



# The Sizewell C Project

## 9.73 Comments at Deadline 7 on Submissions from Earlier Deadlines and Subsequent Written Submissions to ISH1-ISH6 - Appendices

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## APPENDIX H: SUMMARY OF CHANGES TO BE MADE TO THE TRANSPORT MANAGEMENT PLANS

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## 1 INTRODUCTION

1.1.1 The purpose of this note is to summarise the proposed changes to the following management plans, which will be submitted at Deadline 8 of the Sizewell C Examination:

- **Construction Traffic Management Plan (CTMP)** [[REP2-054](#)];
- **Construction Worker Travel Plan (CWTP)** [[REP2-055](#)];
- **Traffic Incident Management Plan (TIMP)** [[REP2-053](#)].

1.1.2 At the Issue Specific Hearings on Traffic and Transport SZC Co. also committed to preparing a **Framework Operational Travel Plan** which will be submitted to the ExA in draft at Examination Deadline 8.

1.1.3 It should be noted that SZC Co. will continue to engage with the stakeholders to reach agreement on the transport management plans and therefore further updates beyond those set out in this note may be made between now and the submission of the plans at Deadline 8.

## 2 PROPOSED UPDATES TO THE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

### 2.1 Introduction

2.1.1 This section summarises the proposed changes to the **CTMP** [\[REP2-054\]](#), which will be submitted at Deadline 8.

### 2.2 Proposed changes to the CTMP

2.2.1 **Table 2.1** below summarises the proposed changes to each section of the **CTMP** [\[REP2-054\]](#).

Section	Topic	Proposed change / refinement
Section 1 - Introduction	Definitions	Provide a list of definitions within this section to assist the reader.
Section 2 – Management structure	Community groups	Add community groups and their relationship to the TRG within <b>Figure 2.1</b> .
	TRG members	Add Suffolk Constabulary as a member of the TRG with voting rights as well as a fourth member of SZC Co. to maintain the proposed balanced structure. Update the governance process in the event of a dispute, including by reference to the clarifications made in the Deed of Obligation submitted at Deadline 7 to explain that disputes can be escalated to the Delivery Steering Group for resolution or, in the unlikely event that resolution is still not possible, to an independent expert.
	TRG reactivity	Add the ability for any member of the TRG to call an urgent meeting and clarity on reactivity of TRG to respond to urgent issues, in accordance with the clarifications made to the TRG's powers and processes in Schedule 16 of the Deed of Obligation submitted at Deadline 7.
	Community Safety Working Group	Update Section 2.6a) on the Community Safety Working Group in light of Suffolk Constabulary being a member of the TRG.
	Local transport and traffic groups	Add further information on the additional local transport and traffic groups to be established to agree the local improvement schemes secured through the <b>Deed of Obligation</b> .



Section	Topic	Proposed change / refinement
	Relationship between local community and TRG	Add details of the relationship between the community groups and the TRG to Section 2.6 on 'Other Groups' and how the local community escalate issues to the TRG.
Section 3 – Freight management	AIL definition	Update the definition of AIL to align with Suffolk Constabulary definition agreed for the <b>Deed of Obligation</b> .
	AD HGV movements	Paragraph 3.3.6 to be updated to state that the HGV movements that have been assessed to the associated development sites are peak movements and not average.
	AIL water preferred policy	Paragraph 3.3.16 – update to reflect the water preferred policy for Special Order and VRI AILs but that for the purposes of estimating police escort resource requirements it has been assumed that 100% are by road.
	AIL movements	Update <b>Tables 3.1 - 3.3</b> and corresponding text to reflect agreed position with Suffolk Constabulary on the Hinkley Point C AIL data.
	HGV routes	Update <b>Plate 3.3</b> to match <b>Plate 3.2</b> so that HGVs utilise the Beccles bypass and do not travel through Beccles town centre.
Section 4 – Measures and controls for HGVs to/from the main development site	AIL water preferred policy	Update text to clarify that the water preferred policy will be adhered to for all AILs and not just permanent equipment AILs.
	Monitor freight mode share	Add monitoring of freight modal split – monitoring of materials delivery mode split between marine, rail and road to demonstrate the mode shares achieved. The 60% by rail and marine is over the whole construction phase but monitoring data will be provided to the TRG on an annual basis.
	Daily HGV caps	Update the daily HGV caps at paragraph 4.4.5 and 4.4.6 to reflect that the early years 600 two-way movement cap is for HDVs (i.e. HGVs and buses) and that it is monitored on the B1122 at Theberton and Middleton Moor via a GPS geofence so that all HDVs that route through the geofence are included within the 600 two-way HDV daily cap. Likewise the peak hour daily HGV cap will be monitored by a geofence on the Sizewell link road to ensure all HGVs from the wider network to the MDS are captured within the cap.

Section	Topic	Proposed change / refinement
		Provide greater clarity that the daily HDV early years and daily HGV peak construction caps are based on two-way movements (i.e. arrivals and departures).
	Daily HGV quarterly average target	Update section 4 to provide a HGV quarterly average target of 500 daily two-way HGV movements to /from the MDS during the peak construction averaged over a quarter. It would be a target rather than a cap and not meeting the target would trigger a review by the TRG and a decision if any action is to be taken. It would allow a decision to be made by the TRG based on marine/rail/road split. A cap may be instigated by TRG if practical and if exceedance occurs repeatedly.
	Monitor % split of HGV routes	SZC Co. will monitor the split of the use of HGV routes (i.e. A12 north and A12 south) and report it to the TRG as part of the transport monitoring reports.
	Daily HGVs to/from LEEIE	Paragraph 4.4.8 – update to confirm that HGV movements from the wider network to/from the LEEIE will be <u>controlled</u> via the daily cap to/from the MDS but that HGVs shuttling between the LEEIE and MDS will not be included in the cap but will be <u>monitored</u> via the DMS and reported to the TRG.
	Peak hour HGV limits and targets	Peak hour caps are already included at paragraph 4.4.11 for the hours of 08:00-09:00 and 17:00-18:00. In addition, it is proposed to monitor HGV movements from the wider highway network to/from MDS during 07:00-08:00 and 16:00-17:00 against the HGV movements assessed in the Consolidated Transport Assessment. HGV caps for these hours may be instigated by TRG if exceedance occurs repeatedly.
	HGV timing restrictions	Update paragraph 4.4.13 to reflect the updated position with regards the timing restrictions for HGVs on the highway network. During the early years there will be no HDVs allowed to route on the B1122 before 07:00 and after 23:00. This will be monitored through the proposed GPS geofence on the B1122. In addition there will be no HGVs permitted on the local highway HGV routes within the Suffolk boundary between 00:00 and 06:00. This will be instead of monitoring use of laybys on the local highway network by SZC HGVs outside of the MDS permitted access times.
	Local deliveries	Agree the definition of local HGV deliveries with SCC and include this within the CTMP.



Section	Topic	Proposed change / refinement
	HGV emission standards	Update the commitment for HGV emission standards to align with the <b>Code of Construction Practice (CoCP)</b> .
Section 5 – Management of associated development site HGVs	Associated development construction HGVs	Update section 5.3 to reflect that the AD construction HGVs will be required to adhere to the HGV route and will be tracked via GPS.
	Monitoring number of associated development construction HGVs	<p>There is already a commitment for the daily number of AD construction HGVs to be monitored through the DMS.</p> <p>DMS data should enable details such as HGV movements per hour to the AD construction site to be made available to the TRG if required.</p> <p>TRG to have remit to consider action if monitoring shows consistent significant exceedance of the HGVs assessed.</p> <p>In addition, make it clear that HGVs associated with the construction of the associated development sites that route via the B1122 during the early years would be included in the 600 two-way daily HDV cap.</p>
Section 6 – Management of LGVs	Postal consolidation facility LGVs	Update the CTMP to include a process for monitoring actual postal movements to/from the postal consolidation facility.
	Monitor LGV movements to/from MDS	There is already a commitment to monitor the number of LGV movements to/from the MDS via the DMS and report this to the TRG. Update the document so that should there be consistent exceedances then the TRG have remit to direct additional demand management measures including LGV route monitoring via a phone app.
Section 7 – Management of AILs	AIL police escort	Add the police escort matrix and proposed use of the matrix.
	AIL daily movements	Add information with regards to the proposed police resourcing, commitment to smooth the AIL profile where possible and for there to be a daily number of DMS bookings for AILs but not an AIL cap.
	AIL pick up layby	Add details on the proposed AIL layby facility for police to pick up AILs on the A12.

Section	Topic	Proposed change / refinement
	AIL communication protocol	Add protocol for managing AILs across the B1122 level crossing as well as managing AIL movements along the B1122, including communication with EA1N/EA2.
Section 8 – monitoring and review	Monitoring data	Update Table 8.1 to provide more detail on the method of monitoring.
	TRG notification	Add mechanism for TRG emergency meetings as part of the TRG notification process.
Section 9 – compliance and enforcement	Contingency fund	Update the contingency fund section of the CTMP to reflect the single fund now secured through the Deed of Obligation and provide greater clarity on the TRG protocol for drawing down from the contingency fund.
	Enforceability	Identify and explain that the various caps and controls in the CTMP are binding and enforceable as such by the TRG (on which group SZC Co has no majority, such that the authorities are able to hold SZC Co to those caps and controls). Explain that, in the event of any targets or limits being exceeded or being likely to be exceeded, the TRG can require SZC Co to implement mitigation measures to address the impacts of any shortfalls or exceedances to the TRG's satisfaction (in addition to any other enforcement powers available to the authorities through the Deed of Obligation, which requires SZC Co to implement and act in accordance with the CTMP). Reflect the governance provisions contained in the Deed of Obligation submitted at Deadline 7.



### 3 PROPOSED UPDATES TO THE CONSTRUCTION WORKER TRAVEL PLAN

#### 3.1 Introduction

3.1.1 This section summarises the proposed changes to the **CWTP** [\[REP2-055\]](#) which will be submitted at Deadline 8.

#### 3.2 Proposed changes to the CWTP

3.2.1 **Table 2.1** below summarises the proposed changes to each section of the **CTMP** [\[REP2-055\]](#).

Section	Topic	Proposed change / refinement
Section 1 - Introduction	Definitions	Provide a list of definitions, including but not limited to early years and visitors, within this section to assist the reader.
	Scope of CWTP	Include associated development construction workers and visitors in the scope of the CWTP in Table 1.1.
	Operational Travel Plan	Update paragraph 1.4.3 to reflect the commitment in the Deed of Obligation with regards to the Operational Travel Plan.
Section 2 – Management structure	Community groups	Add community groups and their relationship to the TRG within <b>Figure 2.1</b> .
	TRG members	Add Suffolk Constabulary as a member of the TRG with voting rights as well as a fourth member of SZC Co. to maintain the proposed balanced structure. Update the governance process in the event of a dispute, including by reference to the clarifications made in the Deed of Obligation submitted at Deadline 7 to explain that disputes can be escalated to the Delivery Steering Group for resolution or, in the unlikely event that resolution is still not possible, to an independent expert.
	TRG reactivity	Add the ability for the TRG to call an emergency meeting and clarity on reactivity of TRG to respond to urgent issues, in accordance with the clarifications made to the TRG's powers and processes in Schedule 16 of the Deed of Obligation submitted at Deadline 7.
	Community Safety Working Group	Update Section 2.6a) on the Community Safety Working Group in light of Suffolk Constabulary being a member of the TRG.

## SUMMARY OF PROPOSED CHANGES TO TRANSPORT MANAGEMENT PLANS

**NOT PROTECTIVELY MARKED**

Section	Topic	Proposed change / refinement
	Local transport and traffic groups	Add further information on the additional local transport and traffic groups to be established to agree the local improvement schemes secured through the <b>Deed of Obligation</b> .
	Relationship between local community and TRG	Add details of the relationship between the community groups and the TRG to Section 2.6 on 'Other Groups' and how the local community and escalate issues to the TRG.
Section 3 – Objectives and targets	Mode share targets	<p>Include use of rail within the aim mode share targets in Table 3.2 as well as increased percentage mode share aim for car sharing.</p> <p>Include provision for TRG to set interim mode share targets to ensure the peak construction targets are met.</p>
Section 4 – Travel Plan Measures	Walk and cycling measures	Update the CWTP to reflect the agreed package of transport mitigation.
	Bus measures	Update Section 4.3c) on park and ride buses to reflect the proposed park and ride bus routes.
		Review and agree the park and ride principles with SCC set out at paragraph 4.3.12 and in particular the 800m walking distance. Any updates should also be reflected in Section 4.8 of the CWTP on allocation of workers to mode of travel to work.
	Parking measures	Update section 4.7a) to reflect the proposed early years car park limit of 650 spaces at the MDS (including LEEIE) as set out in draft Requirement 8.
		Provide greater clarity on the management of workers who travel in LGVs rather than cars and how these will be distinguished from non-worker LGV movements, which will be managed through the CTMP.
		Update the electric vehicle charging provision in accordance with the submissions made in response to actions arising from ISH8 as submitted at Deadline 7.
	Visitor measures	Include a section on visitor travel plan measures to encourage business visitors and visitors to the Visitor Centre to travel to the MDS by sustainable travel.
	AD construction worker measures	Include section on AD construction worker measures, which will be to encourage car sharing as well as

**NOT PROTECTIVELY MARKED**

Section	Topic	Proposed change / refinement
		explore the use of mini-buses where possible to transport workers to site.
Section 5 – Monitoring and Review	Monitoring strategy	<b>Table 5.1</b> to be updated to provide updates to method of monitoring. Buses will have GPS installed as well as swipe card security card/bus pass technology, which will provide detailed information about the profile of bus arrival and departures and utilisation of buses. Consideration is to be given to the frequency and type of data required to monitor the arrival and departure profile of cars at the car parks and is subject to ongoing discussion with SCC in order to reach agreement.
	AD construction worker monitoring	Include a section on monitoring AD construction worker numbers and mode share
	Visitor monitoring	Include a section on monitoring visitor numbers and mode share.
Section 6 – Enforcement	Contingency fund	Update the contingency fund section of the CWTP to reflect the single fund now secured through the <b>Deed of Obligation</b> and provide greater clarity on the TRG protocol for drawing down from the contingency fund.
	Enforceability	Identify and explain that the various caps and controls in the CWTP are binding and enforceable as such by the TRG (on which group SZC Co has no majority, such that the authorities are able to hold SZC Co to those caps and controls). Explain that, in the event of any targets or limits being exceeded or being likely to be exceeded, the TRG can require SZC Co to implement mitigation measures to address the impacts of any shortfalls or exceedances to the TRG's satisfaction (in addition to any other enforcement powers available to the authorities through the Deed of Obligation, which requires SZC Co to implement and act in accordance with the CWTP). Reflect the governance provisions contained in the Deed of Obligation submitted at Deadline 7.



## 4 PROPOSED UPDATES TO THE TRAFFIC INCIDENT MANAGEMENT PLAN

### 4.1 Introduction

4.1.1 This section has been prepared to provide an interim update to the ExA on the current status of the development of the next revision to the **Traffic Incident Management Plan (TIMP)**. It summarises the current proposals which have formed through on-going discussions with stakeholders including Suffolk County Council, East Suffolk Council, Highways England and Suffolk Constabulary. These proposals will be incorporated into the next version of the **TIMP**, which will be submitted to the Sizewell C Examination at Deadline 8.

4.1.2 This section summarises the development of response strategies which could be deployed in the event of an incident within the Sizewell C Incident Management Area (IMA). It primarily focuses on the actions that could be taken by SZC Co., but is cognisant of the fact that there are existing incident response strategies in existence (e.g. Operation Stack) with which the SZC Co. incident responses will need to be compatible.

4.1.3 There are seven potential incidents which are considered within this note, and these have been developed in consultation with stakeholders. Further engagement will of course be required with highway authorities and emergency services to ensure that a comprehensive and robust set of response plans are developed, and that communications protocols are established and maintained in order to deploy these plans.

4.1.4 As described in the **TIMP** [\[REP2-053\]](#) the Transport Review Group (TRG) will be responsible for reviewing and approving any amendments to the TIMP to ensure that it is fit for purpose throughout the Sizewell C construction phase.

### 4.2 General incident response principles

4.2.1 The **TIMP** [\[REP2-053\]](#) describes the overarching principles which will be applied to Sizewell C construction traffic movements during an incident. It defines the Incident Management Area (IMA) in section 1.3 and Plate 1.1 of the **TIMP** [\[REP2-053\]](#), as the geographical area to which the TIMP relates. The TIMP also defines the routes to which Sizewell C HGVs will be constrained during the Early Years (Plate 4.1 of TIMP) and peak construction phases (Plate 4.2 of the TIMP).

4.2.2 The TIMP defines the general principles which will be applied to Sizewell C construction movements when an incident response is deployed. The

overall objective will be to direct Sizewell C construction traffic to a safe location off the highway network to minimise the amount of traffic on the network while emergency services are dealing with an incident. Sizewell C HGVs and buses will be required to stay on designated routes defined in the TIMP, or other approved diversion routes, unless directed by Suffolk Constabulary to use non-approved routes.

- 4.2.3 The Delivery Management System (DMS) will support the deployment of incident management strategies and, along with the delivery management team at the main development site, will continue to coordinate and manage Sizewell C construction movements.
- 4.2.4 Communications protocols will be further developed in consultation with Suffolk Constabulary, SCC and HE, but the primary line of communication with Sizewell C vehicle fleet would be via the DMS and the site-based delivery coordination team.
- 4.2.5 Incident management measures will be followed until Suffolk Constabulary direct the Sizewell C delivery management team to resume normal operations. Further consideration is required to confirm the procedures required to restore deliveries to normal operation.

## 4.3 Holding capacities within IMA

- 4.3.1 SZC Co. will have the ability to hold HGVs and buses off the highway network at several locations:
  - a) the traffic incident management area (TIMA) at the southern park and ride facility has capacity for up to 90 HGVs and buses;
  - b) the northern park and ride facility has capacity to hold up to 10 buses;
  - c) the southern park and ride facility has capacity to hold up to 10 buses; and
  - d) the freight management facility (FMF) has the capacity to hold up to 154 HGVs.
- 4.3.2 In the event of an incident requiring prolonged closure SZC Co. would also communicate with contractors via the site-based delivery management team and DMS, to prevent HGVs from entering the IMA. The IMA is shown in Plate 1.1 of the TIMP and is broadly defined as the A12 between Lowestoft Port and A14; A14 from A140 to Seven Hills / A12; B1122-SLR and A145. A network of services and lorry parks outside the IMA can be used by drivers to hold off the network in the event of an incident occurring.

- 4.3.3 There are 13 HGV holding locations identified across the study area. The travel distance and journey time has been calculated to the FMF for each of these sites as shown in **Table 4.1**.

**Table 4.1: HGV holding locations outside the IMA, including travel distance and journey time to FMF**

HGV Holding Location	Distance to FMF	Journey Time to FMF
Lorry parking behind Tesco Extra Copdock Interchange	9 miles	14 min
Junction 51 Services	17 miles	20 min
Junction 44 Rougham Hill Lorry Park	35 miles	37 min
Risby Truckstop	40 miles	41 min
Coopers Cabin Truck Stop	40 miles	41 min
Boreham Services	42 miles	45 min
Birchanger Green Services	55 miles	1 hr 4 min
Swaffham Lorry Park	61 miles	1 hr 20 min
M25 Junction 30 Thurrock Services	70 miles	1 hr 16 min
Cambridge Services	71 miles	1 hr 15 min
M25 Junction 26 Truck Park	72 miles	1 hr 14 min
Peterborough Extra Services	97 miles	1 hr 39 min
Stibbington Lorry Park	101 miles	1 hr 39 min

- 4.3.4 The map in **Appendix A** identifies the HGV holding locations on the Strategic Route Network (SRN) outside of the IMA, along with the HGV holding capacity at each site. The approximate area that each holding location serves is also indicated in coloured shading.

## 4.4 Scenarios

- 4.4.1 The proposed SZC Co. response strategy is described below for seven potential incident scenarios. These broad incident scenarios are described on the basis of a complete closure of a road link in both directions. Where an incident results in the closure of only one direction the SZC Co. response strategy would be to apply only the relevant part of the described response strategy.

## 4.5 Scenario 1 – Orwell Bridge Closure

4.5.1 Closure of the Orwell Bridge on the A14 between Junction 56 and 57 occurs as both a planned and un-planned incident. It is described in section 5.2(a) of the **TIMP** [\[REP2-053\]](#).

4.5.2 During a closure of the Orwell Bridge, HGVs from the south heading towards the FMF would be directed via the DMS to hold at one of the HGV holding points outside the IMA, or indeed, depending on the incident, hold at the source location to avoid starting the journey. There are a limited number of locations to hold HGVs on the Strategic Road Network (SRN) and in some cases HGVs will have already travelled past the last potential holding point on their journey by the time an incident is detected and the driver is notified. It is expected that a number of HGVs therefore may need to find a safe place to u-turn (e.g. roundabout) and travel back to the nearest available holding point. SZC Co. has committed to undertaking an analysis on the potential number of HGVs that may be in this situation on a typical day.

4.5.3 HGVs departing the main development site would be instructed to either hold at the main development site, or at the TIMA, until the Orwell Bridge was reopened. The FMF may also be accessible for HGVs that have departed the main development site, where HGVs have already travelled past the TIMA. The response strategy may however direct those HGVs to u-turn back to the TIMA to avoid contributing to any queuing around the Seven Hills A14/A12 interchange and Orwell Bridge approaches.

4.5.4 During a planned closure, it is expected that Highways England would notify SZC Co. in advance. The SZC Co. delivery team would liaise with Highways England and SCC in relation to appropriate diversionary routes. A map demonstrating the proposed response in Scenario 1 is shown in **Appendix B**. An approved diversion route around the north of Ipswich is shown in green on that map, although it is recognised that this route experiences congestion and more strategic diversion routes during a planned closure are likely to be required by the highway authorities.

4.5.5 Buses would continue to operate on their usual services in this scenario.

## 4.6 Scenario 2 – Deployment of “Operation Stack”

4.6.1 “Operation Stack” is described in section 5.2(c) of the **TIMP** [\[REP2-053\]](#). “Operation Stack” is the established incident response procedure to park (or “stack”) HGVs destined for the port of Felixstowe when services across the North Sea are disrupted by bad weather. The response is implemented in three levels depending on the severity of the disruption: (a) disruption,



(b) disruption leading to parking up of HGVs within the port; (c) disruption leading to stacking HGVs on Old Felixstowe Road. Operation Stack is implemented by the port of Felixstowe and communicated to relevant stakeholders and the public when it is deployed. SZC Co. will ensure that it is added to the port's notification list so that it is alerted to when it is called. It is understood from liaison with the stakeholders that level c) is rarely required whereby HGVs are stacked on Old Felixstowe Road.

- 4.6.2 In the event of Operation Stack being actioned at the first two levels, either (a) or (b) (i.e. Scenario 2a), SZC Co. would not propose to take any immediate action, but would be on standby to respond should the third level of response be implemented (i.e. stacking HGVs on Old Felixstowe Road) – Scenario 2b. In consultation with Suffolk Constabulary, SZC Co. could close the FMF to reduce the number of HGVs travelling on Old Felixstowe Road, and thereby reduce the demand in the area during HGV stacking operation. Sizewell C HGVs could instead be directed towards the main development site, or TIMA at the southern park and ride facility.
- 4.6.3 HGVs departing the main development site are not required to visit the FMF, so there would be no disruption to HGVs departing the main development site.
- 4.6.4 There would be no change to the operation of buses in this scenario.
- 4.6.5 The graduated response provides early warning of the potential for stacking HGVs on Felixstowe Road. It is also understood that it typically takes a number of hours for HGVs stacked on Old Felixstowe Road to extend back towards the FMF. Consequently, there would be sufficient early warning for Sizewell C's delivery management team to respond.
- 4.6.6 A map demonstrating the proposed response in Scenario 2b is shown in **Appendix B**.

## 4.7 Scenario 3 – Incident on B1122 in Early Years

- 4.7.1 During the Early Years of Sizewell C construction the Sizewell link road, FMF, TIMA and park and ride sites will not be available. There is no appropriate alternative to the B1122 and so the response strategy would be to instruct inbound HGVs destined for the main development site to hold at an available location on the SRN, or at their origin, until the incident is cleared.
- 4.7.2 Subject to the phased construction of the Sizewell link road, FMF and TIMA it may be possible for the incident response to utilise sections of the Sizewell link road or HGV holding capacity at the FMF and TIMA to assist in managing an incident on the B1122.

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- 4.7.3 HGVs departing the main development site will be instructed to hold at their location until the incident is cleared.
- 4.7.4 SZC Co. is funding Suffolk Constabulary to escort AILs and in the early years all AILs over 2.9m wide will be police escorted. This means that should there be an incident on the B1122, it is likely that roads police will be in the vicinity of the area and will be able to respond quickly and manage the incident.
- 4.7.5 A map demonstrating the proposed response in Scenario 3 is shown in **Appendix B**.
- 4.8 **Scenario 4 – Incident on B1122 or Sizewell link road during Peak Construction**
- 4.8.1 During peak construction the Sizewell link road, FMF, TIMA and park and ride sites will be available. In the event of an incident on the B1122 west of the Middleton Moor Link (Scenario 4a), HGVs and buses would be diverted onto the Sizewell link road. HGVs and buses from the north would be diverted through Yoxford. In the event of an incident on the Sizewell link road west of the Middleton Moor Link (Scenario 4b), HGVs and buses would be diverted onto the B1122 through the Yoxford roundabout, travelling then via the Middleton Moor Link, back onto the Sizewell link road. HGVs and buses from the south will therefore travel through Yoxford during the incident.
- 4.8.2 In the event of an incident on the Sizewell link road east of Middleton Moor Link HGVs inbound to the main development site would be directed to hold at the FMF or TIMA. HGVs which had travelled past the TIMA would be instructed to u-turn at a safe location (e.g. one of the roundabouts on the A12) and return to the TIMA. HGVs from the north would be directed south on the A12 to the TIMA.
- 4.8.3 Inbound buses to the main development site would be instructed to hold at one of the park and ride sites. Outbound bus movements from the main development site would be held until the incident is cleared.
- 4.8.4 A set of maps demonstrating the proposed response in Scenario 4a, 4b and 4c are provided in **Appendix B**.
- 4.9 **Scenario 5 – Incident on A12 North of Yoxford**
- 4.9.1 In the event of an incident on the A12 between Yoxford and the northern park and ride facility (Scenario 5a) inbound HGVs and buses from the south would continue to operate as normal. HGVs from the north would be

directed to hold at their origin or hold off the highway network at one of the services or lorry parks identified outside the IMA. Outbound HGVs with a destination on the A12 north would be held at the main development site. Buses from the northern park and ride facility would be held at the site until the incident was cleared.

4.9.2 In the event of an incident closing the A12 north of the northern park and ride access (Scenario 5b), the HGV response strategy would be the same as for Scenario 5a, but buses would continue to operate between the northern park and ride and the main development site.

4.9.3 A set of maps demonstrating the proposed response in Scenario 5a and 5b are provided in **Appendix B**.

#### 4.10 Scenario 6 – Incident on A12 between Yoxford and Southern Park & Ride

4.10.1 During an incident on the A12 between Yoxford or the Sizewell link road, and the southern park and ride facility, HGVs and buses from the north to and from the main development site would continue to operate as normal.

4.10.2 Inbound HGVs from the south would be directed to be held at the FMF, or at the TIMA if they had already departed the FMF. Depending on the location of the incident in this section of the A12, drivers may be instructed to u-turn at one of the roundabouts on the A12 and return to the TIMA until the incident is cleared.

4.10.3 Buses associated with the southern park and ride facility would be held off the highway network either at the southern park and ride facility or at the main development site.

4.10.4 A map demonstrating the proposed response in Scenario 6 is provided in **Appendix B**.

#### 4.11 Scenario 7 – Incident on A12 between Southern Park & Ride and A14

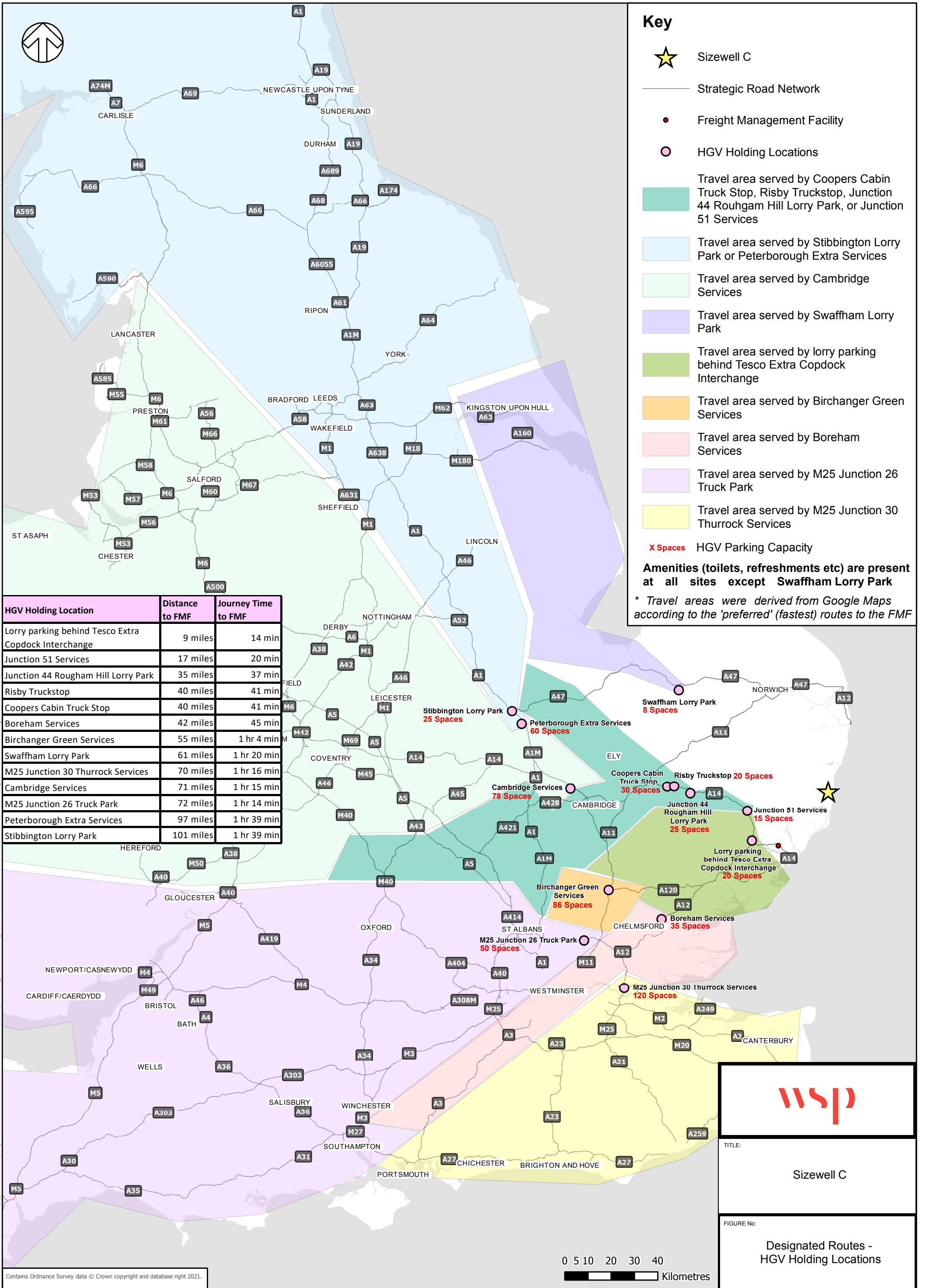
4.11.1 In the event of an incident on the A12 between the southern park and ride facility and the A14 Seven Hills Interchange, inbound HGVs would be instructed to hold at the FMF, or depending on the location of the incident at a holding location outside the IMA. HGVs would not be released from the FMF. Any HGVs that had left the FMF destined for the main development site would be instructed to u-turn at one of the roundabouts on the A12 and return to the FMF if possible to do so safely.

- 
- 4.11.2 Outbound HGVs from the main development site to the north would continue to travel as normal, however HGVs with a destination on the A12 south would be held at the main development site. Depending on the nature of the incident on the A12, HGVs from the main development site could be instructed to hold at the TIMA.
  - 4.11.3 Bus movements to and from the northern and southern park and ride facilities would continue to operate with normal services.
  - 4.11.4 A map demonstrating the proposed response in Scenario 7 is provided in **Appendix B**.

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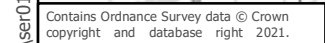
## APPENDIX A: HGV HOLDING LOCATIONS ON SRN



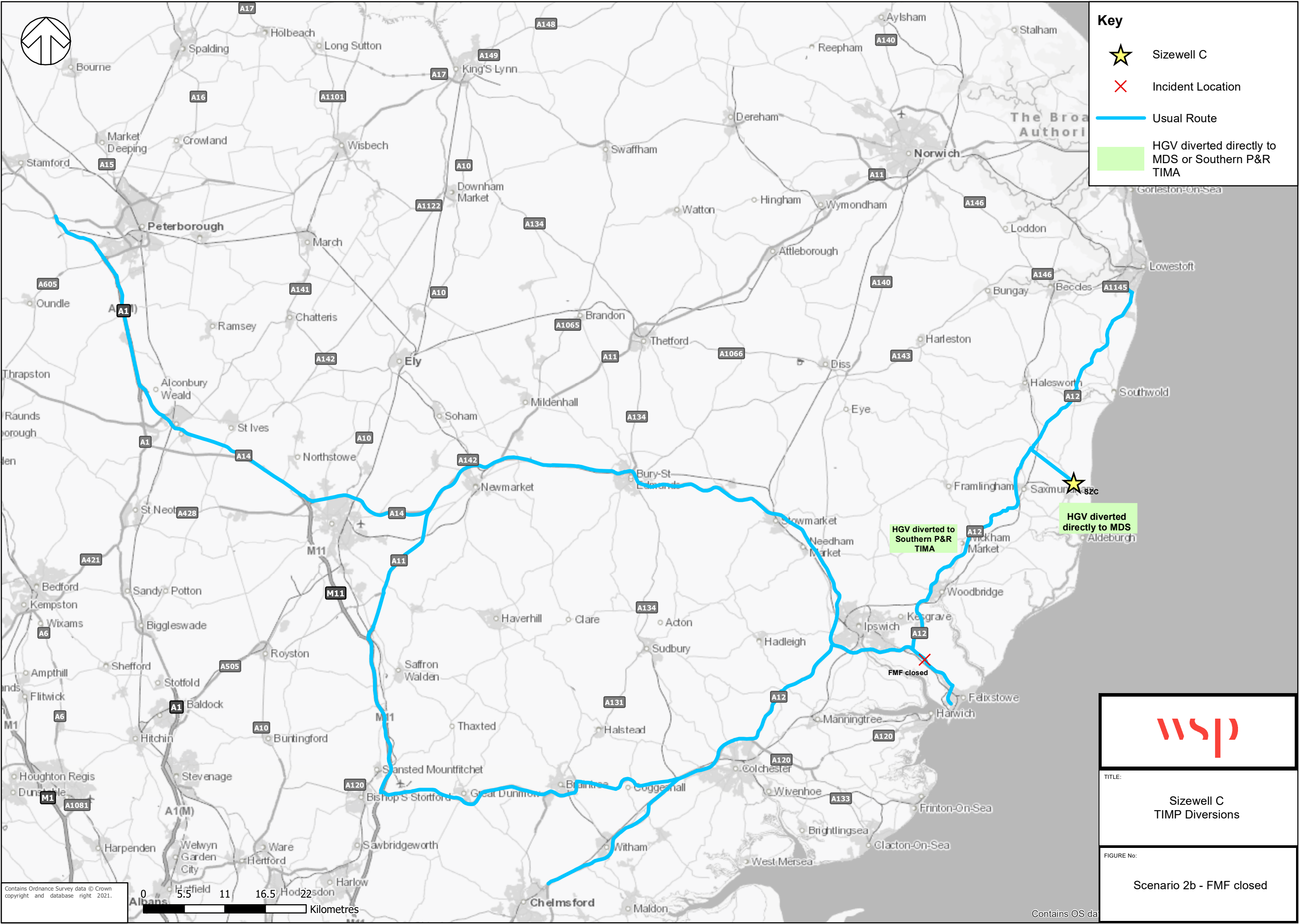


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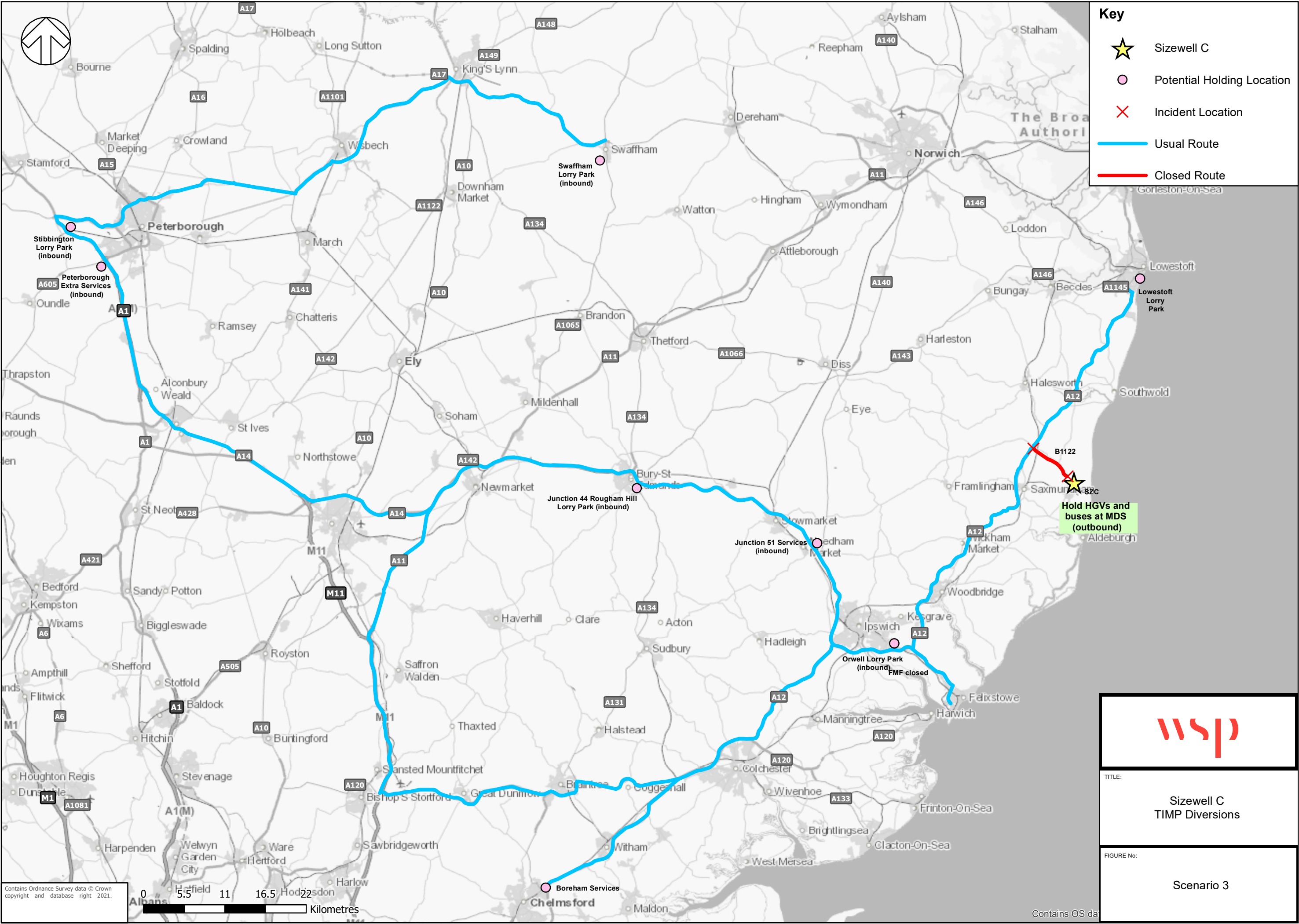
## APPENDIX B: INCIDENT RESPONSE STRATEGY MAPS



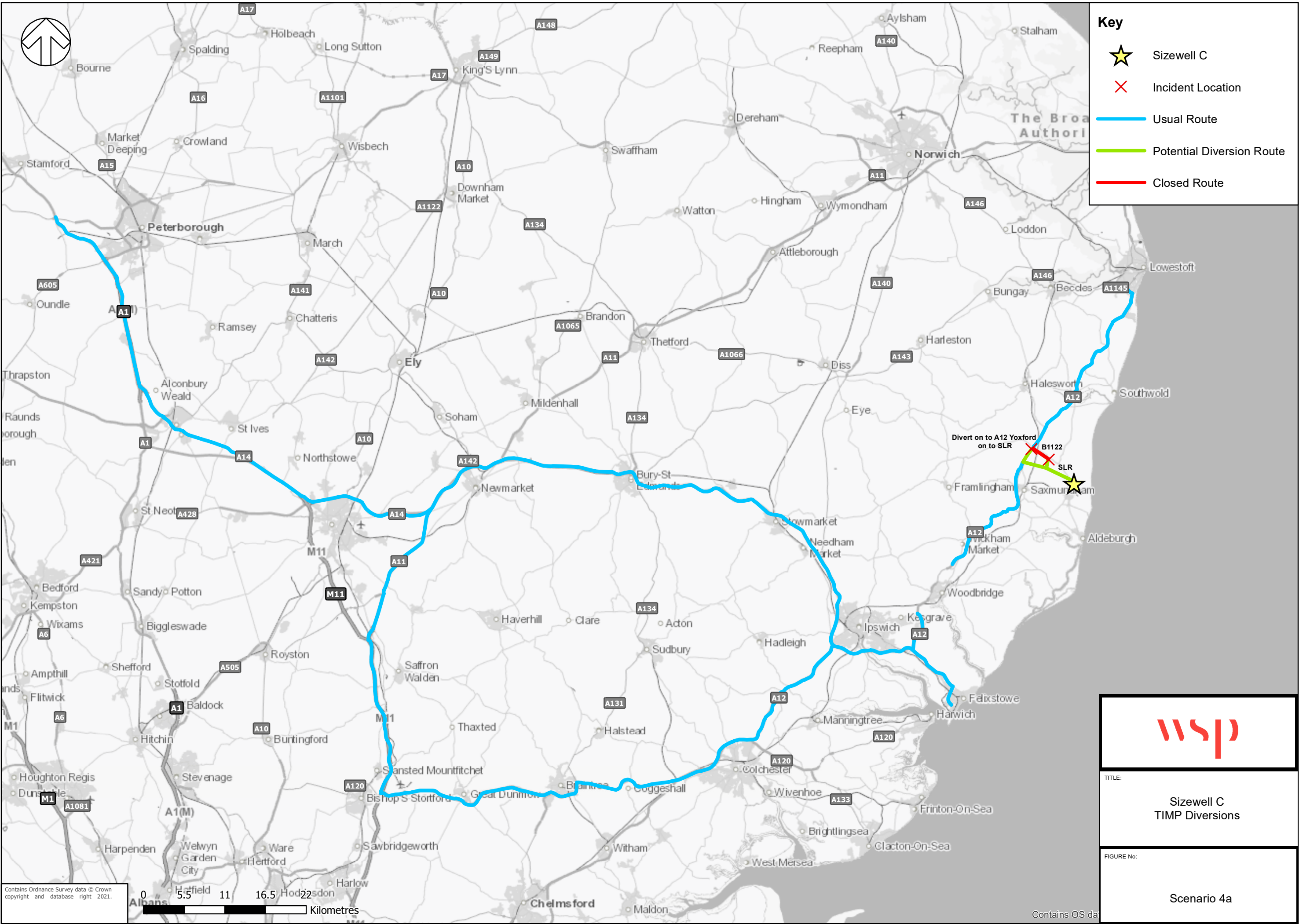




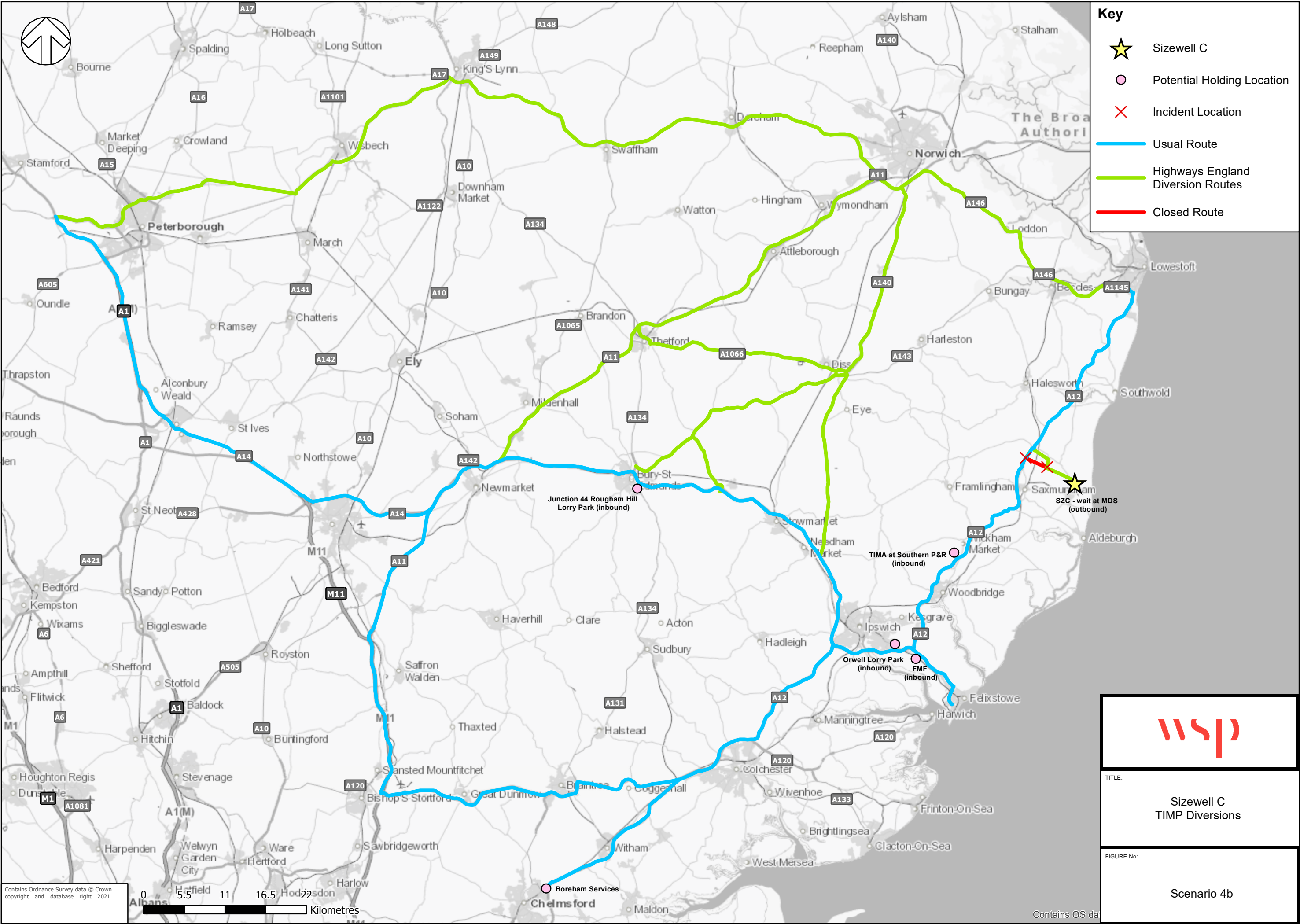












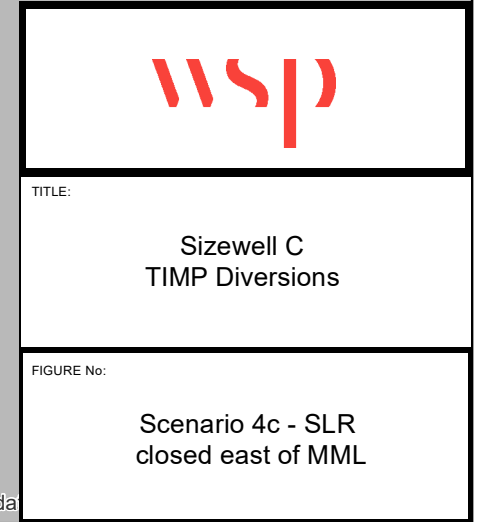
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Sizewell C  
Timp Diversions

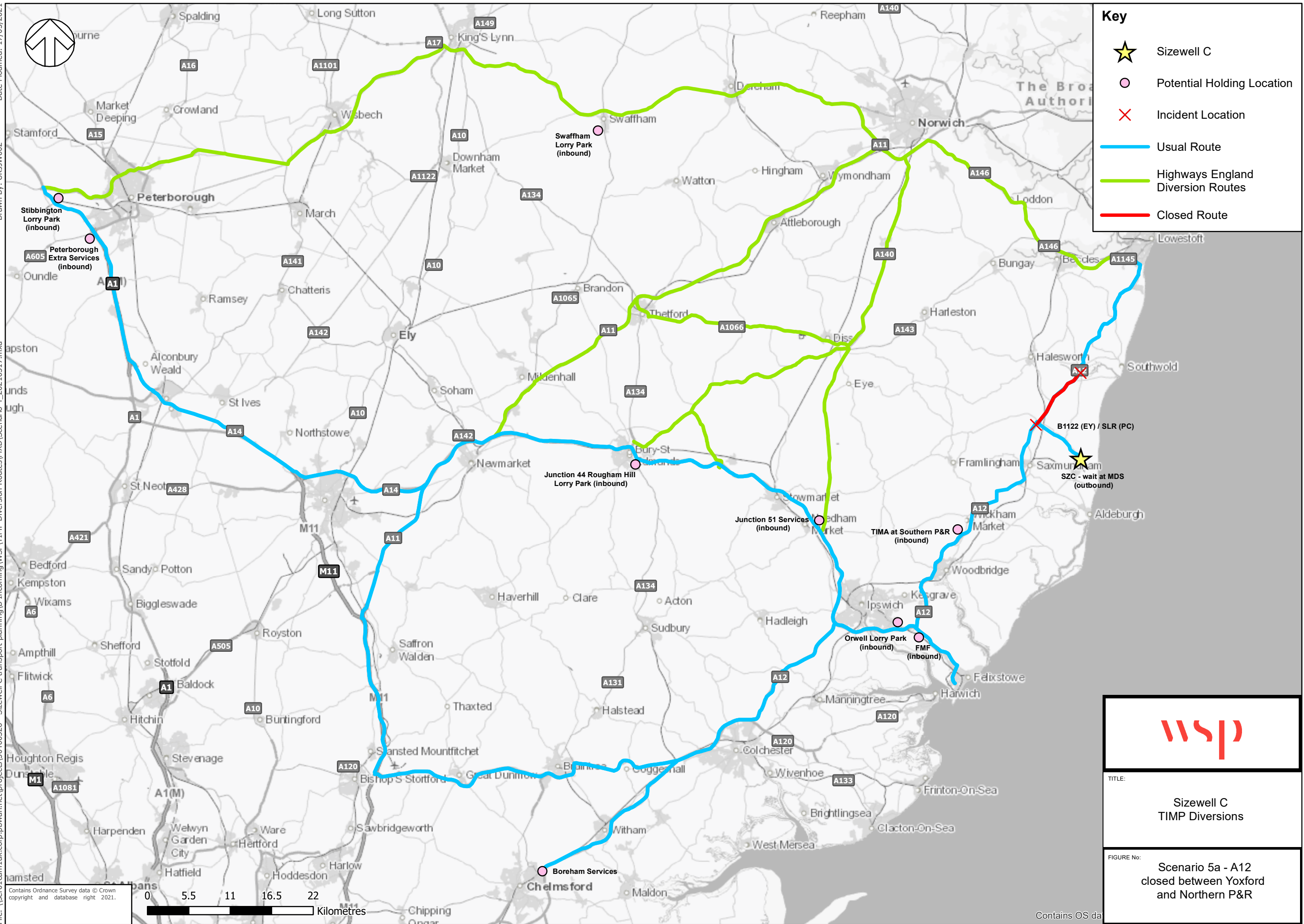
FIGURE No:

Scenario 4b





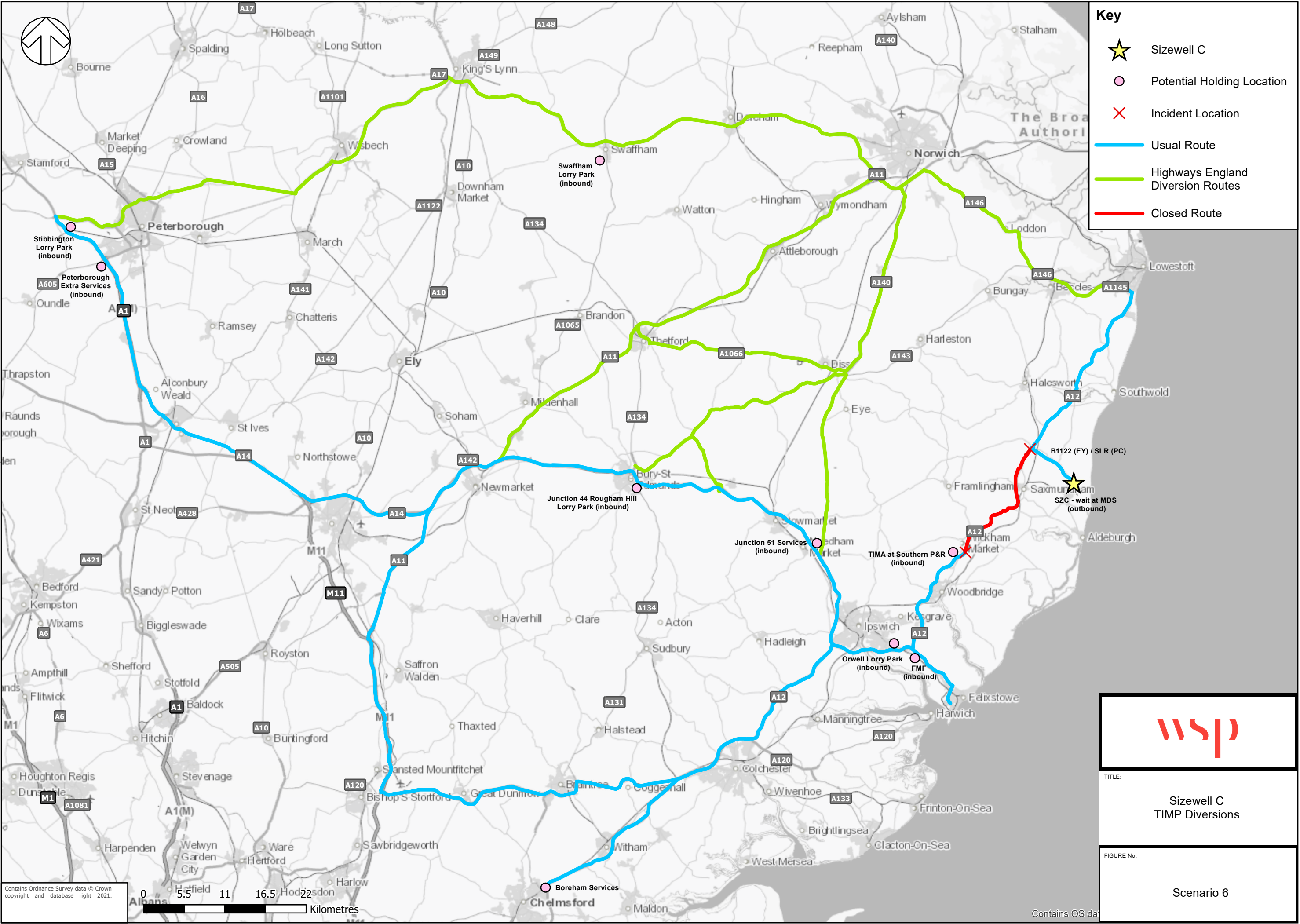















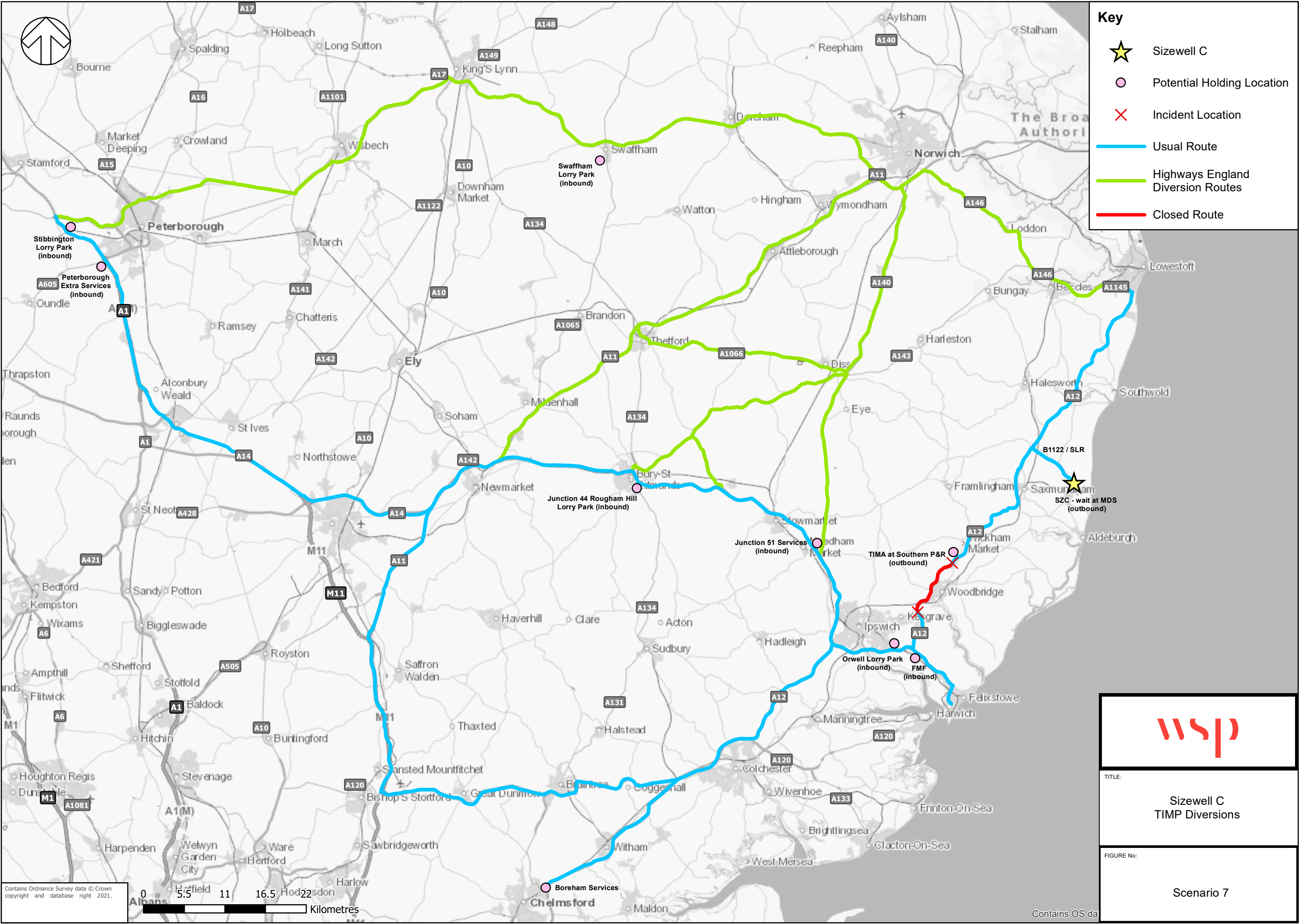
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Sizewell C  
Timp Diversions

FIGURE No:

Scenario 6





TITLE:

Sizewell C  
Timp Diversions

FIGURE No:

Scenario 7