

The Sizewell C Project, Ref. EN010012

Changes to the DCO that would be required to address key matters raised by Suffolk County Council

Suffolk County Council Registration ID Number: 20026012

Deadline 9

30 September 2021

PURPOSE OF THIS SUBMISSION

In previous submissions, SCC have asked the ExA to consider four changes to the proposals which, if accepted by the ExA, would require changes to be made to the DCO. They are (a) changing the status of the Sizewell Link Road (“SLR”) so that it is temporary; (b) removing the second outage car park at Goose Hill; (c) replacing the four new pylons and overhead cables inside the power station’s security fence with gas insulated lines, and (d) changing the design of the SSSI crossing.

SCC’s Post Hearing Submission after ISH 14 [REP8-185] stated that SCC would provide its formulation of what those amendments would be at deadline 9. It has already provided an outline of what the SLR amendments would be in its D7 submissions (CAH1 Post Hearing Submissions including written summary of Suffolk County Council’s Oral Case, Part 1) [REP7-160], but an updated version is included here.

SCC notes that it is continuing constructive discussions with the Applicant on other matters regarding the draft DCO.

Note: The Amendments set out below are against version 10 of the draft DCO [REP8-035]

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PRACTICALITIES OF PROPOSED SLR AND SSSI CROSSING CHANGES

SCC recognised at D7 that if the SLR were to be taken forward as a temporary feature, further consultation would be needed. That has not happened, and the Applicant has emphasised in its D8 submissions that a temporary SLR is not deliverable within the current DCO in part for that reason.

SCC acknowledges that no decision on the DCO can be made to amend the DCO in this respect as proposed in this submission until such consultation has occurred.

In its Comments on Earlier Deadlines and Subsequent Written Submissions to CAH1 and ISH8-ISH10 [REP8-120], the Applicant set out its comments on the SCC's proposals. A common theme throughout that document is the Applicant's reliance on paragraph 4.4.3 of NPS EN-1, saying (emphasis added) that "potential alternatives, wherever possible, should be identified before an application is made to the IPC, and that the third party that has put forward the alternative should provide the evidence for its suitability and that the IPC should not necessarily expect the applicant to have assessed it."

The idea of a temporary SLR was clearly identified by SCC before the application was submitted (see e.g. [Joint response of Suffolk County Council and East Suffolk Council to EDF Energy's Stage 4 Public Consultation](#) paragraph 239 onwards: September 2019) and in consultation with SCC, a proposal could quite easily have been worked up by the Applicant, with all its resources and expertise.

SCC is disappointed that there has been no consultation on the SLR proposal, despite SCC's highlighting the point before and throughout the Examination and making practical suggestions to enable it at D7. Nonetheless, the necessary consultation could be achieved prior to a decision being made on the current DCO either by (a) an extension to the Examination period to allow for such consultation or (b) for that consultation to be undertaken by the Secretary of State at decision stage.

If either (a) or (b) was to occur, the opportunity could also be taken within that timeframe to require the Applicant to undertake further assessment of the triple span bridge option for the SSSI crossing, which in SCC's view, based on the information currently available, remains a preferable and less detrimental option with less effects on the SSSI, in order that the Secretary of State could then be informed as to whether it should be substituted for the current SSSI crossing proposals. It is on that basis that SCC has not put forward any specific DCO amendments in this note for the SSSI crossing.

TEMPORARY SIZEWELL LINK ROAD

Article 14: Permanent stopping up of streets, change of status, and extinguishment of private means of access

Stopping up

In paragraph (1), after paragraph (b) insert—

“; and

(c) stop up Work No. 12 (Sizewell Link Road) before it is demolished in accordance with requirement 24.”

Change of status

After paragraph (1) insert—

“(1A) The status of those streets specified in column (2) of Part 3 of Schedule 10 and in respect of which the relevant site specified in column (1) of that Part is Sizewell Link Road is (unless otherwise agreed with Suffolk County Council) only to be changed temporarily as specified in column (4) of that Part and is then to revert to its original status as shown in column (3) of that Part on completion of the demolition of Work No. 12 (Sizewell Link Road).”

Schedule 1: Authorised development

Amendments to descriptions of works in Part 1:

Sizewell link road

Work No. 12A

Temporary wWorks associated with the construction of Work No. 12B, Work No. 12C and Work No. 12D, to include—

[etc.]

Work No. 12B

A temporary bypass of Middleton Moor and Theberton, to include—

[etc.]

Work No. 12C

A temporary motorised user bridge over Work No. 12B(a), connecting to Pretty Road on either side.

[etc.]

Work No. 12D

(a) A temporary junction to Moat Road to maintain access to properties including Theberton Grange and Moat House; and

(b) Temporary rRealignment of the road to Theberton Grange for 300m to join George Road.

[etc]

Schedule 2: Requirement 24: Associated development sites: Removal and reinstatement

(1) Within 12 months of the completion of the SZC construction works, Work No. 9 (northern park and ride including highway works), Work No. 10 (southern park and ride including highway works), [Work No. 12 \(Sizewell Link Road\)](#), Work No. 13 (freight management facility including highway works), Work No. 4B (green rail route), and Work No. 4D (rail spur) must be demolished.

(2) [Prior to any demolition, a A-scheme](#) for the [demolition, reinstatement and](#) land restoration works must be submitted to and approved by East Suffolk Council, which must include a timetable for the removal and reinstatement works.

(3) All materials resulting from the demolition of the above Works must be removed from the relevant Work, and the land restored to a condition suitable for agricultural use ([or in the case of Work No. 12, if the land was not in agricultural use immediately before it was acquired or used for the authorised development, to a condition suitable for its original use or some other suitable condition](#)) and in accordance with the details approved pursuant to paragraph (2).

Schedule 10: Streets to be permanently stopped up, changed in status or private means of access extinguished

Move the 20 highways and private means of access specified in relation to the SLR from Part 1 of Schedule 10 (Streets to be stopped up or private means of access to be extinguished for which a substitute is to be provided) to Part 2 of Schedule 13 (Being streets and private means of access to be temporarily closed for which a substitute is specified).

Schedule 14: Traffic regulation measures

Move the 5 roads specified in relation to the SLR from the section headed "Permanent traffic regulation measures" to the section headed "Temporary traffic regulation measures"

Schedule 17: Land of which only temporary possession maybe taken

- (a) The status of the plots that are currently required permanently for the SLR could, where appropriate, be altered by listing them in Schedule 17, with a suitable description of the purpose for temporary possession. These plots could already be occupied temporarily by virtue of article 37(1)(a)(ii), so the only change would be that they could only be occupied temporarily. The plots could be easily identified by referring to the Land Plans [REP5-004] which show all the plots of land required for the SLR on sheets 19 to 22 of 28. The plot numbers are conveniently prefixed with "SLR" and the plots required for permanent acquisition are shaded pink. A list of all those plots could be prepared readily should the Secretary of State decide in favour of SCC's case.
- (b) Some plots are already listed in Schedule 17 and required for the SLR (see the two rows in the table which say "Sizewell Link Road" in column (1) on electronic page 137 of 217 in the D8 draft DCO version 9 (no reference yet)). The purpose for which temporary

possession may be taken shown in column (3) of the Schedule could be amended as follows:

Working areas in relation to construction [and demolition](#) of Work No. 12

Working areas and construction compounds associated with carrying out [and demolishing](#) Work No. 12

Rights of way plans

The Rights of Way Plans would need to be amended to alter the status shown for the SLR and the various street and footpath diversions from permanent to temporary.

Land plans

The Land Plans would need to be altered so that the colour coding of the plots required for permanent acquisition under the current version of the DCO and which would instead only be subject to temporary possession, would change from pink to yellow.

SECOND OUTAGE CAR PARK

The amendment below has the effect of removing the second outage car park from the DCO. As an alternative, SCC considered a Grampian style requirement which would require the Applicant to demonstrate that it had taken reasonable steps to secure planning permission for a site outside the AONB before commencing construction of the second outage car park. However, drafting such a requirement with the necessary precision proved to be difficult. It is SCC's understanding that, if there is a need for a second outage car park at all, such a need would not arise for a number of years after the making of the DCO, giving time for the Applicant to secure an appropriate facility in a location outside the AONB.

Schedule 1: Authorised Development

In Part 1 (numbered works) in the description of Work No. 1A (r), delete "and 600 outage parking spaces"

REMOVAL OF PROPOSED NEW PYLONS

Schedule 1 (Authorised development)

SCC suggest two options for amendments. The first option is a replacement of the 4 pylons with gas insulated lines (GIL), and moving the work from the ambit of Requirement 11 to Requirement 12. The second option is to provide two alternatives in Schedule 1: pylons or GIL, with a new Requirement 12A which says that the pylons option should only be taken forward if it is demonstrated that GIL cannot be constructed without compromising safety.

~~(d) four electricity transmission towers / pylons inside the powers station's security fence and associated transmission infrastructure;~~

Option A

(a) In Part 1 (numbered works) replace current Work No. 1A (d) with:

(d) gas insulated lines to transmit electricity to the National Grid 400kV substation, and associated transmission infrastructure

(b) Move Work Number 1A(d) from Requirement 11 (approved buildings, structures and plant) to Requirement 12 (Reserved matters)

Option B

(a) In Part 1 (numbered works) replace current Work No. 1A (d) with:

(d) either—

(i) gas insulated lines to transmit electricity inside the power station's security fence and associated transmission infrastructure; or

(ii) four electricity transmission towers / pylons inside the power station's security fence and associated transmission infrastructure.

(b) Amend the first line of Requirement 11 as follows:

(1) Work Nos. 1A (a) to (c), (d)(ii) and (e) (except for Work No. 1A(b)(ii)) (two sky bridges),

(c) Amend the first line of Requirement 12 as follows:

(1) Construction of Work No. 1A(b)(ii) (two sky bridges), Work No. 1A (d)(i) (gas insulated lines), Work No. 1A (f) (intermediate level fuel store) and Work No. 1A (g) (interim spent fuel store),

(d) Add the following new Requirement after Requirement 12:

12A. The works described in Work No. 1A (d)(ii) are only to be constructed as an alternative to those described in Work No. 1A (d)(i) in the event that the undertaker has demonstrated in a technical report submitted to and approved by East Suffolk Council, after consultation with Suffolk County Council and the Office for Nuclear Regulation, that Work No 1A (d)(i) cannot be constructed within the Main Development Site without compromising the security and safe operation of the power station.

Plans

For both options, there would also need to be changes to associated plans, including the parameter plans and works plans.