

## NOT PROTECTIVELY MARKED

Lead Members of the Examining Authority for Applications EN010077 and EN010078  
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13 January 2021

Dear Sirs

**East Anglia One North (EA1N) (Ref. EN010077) and East Anglia Two (EA2) (Ref EN010078) Offshore Wind Farm - Deadline 4 on behalf of NNB Generation Company (SZC) Limited (SZC Co.).**

I write further to our previous submissions on behalf of SZC Co.

### **Draft Development Consent Order (DCO)**

SZC Co. continues to require protective provisions to be included within the draft DCO to ensure that its interests are adequately protected. These have not been included in Version 3 of the draft DCO. SZC Co. is continuing to engage with the Applicant on these issues.

SZC Co. welcomes the addition of the Outline Sizewell Gap Construction Method Statement to the requirements but considers it necessary that SZC Co. is consulted by the local planning authority before it is discharged.

SZC Co. has no further comments on the amendments to the draft DCO.

### **Cumulative impacts**

SZC Co. has considered the relevant submissions of others in relation to cumulative impacts, and has the following comments:

- **Air quality:** SZC Co. participated in a meeting with East Suffolk Council (ESC) and Scottish Power Renewables to discuss the potential for in-combination impacts at the Stratford St Andrew Air Quality Management Area (AQMA). This meeting clarified the results from each Projects' assessment and concluded that no significant effects are predicted at the AQMA from the combined impacts from Sizewell C Project, and the EA1N and EA2 Projects when assuming the current UK standard fleet mix of Euro VI compliant vehicles and older vehicles.

It is worth noting that the following commitments on HGV fleet emissions for the Sizewell C Project, as agreed with ESC include an agreed percentage of project heavy vehicles (trucks and buses over 3.5 tonnes) to be powered by Euro VI (or lower emission) engines, unless it is an exempt vehicle.

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- **Transport:** SZC Co. proposes to implement a comprehensive transport strategy to mitigate the transport effects of the Sizewell C Project. In addition, SZC Co. proposes to manage Sizewell C construction traffic through the implementation of a Construction Traffic Management Plan and Construction Worker Travel Plan, which would be monitored on a quarterly basis throughout the construction phase and reviewed through a Transport Review Group (TRG). The TRG would include representatives from SZC Co., the local authorities and Highways England. A Transport Contingency Fund is to be established by SZC Co. through the Section 106 Agreement and made available to the TRG in the event that further mitigation or corrective actions are required as a result of impacts from the Sizewell C Project. SZC Co. proposes to monitor the cumulative effects of Sizewell C with other projects, including those of Scottish Power Renewables, during the construction phase. If any significant effects arise, the relevant stakeholders could utilise the Transport Contingency Fund to implement additional measures to manage/reduce Sizewell C effects. SZC Co. would support a proportionate approach to funding of any mitigation measures in the event that additional significant cumulative transport effects from the Sizewell C Project and EA1N or EA2 schemes arise through the monitoring process. Notwithstanding, there may be merit in there being comparable provision made in respect of the EA1N and EA2 projects.
  
- **Landscape and visual:** SZC Co. agrees with both Natural England and Scottish Power Renewables that there are unlikely to be significant cumulative landscape and visual effects from EA1N and EA2 in combination with Sizewell C during operation. It is also agreed that the only elements of the EA1N and EA2 proposals likely to result in significant cumulative landscape and visual effects in-combination with Sizewell C during construction are the cable landfall and the onshore cable route. The Sizewell C Project Environmental Statement concluded that for the following receptors, there would be cumulative effects, but that they would not result in an increase to the significance of the effects assessed for the Sizewell C Project alone:
  - Ancient Estate Claylands LCT
  - Coastal Dunes and Shingle Ridges LCT
  - Estate Sandlands LCT
  - Visual receptors along the coast from Minsmere to Sizewell Coast
  - Visual receptors in the Sizewell Belts area
  - Suffolk Coast Path
  - Suffolk Coast and Heaths Area AONB
  - Suffolk Heritage Coast

In addition, the Sizewell C Project Environmental Statement concluded that for visual receptors around Knodishall and Aldringham; Aldringham Common and The Walks; and along the coast between Sizewell and Thorpeness, there would be medium-term significant visual effects as a result of the construction of the EA1N and EA2 cable landfall and the onshore cable route in-combination with the construction of Sizewell C. For these receptors, the level of significance is increased from the assessment of effects from the construction of Sizewell C Project alone, primarily as a result of the combined construction effects of the EA1N and EA2 cable route and/or landfall. The Sizewell C Project Environmental Statement Addendum (submitted to the Planning Inspectorate on 12 January 2021) considers the additional effects of a number of proposed changes to the Sizewell C Project. Of the proposed changes, the proposed temporary Beach Landing Facility has the greatest potential to increase the level of effects recorded in the Sizewell C Project Environmental Statement. However, the Sizewell C Project Environmental Statement Addendum concludes that there would be no additional significant cumulative effects on landscape and visual receptors from those identified in the Sizewell C Project Environmental Statement.

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**Land Matters**

SZC Co. will provide the Examining Authority with an update on the status of the land discussions in response to Deadline 5, noting the timing of the Compulsory Acquisition hearing in February.

Yours sincerely



Carly Vince  
Chief Planning Officer