activities (list non exhaustive): the desalination process, the transport of water by HGV, the extraction of water from the catchment, the consumption of diesel from HGV and from the diesel generator, the potential for diesel spillage, the localised dredging.</li> <li>- Coastal Processes Monitoring;</li> <li>- Noise Monitoring and Mitigation Plan (NMMP)</li> <li>- Water Supply Strategy.</li> </ul>	<p><b>Volume 1, Chapter 3</b> of the <b>Fourth ES Addendum</b> submitted at Deadline 7 presents an assessment of any new or different significant effects that are likely to result from the proposed Change 19 request.</p> <p>An updated Water Supply Strategy (Doc Ref. 8.4K(A)) has also been submitted.</p>
3	<p>Suggestion in relation to the proposed Change 19 to provide mitigation measures such as screening to reduce noise and fumes from the diesel generators and leak control installations</p>	<p>The <b>Fourth ES Addendum</b> submitted at Deadline 7 provides more detail on any necessary mitigation measures. In relation to noise, air quality and groundwater/surface water, the assessment identifies that the findings of the original Environmental Assessment (and therefore the necessary mitigation associated with it) remains unchanged.</p> <p>Necessary mitigation measures, including those to mitigate potential leaks (if any), are set out in the <b>Code of Construction Practice</b> <a href="#">[REP5-079]</a>.</p>



5	Suggestion in relation to the proposed Change 19 to retain the desalination plant as a permanent facility to provide long term water supply in a dry area.	Noted.
4	Suggestions from respondents to be involved in the proposed Change 19 as technical suppliers or in an innovation project with other stakeholders.	The responses are noted, albeit they do not comment on Proposed Change 19 that were being consulted upon.
6	Support for proposed Change 19 mostly without providing further details, or noting the mitigation measures to avoid disrupting the environment.	The support is noted and welcomed.
4	No comments provided.	Noted.
11	General opposition to the SZC project on the grounds that it is very expensive and runs the risk of large delays which would add extra costs to the whole project	The need for a new power station at Sizewell C is firmly established within the Government's policy on national significant energy infrastructure. The National Policy Statement for Nuclear Power Generation (EN-6) (NPS EN-6) (Ref 1.1) identified eight sites, including Sizewell C, as potentially suitable locations for the deployment of new nuclear power stations in England and Wales by 2025. This is further supported by the Government's Energy White Paper: Powering our Net Zero Future (2020) that identifies an ' <i>aim to bring at least one further largescale nuclear project to the point of FID by the end of this Parliament, subject to clear value for money for both consumers and taxpayers and all relevant approvals</i> '. The justification and rationale for building Sizewell C – including the nuclear power station and related associated developments – was set out in the Planning Statement (Doc Ref. 8.4) <a href="#">[APP-590]</a> that

		accompanied the Application, and the Planning Statement Update <a href="#">[REP2-043]</a> , both of which remain valid.
26	<p>General opposition to the SZC project on the grounds that it would negatively impact the environment. Mentioned potential impacts include:</p> <ul style="list-style-type: none"> <li>- damage to landscape;</li> <li>- surface and marine habitats/biodiversity;</li> <li>- marine and surface water pollution;</li> <li>- air and noise pollution;</li> <li>- coastline pollution;</li> <li>- impact on designated area;</li> <li>- release of carbon emissions contributing to climate change</li> </ul>	<p>Proposed Change 19 is minor and intended to improve the Application.</p> <p>SZC Co. considers that the proposed change would not result in any new or materially different likely significant effects on the environment from those presented in the <b>Environmental Statement</b> (Doc Ref 6.3) <a href="#">[APP-444 to APP-477]</a>, as updated by the subsequent <b>ES Addenda</b></p> <p>SZC Co has carried out a consultation on the proposed changes in accordance with the Planning Inspectorate's Advice Note 16 and the Examining Authority's letter of 5 August 2021 <a href="#">[PD-039]</a>. Advice Note 16 sets out information about how to request a change to an application after it has been accepted and before the close of the examination.</p>
25	<p>General opposition to the SZC project on the grounds that the site is not appropriate to build a new nuclear reactor. Reasons are often linked with environmental and socio-economic reasons</p>	<p>SZC Co. recognises that the scale of Sizewell C has led to concern regarding its impact on people and the environment. Sizewell C is a major development and comprises a Nationally Significant Infrastructure Project (NSIP). The principle of the need for nuclear power generation in the UK has been established by the Government.</p> <p>The 2008 White Paper on Nuclear Power made clear that new nuclear power stations should have a role in the UK's energy mix,</p>

		<p>alongside other low-carbon sources. Nuclear power can contribute to meeting the UK's binding targets for emissions reductions, whilst contributing to diversity and security of supply.</p> <p>The Government's Overarching NPS for Energy (NPS EN-1) states that there is an urgent need for new electricity generating station NSIPs, including nuclear power. Sizewell is identified in the NPS for Nuclear Power Generation (NPS EN-6) as one of eight potentially suitable sites for deployment of new nuclear power stations by 2025. Annex C to NPS EN-6 confirms that the inclusion of Sizewell C in the NPS reflects the in-principle acceptability of its location, and recognises the potential acceptability of significant environmental impacts in view of the national need for nuclear power generation and the scarcity of alternative sites</p> <p>The principle of new nuclear power generation, site suitability and the need for Sizewell C are established through NPS EN-1 and NPS EN-6. Therefore, these matters do not fall to be debated in the consideration of an application for development consent. National planning policy recognises the urgency of need for the development of a new nuclear power station at Sizewell and the significant national and regional benefits that such a development would bring. Further information can be found within the <b>Planning Statement</b> <a href="#">[APP-590]</a> and the <b>Planning Statement Update</b> <a href="#">[REP2-043]</a></p>
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		All relevant environmental, social and economic benefits and adverse impacts of the project have been assessed and are reported on in the Application documents, in particular the ES <a href="#">[APP-159 to APP-582]</a> , as updated by the subsequent ES Addenda.
18	General opposition to the SZC project on the grounds that nuclear power is considered as unproven and unsafe technology	The need for a new power station at Sizewell C is firmly established within the Government's policy on national significant energy infrastructure. The National Policy Statement for Nuclear Power Generation (EN-6) (NPS EN-6) (Ref 1.1) identified eight sites, including Sizewell C, as potentially suitable locations for the deployment of new nuclear power stations in England and Wales by 2025. This is further supported by the Government's Energy White Paper: Powering our Net Zero Future (2020) that identifies an ' <i>aim to bring at least one further largescale nuclear project to the point of FID by the end of this Parliament, subject to clear value for money for both consumers and taxpayers and all relevant approvals</i> '. The justification and rationale for building Sizewell C – including the nuclear power station and related associated developments – was set out in the Planning Statement (Doc Ref. 8.4) <a href="#">[APP-590]</a> that accompanied the Application, and the Planning Statement Update <a href="#">[REP2-043]</a> , both of which remain valid.
6	General opposition to the SZC project on the grounds that it creates nuclear waste without long-term disposal plan	<p>The response is noted, albeit the response does not comment on Proposed Change 19 that was being consulted upon.</p> <p>The principle of new nuclear power generation, site suitability and the need for Sizewell C are established through NPS EN-1 and NPS EN-6. Therefore, these matters do not fall to be debated in the</p>

	<p>consideration of an application for development consent. National planning policy recognises the urgency of need for the development of a new nuclear power station at Sizewell and the significant national and regional benefits that such a development would bring. Further information can be found within the <b>Planning Statement</b> (Doc Ref. 8.4) [<a href="#">APP-590</a>] and the <b>Planning Statement Update</b> (Doc Ref. 8.4) [<a href="#">REP2-043</a>].</p> <p>Generic design assessment (GDA) is the process used by nuclear regulators (Office for Nuclear Regulation (ONR) and the Environment Agency) to assess the new nuclear power station design.</p> <p>GDA allows the regulators to assess the safety, security and environmental implications of new reactor designs, separately from applications to build them at specific sites. The design of the proposed United Kingdom European Pressurised Reactor (UK EPR™) exceeds the requirements of the Safety Assessment Principles and legal requirements set by government, in terms of accidents that could lead to harm.</p> <p>The treatment, storage and disposal of radioactive waste is strictly regulated to ensure that it is safely managed in ways that pose no risk to human health and to the environment. Strategic planning of waste management is a regulatory requirement and will be implemented during the Sizewell C Project through the development and production of an Integrated Waste Strategy. This will ensure that</p>
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		<p>no radioactive waste is produced for which there is not an envisaged disposal route.</p> <p>The Integrated Waste Strategy supports the SZC Radioactive Substances Regulation (RSR) Environmental Permit application to the Environment Agency.</p> <p>As part of the RSR Environmental Permit application, SZC Co. demonstrates through the use of Best Available Techniques (BAT) how it minimises the volumes of radioactive wastes which are created.</p> <p>The strategy for solid radioactive waste at Sizewell C is to dispose of the waste as soon as reasonably practicable where a viable disposal route is available.</p> <p>The radioactive wastes for which there are as yet no available disposal routes would be accumulated and safely shielded, contained and stored on-site in compliance with the requirements of the Nuclear Site License and RSR Environmental Permit until the UK's Geological Disposal Facility is available.</p> <p>Further details are provided in the <b>Chapter 7</b> (Spent Fuel and Radioactive Waste Management) of <b>Volume 2</b> of the <b>Environmental Statement</b> (Doc Ref. 6.3) <a href="#">[APP-192]</a>.</p>
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		<p>Further details are provided in the <b>Chapter 7</b> (Spent Fuel and Radioactive Waste Management) of <b>Volume 2</b> of the <b>Environmental Statement</b> (Doc Ref. 6.3) <a href="#">[APP-192]</a>.</p> <p>Matters relating to the safety of nuclear power and specifically in relation to the Sizewell C Project itself were dealt with in the Application and are not relevant considerations in respect of the submission in relation to the proposed changes. Therefore, please refer to the <b>Consultation Report</b> (Doc Ref. 5.1) <a href="#">[APP-068]</a> submitted in support of the Application which considers matters relating to the safety of nuclear power more generally as well as matters relating to waste arising.</p> <p>The <b>ES</b> that also accompanied the application deals with matters relating to safety, including in relation to erosion (Refer to <b>Chapter 20</b> (Coastal Geomorphology and Hydrodynamics), <b>Volume 2</b> of the <b>ES</b> (Doc Ref 6.3)) <a href="#">[APP-311]</a> and <b>Chapter 27</b> (Major Accidents and Disasters), <b>Volume 2</b> of the <b>ES</b> (Doc Ref. 6.3) <a href="#">[APP-344]</a>.</p>
15	General opposition to the SZC project on the grounds that it may negatively impact local communities - industrialising the area, increasing the traffic and the population within the area, disrupting the local businesses	<p>SZC Co. has undertaken an assessment of the likely significant effects on the tourist economy and on the agricultural economy. This is included within <b>Volume 2, Chapter 9</b> of the <b>ES</b> (Socio-economics) (Doc Ref. 6.3) <a href="#">[APP-195]</a>.</p> <p>The Proposed Changes do not impact the assessment of effects on local economy, tourism, and/or national economy.</p>

		<p>SZC Co. will provide compensation to any agricultural land holdings that are displaced or substantially changed, as set out in <b>Volume 2, Chapter 17</b> of the <b>ES</b> (Soils and Agriculture) (Doc Ref. 6.3) <a href="#">[APP-277]</a>.</p> <p>SZC Co. and Ipsos MORI, working with local tourism stakeholders, have developed a Tourism Survey to understand the perceived sensitivities to change in visitor behaviour, identifying a perceived risk that some visitors state that they are less likely to visit. As a result, SZC Co. has developed proposals for a Tourism Fund that will provide promotional, marketing and other measures to seek to avoid perceived effects materializing. This is detailed in the <b>Economic Statement</b> (Doc Ref. 8.9) and within <b>Volume 2, Chapter 9</b> of the <b>ES</b> (Socio-economics) (Doc Ref. 6.3) <a href="#">[APP-195]</a>.</p> <p>SZC Co. has been working closely with Suffolk Constabulary and other emergency services to develop a <b>Community Safety Management Plan</b> (Doc Ref. 8.16) <a href="#">[APP-635]</a> supported by financial mitigation to ensure resourcing is in place to apply measures needed to reduce the risk of anti-social behaviour and crime. This includes a service to ensure that local residents' complaints are heard and prioritised by SZC Co.</p> <p>In addition, SZC Co. will be implementing a Worker Code of Conduct which sets out the Sizewell C Project's expectations of worker behaviour both on-site and in local communities, and disciplinary action will be taken should it be needed.</p>
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36	General opposition to the SZC project, without providing further details	The need for a new power station at Sizewell C is firmly established within the Government's policy on national significant energy infrastructure. The National Policy Statement for Nuclear Power Generation (EN-6) (NPS EN-6) (Ref 1.1) identified eight sites, including Sizewell C, as potentially suitable locations for the deployment of new nuclear power stations in England and Wales by 2025. This is further supported by the Government's Energy White Paper: Powering our Net Zero Future (2020) that identifies an ' <i>aim to bring at least one further largescale nuclear project to the point of FID by the end of this Parliament, subject to clear value for money for both consumers and taxpayers and all relevant approvals</i> '. The justification and rationale for building Sizewell C – including the nuclear power station and related associated developments – was set out in the Planning Statement (Doc Ref. 8.4) <a href="#">[APP-590]</a> that accompanied the Application, and the Planning Statement Update <a href="#">[REP2-043]</a> , both of which remain valid.
2	General support for the SZC project, without providing further details.	The support is noted and welcomed.
17	Concerns about the 28km water main on the grounds that its construction would impact on local ecosystem and community, on designated areas, and would increase the carbon footprint and costs to the whole project.	The consultation is in relation to the proposed Change 19 which is for a temporary desalination plant. The proposed 28km transfer main would be delivered by ESW and does not form part of the Development Consent Application for the Sizewell C Project, although cumulative effects have been considered in its Environmental Statement.
18	Concerns about the 28km water main not being part of SZC DCO application and therefore	The consultation is in relation to the proposed Change 19 which is for a temporary desalination plant. The proposed 28km transfer



	lacking the scrutiny it should require within SZC figures	main would be delivered by ESW and does not form part of the Development Consent Application for the Sizewell C Project, although cumulative effects have been considered in its Environmental Statement.
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## Appendix J: List of consultees (noise consultation)



# The Sizewell C Project

## 5.1 Ch Consultation Report Fourth Addendum Appendix J: List of consultees (noise consultation) Confidential

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

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September 2021

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





## Appendix K: Consultation sample letter (noise consultation)

Ref:

The Office  
Another Address Reference  
Something Close  
City Address  
County  
KT2 OBS

05 August 2021

Dear Resident,

**The Sizewell C Project, PINS Reference Number EN010012**  
**Update on noise assessment at Whitearch Park**

On 27 May 2020, NNB Generation Company (SZC) Limited ('**SZC Co.**') made an application to the Planning Inspectorate under the Planning Act 2008 for a Development Consent Order for the Sizewell C Project ('**Application**'). The Application was accepted for examination by the Planning Inspectorate on 24 June 2020 (Application Reference: EN010012). An Examining Authority was appointed on 30 June 2020 to examine the Application. The examination commenced on 14 April 2021 and is due to be completed by 14 October 2021.

As part of the Application, an Environmental Statement (Examination Library refs. APP-159 to APP-582) was submitted to the Planning Inspectorate in May 2020, which included an assessment of rail noise arising from the transport of construction materials by train on the East Suffolk Line. An Environmental Statement Addendum (Examination Library refs. AS-179 to AS-260) was subsequently submitted in January 2021, which included an updated assessment of rail noise. These documents, together with all of the other Application documents, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate's website under the 'Documents' tab: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs>

Between 12 May and 11 June 2021, SZC Co. undertook a targeted consultation exercise to seek views from the residents and owners of Whitearch Park, located south of Saxmundham, and other interested parties, on the potential noise effects from the use of the East Suffolk line by SZC Co. as part of its freight management strategy to bring construction materials to the Sizewell C site. A copy of the targeted consultation materials, including a supplemental noise assessment (dated May 2021), a summary of the noise assessment, and covering letter, can be found at Volume 3, Appendix 21C of SZC Co's responses to the Examining Authority's first written questions (Examination Library ref. REP2-112). Consultee responses to the consultation were collated and SZC Co. provided its responses in the Consultation Report Second Addendum (Examination Library ref. REP2-112).

Ref:

SZC Co. has been considering further, including in light of consultation feedback, the potential acoustic benefit that a barrier would have in respect of mitigating rail noise at Whitearch Park. Enclosed with this letter is an update on the supplemental noise assessment. The update includes a correction to the assessment regarding the effect of a particular alignment of a barrier. The principle remains the same; that a fence or barrier on the eastern boundary would be an option to reduce the noise from trains, if it could be agreed with Network Rail and the local planning authority, but we have more accurate information now on its necessary likely height and location if it is to have best effect.

We are writing to you to offer you the opportunity to submit to SZC Co. any comments that you may have on this update to the supplemental noise assessment. Please label any responses as “Update on noise assessment at Whitearch Park” and ensure that they are submitted to SZC Co. by **31<sup>st</sup> August 2021** via one of the following methods:

- Email comments to [info@sizewellc.co.uk](mailto:info@sizewellc.co.uk)
- Post comments to FREEPOST SZC CONSULTATION (no stamp or further address required)
- If you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected

SZC Co. will have regard to any responses received, including those received from the consultation in May / June (so that there is no need to re-submit those comments). We will also provide any responses to the Examining Authority who are conducting the examination to inform their consideration of the Application. The Examining Authority may publish these responses at: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/>

If you would like to know more about the development consent process, including the examination stage, a step by step guide has been produced by the Planning Inspectorate, entitled Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others. This can be found at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

Details of how the Application will be examined and a copy of the examination timetable can be found in the Rule 8 letter published on 21 April 2021, which is available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-003597-Rule%208%20Letter%20and%20Annexes.pdf>

Yours sincerely,

**Carly Vince**

Chief Planning Officer

**Enc.** Update on noise assessment at Whitearch Park



## Appendix L: Update Noise Consultation Document



# The Sizewell C Project

## Consultation Document

### Update on Noise Assessment at Whitearch Park

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August 2021



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## 1 INTRODUCTION

### 1.1 Overview

- 1.1.1 NNB Generation Company (SZC) Limited ('SZC Co.') has made an application to the Planning Inspectorate under the Planning Act 2008 for a Development Consent Order (DCO) for the Sizewell C Project. The application is currently the subject of an examination by the Planning Inspectorate (application reference EN010012).
- 1.1.2 As part of the application, an Environmental Statement was submitted to the Planning Inspectorate in May 2020, which included an assessment of rail noise arising from the transportation of construction materials by train on the East Suffolk line. An Environmental Statement Addendum was subsequently submitted in January 2021, which included an updated assessment of rail noise.
- 1.1.3 A targeted consultation exercise was undertaken between 12<sup>th</sup> May 2021 and 11<sup>th</sup> June 2021 to seek views from the residents and owners of Whitearch Park, located south of Saxmundham, on the potential noise effects from the use of the East Suffolk line by SZC Co. as part of its freight management strategy to bring construction materials to the Sizewell C site.
- 1.1.4 A copy of the targeted consultation materials, including a supplemental noise assessment (dated May 2021), a summary of the noise assessment, and covering letter, can be found at **Volume 3, Appendix 21C** of SZC Co's responses to the Examining Authority's first written questions [REP2-112]<sup>1</sup>.
- 1.1.5 Responses to the consultation were collated and SZC Co. issued its responses in the **Consultation Report Second Addendum** [REP3-009].
- 1.1.6 This document provides an update on the supplemental noise assessment undertaken for the targeted consultation. It also includes a correction to the supplemental noise assessment. In particular, it provides more information on the necessary scale and location of a noise barrier if it is to achieve the best levels of noise reduction.

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<sup>1</sup> Text in square brackets beginning with 'AS', 'APP', or 'REP' are reference numbers in the Examination library on the Planning Inspectorate's website (<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs>). Text in square brackets beginning 'RR' are relevant representations made to the Planning Inspectorate by third parties, available on the Planning Inspectorate's website. Text in round brackets beginning with 'Doc Ref' are SZC Co.'s own document references. Text in square brackets beginning with 'Ref' are documents listed in the 'References' section at the rear of this document.

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- 1.2 Summary of Supplemental Noise Assessment undertaken in May 2021
- 1.2.1 To facilitate the construction of SZC, a combination of transportation modes is proposed to deliver construction materials to the site. The proposed transportation modes are road, rail and sea-based.
- 1.2.2 The supplemental noise assessment undertaken in May 2021 focused on the potential for airborne noise effects from rail movements.
- 1.2.3 The **Freight Management Strategy** (Doc Ref 8.18) [[AS-280](#)] for the project provides for up to four trains per day at the peak of construction once a new rail extension is constructed, called the ‘green rail route’, equating to eight train movements per day, seven of which will be at night. It is anticipated that the peak of construction where four trains per day are required will last from 2024 to 2028.
- 1.2.4 Prior to the completion of the green rail route, and following the refurbishment of the Saxmundham to Leiston branch line, there will be a maximum of two trains per day, equating to four train movements, three of which will be at night.
- 1.2.5 The trains are expected to be travelling at between 10 and 20mph as they pass Whitearch Park.
- 1.2.6 Night-time rail movements are necessary due to limited capacity on the East Suffolk line during the daytime.
- 1.2.7 SZC Co. submitted a suite of environmental assessments, considering the full range of potential effects that might arise from the SZC project.
- 1.2.8 The assessment of operational railway noise and vibration was originally set out in **Volume 9, Chapter 4** of the **ES** (Doc Ref 6.10) [[APP-545](#)], including its associated **Appendix 4B** (Doc Ref 6.10) [[APP-546](#)]. The derivations of the assessment methods and criteria were set out in **Volume 1, Appendix 6G** of the **ES** (Doc Ref 6.1) [[APP-171](#)].
- 1.2.9 Additional noise surveys and assessment work carried out over the summer and autumn of 2020 resulted in a modification to the way in which railway noise, and in particular vibration, were assessed. The updated assessment was presented in **Volume 1, Chapter 9** of the **ES Addendum** (Doc Ref 6.14) [[AS-188](#)] and its associated appendices in **Volume 3, Appendices 9.3.A to 9.3.E** in the **ES Addendum** (Doc Ref 6.14) [[AS-257](#) and [AS-258](#)].
- 1.2.10 A draft **Rail Noise Mitigation Strategy** [[AS-258](#)] set out specific operational and physical measures to control railway noise and vibration.
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- 1.2.11 Three of the key findings from the previous assessments informed the approach adopted in the supplemental noise assessment:
- the effect of the additional trains on the East Suffolk line during the daytime was found to be negligible;
  - at night, the increase in noise level over the whole of the night-time period along the East Suffolk line and the maximum levels arising from the peak of noise from individual passing trains would both result in a significant adverse effect for some receptors; and
  - for all receptors, the most significant effects were determined by the maximum noise levels, assessed using the  $L_{AFmax}$  parameter, not the overall noise levels across the whole of the night-time period.
- 1.2.12 In light of these findings, the supplemental noise assessment focused on the night-time period and considered the maximum noise levels only to consider the worst-case effects.
- 1.2.13 Train noise levels were predicted using the SoundPLAN 3D noise modelling software, and a noise contour plot was presented showing how the maximum sound levels from passing trains were likely to propagate away from the railway line at Whitearch Park. These contours are repeated here in Plate 1.1.



**Plate 1.1: Noise contours for residential park homes at Whitearch Park<sup>2</sup>**



- 1.2.14 It was concluded that the majority of the homes at Whitearch Park would be subject to night-time L<sub>AFmax</sub> levels below 70dB (green and yellow shaded areas), which is considered to be a negligible or minor adverse effect, when the sensitivity of their residential use is taken into account. These would not be significant effects in an EIA context.
- 1.2.15 Two of the existing park homes were predicted to have noise levels of between 70dB and 77dB (red shaded area), with one park home predicted to be just over 77dB (blue shaded area). These are considered to be moderate adverse effects at the two park homes and a major adverse effect at the other; these are regarded as significant effects in an EIA context.
- 1.2.16 For all park homes except one, the outcomes would fall either below the LOAEL<sup>3</sup>, or between the LOAEL and SOAEL<sup>3</sup> where in planning policy

<sup>2</sup> Included as Plate 4.2 in May 2021 Supplemental Noise Assessment

<sup>3</sup> LOAEL is the 'lowest observed adverse effect level', and SOAEL is the 'significant observed adverse effect level'. See paragraphs 1.2.14 to 1.2.25 of Volume 1, Appendix 6G.1 of the ES [APP-171] for an full explanation.

terms the requirement is to mitigate and reduce noise of this level to a minimum. For the single park home predicted to be exposed to  $L_{AFmax}$  noise levels above 77dB, planning policy requires the effect to be avoided, which can be achieved through the **Noise Mitigation Scheme** [\[REP2-034\]](#).

- 1.2.17 It was concluded that the walls of the park homes at Whitearch Park were likely to provide a sound reduction of at least 35dB and the windows at least 25dB. It was therefore considered that the **Noise Mitigation Scheme** would be effective in improving the sound insulation of the park homes.
- 1.2.18 On this basis, the SOAEL will be avoided for the one park home that is predicted to be exposed to the highest noise level, and the internal sound levels within all three park homes will be mitigated and minimised as required more generally by policy.
- 1.2.19 Consideration was also given to mitigation in the form of an acoustic barrier between the site and the railway. A screening exercise was undertaken where three acoustic barrier alignments were tested, and a single alignment put forward in the supplemental noise assessment located along the eastern boundary of Whitearch Park at a height of 2.5m. The effect was presented as a noise contour plot, which is included here as Plate 1.2.

**Plate 1.2: Noise contours for Whitearch Park – with acoustic barrier on site boundary<sup>4</sup>**



- 1.2.20 The acoustic barrier was expected to reduce train L<sub>A</sub>F<sub>max</sub> noise levels to less than 70dB at all of the park homes, resulting in effects that would be no worse than minor adverse, which are not significant in an EIA context.
- 1.2.21 Notwithstanding the effect of the assessed barrier, the supplemental noise assessment acknowledged that any barrier would be subject to discussion with the relevant authorities, including Network Rail, East Suffolk Council and Benhall and Sternfield Parish Council, the owner and residents at Whitearch Park, and subject to the necessary permissions and further assessment of other potential environmental effects, prior to any decision whether or not to install any barriers.

<sup>4</sup> Included as Plate 4.3 in May 2021 Supplemental Noise Assessment



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## 2 SITE VISIT AND CONSULTATION RESPONSES

- 2.1.1 A site visit was undertaken on 7<sup>th</sup> June 2021 to discuss the targeted consultation and the supplemental noise assessment with the owners of Whitearch Park. SZC Co. was shown around the site, viewing both existing and proposed park home plots, and inspecting the relationship between the site and the adjacent railway line.
- 2.1.2 The owners of Whitearch Park commented on the proposals to use the East Suffolk line for night-time freight movements and indicated that they, and a number of their residents, would be submitting comments as part of the targeted consultation.
- 2.1.3 It was noted during the site visit that the height of the railway line falls relative to Whitearch Park from south to north, so that the railway is on an embankment at the southern end of the Whitearch Park, at grade approximately at the centre of the eastern site boundary, and in cutting at the northern end of the site.
- 2.1.4 The embankment and cutting are both approximately 5 metres high/deep at their highest/deepest.
- 2.1.5 It was noted that the effect of the 2.5m high acoustic barrier on the eastern site boundary of Whitearch Park included in the supplemental noise assessment, effectively at the base of the railway embankment at the southern end of Whitearch Park, was likely to be considerably more limited than the modelling showed.
- 2.1.6 The responses to the consultation were collated and SZC Co. issued its responses in the **Consultation Report Second Addendum** [[REP3-009](#)] in June 2021.
- 2.1.7 Notwithstanding a generally-expressed concern regarding the use of the East Suffolk line to move construction materials to the Sizewell C site by train at night, support was expressed for a noise barrier along the East Suffolk line to reduce noise from passing trains.
- 2.1.8 In light of the consultation responses and the observations set out above, SZC Co. has now revisited the potential acoustic benefit that such a structure might have.

### 3 ALTERNATIVE BARRIER ALIGNMENT

#### *Correction to the May 2021 supplemental noise assessment*

- 3.1.1 The boundary between Whitearch Park and the railway, at the southern end of the site, is at the bottom of the embankment. At the northern end of the site, it is at the top of the cutting.
- 3.1.2 Plate 4.3 in the May 2021 supplemental noise assessment<sup>5</sup> purports to show the effects of a 2.5m barrier on the boundary between Whitearch Park and the railway. Due to the level changes of the railway, a boundary of that height in that location would not in fact have the acoustic effects indicated in Plate 4.3. Plate 4.3 overestimates the mitigating effect of such a barrier at the southern end of the site and underestimates it at the northern end of the site.
- 3.1.3 In light of the above, SZC Co has reconsidered the barrier alignment as follows.

#### *Alternative barrier alignments*

- 3.1.4 Given the height of the railway embankment relative to the southern end of Whitearch Park, the most effective solution would be to locate the barrier at the top of the embankment, adjacent to the railway line. The barrier would follow the level of the railway line as the embankment reduces in height, and would then follow the top of the cutting as the railway drops below the ground level of Whitearch Park.
- 3.1.5 The effect of a barrier of varying height has been considered. To be most effective, a barrier would need to be 4m above the railway line for its full length past Whitearch Park. That means, it would need to be 4m above rail level when the railway line is on an embankment above Whitearch Park, and 2.5m above ground level where the railway line is in the cutting, once the cutting is at least 1.5m deep.
- 3.1.6 The effect of the barrier is shown in Plate 3.1.

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<sup>5</sup> Which can be found at **Volume 3, Appendix 21C** of SZC Co's responses to the Examining Authority's first written questions [REP2-112]

**Plate 3.1: Noise contours for Whitearch Park – with acoustic barrier adjacent to railway line**



- 3.1.7 Plate 3.1 shows that a barrier at the top of the embankment that transitions to the top of the cutting will be effective in reducing the train noise levels to below 70dB at every park home. This would result in no worse than minor adverse effects, which are not significant in an EIA context.
- 3.1.8 The supplemental noise assessment explained that any proposed barrier, whether on Network Rail land or land owned by Whitearch Park, would be subject to discussion with the relevant authorities, including Network Rail, East Suffolk Council and Benhall and Sternfield Parish Council, the owner and residents at Whitearch Park, and subject to the necessary permissions and further assessment of other potential environmental effects, prior to any decision whether or not to install any barriers. That remains the position.
- 3.1.9 The deliverability of this barrier alignment is currently under discussion with Network Rail, although it is noted that subject to a feasibility test and SZC Co. meeting the costs of any barriers, Network Rail has advised that it does not have an in-principle objection to acoustic fencing<sup>6</sup>.

<sup>6</sup> See paragraph 6.3 in the **Statement of Common Ground with Network Rail** [\[REP2-074\]](#)



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*Noise Mitigation Scheme and Rail Noise Mitigation Strategy*

- 3.1.10 SZC Co. has amended the **Noise Mitigation Scheme** to recognise the potential for the construction of the homes at Whitearch Park to vary, and has included a more flexible approach to the specification of insulation. This amended version of the **Noise Mitigation Scheme** will be submitted to the Examining Authority at Deadline 6 (6<sup>th</sup> August 2021).
- 3.1.11 Should a noise barrier be feasible along the East Suffolk line at Whitearch Park, provision for its installation will be included either in a further update of the **Noise Mitigation Scheme**, in an update to the draft **Rail Noise Mitigation Strategy** [\[AS-258\]](#), or via another securing mechanism as may be agreed between SZC Co. and the relevant stakeholders.

## 4 CONCLUSIONS

- 4.1.1 This document sets out an update to the supplemental noise assessment that was provided as part of the targeted consultation undertaken between 12<sup>th</sup> May 2021 and 11<sup>th</sup> June 2021. The targeted consultation related to the potential effects of night-time railway noise on the park homes at Whitearch Park, south of Saxmundham. This document also includes a correction to the supplemental noise assessment. In particular, it provides more information on the necessary scale and location of a noise barrier if it is to achieve the best levels of noise reduction.
- 4.1.2 It remains the case that the improvements in sound insulation offered by the **Noise Mitigation Scheme** [\[REP2-034\]](#) will be achievable for the park homes given their modern, high quality construction. Insulation would mean that noise levels would not exceed SOAEL in any instance. This outcome does not rely on the presence of a barrier.
- 4.1.3 The **Noise Mitigation Scheme** has been amended to allow a more flexible approach to the specification of insulation, in recognition for the potential for the construction of the homes at Whitearch Park to vary. This amended version of the **Noise Mitigation Scheme** will be submitted to the Examining Authority at Deadline 6 (6<sup>th</sup> August 2021).
- 4.1.4 The present document includes updated and corrected information on the potential acoustic benefits of a noise barrier. An alignment of a noise barrier is assessed which now follows the railway line as the embankment reduces in height, and then follows the top of the cutting as the railway drops below the ground level of Whitearch Park. The top of this assessed barrier remains 4m above the railway line for its entire length.
- 4.1.5 The effect of the updated barrier would be to bring railway noise levels to below 70dB L<sub>AFmax</sub> at every park home, which is considered to be a negligible or minor adverse effect, when taking account of the residential nature of the park homes. These effects are not considered significant in an EIA context. The noise levels would either fall below LOAEL, or between LOAEL and SOAEL, in all instances.
- 4.1.6 Any proposed barrier, whether on Network Rail land, or on land owned by Whitearch Park, would be subject to discussion with the relevant authorities, including Network Rail, East Suffolk Council and Benhall and Sternfield Parish Council, the owner and residents at Whitearch Park, and subject to the necessary permissions and further assessment of other potential environmental effects, prior to any decision whether or not to install any barriers.

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- 4.1.7 Should a noise barrier be feasible along the East Suffolk line at Whitearch Park, provision for its installation will be included either in a further update of the **Noise Mitigation Scheme**, in an update to the draft **Rail Noise Mitigation Strategy** [[AS-258](#)], or via another securing mechanism as may be agreed between SZC Co. and the relevant stakeholders.