The Sizewell C Project

8.17 Draft Deed of Obligation - Clean Version - Part 1 of 2

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September 2021

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

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(1) EAST SUFFOLK COUNCIL

(2) SUFFOLK COUNTY COUNCIL

(3) NNB GENERATION COMPANY (SZC) LIMITED

DEED OF OBLIGATION
pursuant to section 1 of the Localism Act 2011
and section 111 of
the Local Government Act 1972
relating to
Sizewell C, Suffolk

Herbert Smith Freehills LLP

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THIS DEED made on 2021

BETWEEN:

(1) **EAST SUFFOLK COUNCIL** of East Suffolk House, Station Road, Melton, Woodbridge, England IP12 1RT (**"East Suffolk Council"**);

(2) **SUFFOLK COUNTY COUNCIL** of Endeavour House, 8 Russell Road, Ipswich, England IP1 2BX (the **"Suffolk County Council"**); and

(3) **NNB GENERATION COMPANY (SZC) LIMITED** whose registered office is at 90 Whitfield Street, London, England W1T 4EZ (Company Number 09284825) (**"SZC Co"**).

WHEREAS:

(A) SZC Co submitted the Application to the Secretary of State for development consent to construct and operate the Project. The Secretary of State is responsible for determining the Application.

(B) East Suffolk Council is the local planning authority for the area in which the Sites other than the Pakenham Site are situated.

(C) Suffolk County Council is also a local planning authority, in particular in relation to the Pakenham Site, and is the highway authority (except for trunk roads), the waste planning authority, the lead local flood authority, the fire and rescue authority and the education authority for the area in which the Sites are situated.

(D) It is intended that SZC Co will be the undertaker for the purposes of the Development Consent Order. SZC Co intends to construct, operate and maintain the Project as authorised by the Development Consent Order.

(E) SZC Co is the registered proprietor of the Owned Interest.

(F) The parties to this Deed have agreed to enter into this Deed in order to secure the performance of the obligations contained in it.

NOW THIS DEED WITNESSES as follows:

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Deed (which shall include the Recitals, Schedules, Annexes and Plans hereto) the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**1980 Act**" means the Highways Act 1980;

"1990 Act" means the Town and Country Planning Act 1990;

"2008 Act" means the Planning Act 2008;

"**Accommodation Campus**" means Work No. 3 in Schedule 1 to the Development Consent Order;

"**Accommodation Campus Site**" means the land shown edged in red on Plan 1B annexed to this Deed;

"Application" means the application for a development consent order under section 37 of the Planning Act 2008 submitted to the Planning Inspectorate on 27 May 2020 and given reference number EN010012;

"**Benhall Site**" means the land shown edged red on Plan 1K annexed to this Deed;

"Commencement" means the carrying out of a material operation as defined in section 155 of the 2008 Act comprised in the Project other than:

(a) operations consisting of Preparatory Works; and

(b) operations consisting of the Relocated Facilities Works prior to the occurrence of the Transitional Date,

and the words **"Commence"** and **"Commenced"** and cognate expressions shall be construed accordingly;

"Commencement Date" means the date of Commencement of works pursuant to the Development Consent Order;

"Communications Officers" means the officer of Suffolk County Council and the officer of East Suffolk Council, each as notified to SZC Co in writing as soon as practicable following the date of this Deed, who shall be jointly responsible for co-ordinating External Communications under Clause 13.1 of this Deed unless and until an alternative central point has been agreed between SZC Co, East Suffolk Council and Suffolk County Council in accordance with Clause 13.1;

"**Communication Protocol**" means a protocol for the management of External Communications to be agreed between the Parties in accordance with Clause 13, which shall include provision for meetings to be held between the Communications Officers and SZC Co's communications team on a regular basis and shall require SZC Co to report on any matters that require a more strategic approach or direction to the Planning Group;

"Construction Period" means the period between (i) the Commencement Date; and (ii) date of receipt of fuel for Unit 2;

"CPIH" means the consumer prices index including owner-occupiers' housing costs excluding indirect taxes published by the Office for National Statistics or any official publication substituted for it;

"Contributions" means the financial contributions to be made by SZC Co and funds to be made available by SZC Co pursuant to the Schedules to this Deed, a summary of which is set out in Annex D to this Deed, and the word "**Contribution**" means any one of these;

"Councils" means East Suffolk Council and Suffolk County Council;

"**Delivery Steering Group**" means the group constituted in accordance with and having the functions ascribed to it by Schedule 17, paragraph 2;

"Development Consent Order" means the development consent order made pursuant to the Application;

"Dispute" means any dispute, issue, difference or claim as between the parties in respect of any matter contained in or arising from or relating to this Deed or the parties' obligations and rights pursuant to it (other than in respect of any matter of law);

"**Environmental Information**" means the Environmental Statement and any information constituting "environmental information" as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 relied upon by the Secretary of State in reaching a reasoned conclusion on the significant effects of the authorised development on the environment pursuant to regulation 21(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017;

"**Environmental Statement**" means the document certified as such by the Secretary of State under article 80 of the Development Consent Order;

"Expert" means an independent person appointed in accordance with the provisions of clause 8 to determine a Dispute between the parties to this Deed;

"**External Communications**" means any communications, including marketing materials or publications, made by the parties with persons other than the parties in respect of the Project and the obligations in this Deed, excluding:

(a) communications required by law, a court of competent jurisdiction, or any governmental or regulatory authority

(b) communications in respect of any proposed amendment to the Project or the Development Consent Order;

(c) communications with any party's advisers who need to receive such communications for the purpose of exercising the party's rights or carry out its

obligations under or in connection with this Deed and the Development Consent Order; and

(d) communications required of the Councils to comply with their obligations under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004 Provided That the relevant Council has: (i) notified SZC Co of the information request; and (ii) had regard to any representations made by SZC Co within 10 Working Days of the date of the notice as to whether the information concerning the Project is exempt from disclosure;

"**Fen Meadow Sites**" means the Benhall Site, the Halesworth Site and the Pakenham Site, together;

"Freight Management Facility Site" means the land shown edged in red on Plan 1E annexed to this Deed;

"**Governance Groups**" means the Delivery Steering Group, the Review Groups, and the Working Groups and "**Governance Group**" shall mean any one of them as relevant;

"**Habitats Sites**" means the Fen Meadow Sites [and the Marsh Harrier Habitat Improvement Site (if the Marsh Harrier Habitat Improvement Works are provided for in the Development Consent Order as made by the Secretary of State)];

"**Halesworth Site**" means the land shown edged in red on Plan 1L annexed to this Deed;

"**HB Workers**" means members of the Sizewell C Construction Workforce who in response to a workforce survey carried out pursuant to Schedule 3, paragraph 7.2 indicate that they:

(a) lived within Norfolk, Suffolk, Essex, South Cambridgeshire or East Cambridgeshire immediately prior to obtaining work on the Project; and

(b) continue to live within Norfolk, Suffolk, Essex, South Cambridgeshire or East Cambridgeshire on starting work on the Project;

"Index" means:

(a) the All In Tender Price Index published by the Building Cost Information Services of the Royal Institution of Chartered Surveyors (RICS) in respect of the School and Early Years Capacity Contingency Contribution, and the School and Early Years Capacity Contribution; and any and all Contributions made in accordance with Schedule 16;

(b) unless expressly stated otherwise, the CPIH for the United Kingdom or in default of publication thereof such substitute index as the parties may agree in accordance with clause 10;

"Index Linked" means the application of the Index to the relevant sum or Contribution in accordance with clause 10;

"Informal Recreation and Green Space Plan" means the plan to be produced by SZC Co and approved by Suffolk County Council in consultation with East Suffolk Council, the Environment Agency, Natural England, and the SCHAONB Partnership to set out additional and improved accessible green space and recreational routes and improvements to existing green space and routes in the vicinity of the Main Development Site to reduce the potential impacts of recreational disturbance caused by the Project, such plan to be developed in general accordance with the Informal Recreation and Green Space Proposals and shall include;

(i) a route plan;

(ii) a signage plan;

(iii) vegetation clearance and management details;

(iv) maintenance and management measures; and

(v) an implementation timetable for the works.

"Informal Recreation and Green Space Proposals" means the document of the same name submitted to the Secretary of State with document reference (Doc Ref 9.111);

"Interest Rate" means 4% above the Bank of England base rate applicable at the Payment Date;

"Leiston Sports Facilities Site" means the land shown edged in red on Plan 1C annexed to this Deed;

"Main Development Site" has the meaning given in the Development Consent Order;

"**National Trust**" means the registered charity of that name and whose registered charity number is 205846;

"**New Anglia Local Enterprise Partnership**" means the local enterprise partnership for Norfolk and Suffolk of Centrum, Norwich Research Park, Colney Lane, Norwich, Norfolk NR4 7UG;

"new Sizewell B relocated facilities permission" means any planning permission granted by East Suffolk Council under the 1990 Act (other than the Sizewell B relocated facilities permissions) which authorises the development of the Relocated Facilities Works or development substantially similar to the Relocated Facilities Works;

"**NHB Workers**" means members of the Sizewell C Construction Workforce who:

(a) have moved accommodation temporarily to take up employment on the Project; and

(b) are not HB Workers;

"Northern Park and Ride Site" means the land shown edged in red on Plan 1F annexed to this Deed;

"Owned Interest" means the freehold interest in Aldhurst Farm, as registered under SK360379;

"Park and Ride Sites" means the Northern Park and Ride Site and the Southern Park and Ride Site;

"Pakenham Site" means the land shown edged in red on Plan 1M annexed to this Deed;

"Payment Date" means the date when a Contribution (including a part of a Contribution where such Contribution is to be paid in tranches) or other sum of money is due to be paid, provided or made available by SZC Co pursuant to this Deed;

"**Pre-Commencement Obligations**" means those obligations in the Schedules to this Deed listed in Annex C;

"**Preparatory Works"** means operations consisting of:

(a) site preparation and clearance works;

(b) pre-construction archaeological works;

(c) environmental surveys and monitoring;

(d) removal of hedgerows, trees and shrubs;

(e) investigations for the purpose of assessing ground conditions;

(f) diversion or laying of services;

(g) remedial work in respect of any contamination or adverse ground conditions (excluding works including and associated with dewatering activities carried out as part of Work No. 1A(l), Work No. 1A(t) and Work No.1A(u) in Schedule 1 to the Development Consent Order);

(h) receipt and erection of construction plant and equipment;

(i) the temporary display of site notices and advertisements; and

(j) erection of temporary buildings and structures (which for the purpose of this definition does not include Work No. 3, Work No. 9, Work No. 10 or Work No. 13 in Schedule 1 to the Development Consent Order).

"Project" means the authorised development as defined in and authorised by the Development Consent Order;

"Rail Development Site" means the land shown edged in red on Plan 1D annexed to this Deed;

"Relocated Facilities Works" means Work No. 1D and/or Work No. 1E in Schedule 1 to the Development Consent Order;

"**Requirements**" means the requirements in Schedule 2 of the Development Consent Order and where a particular requirement is referenced in this Deed, for example Requirement 12, this is a reference to the requirement of that number included in the draft development consent order submitted at deadline 10 of the examination of the Application;

"**Review Groups**" means:

(a) the "Planning Group", being the group constituted in accordance with and having the functions ascribed to it by Schedule 17, paragraph 6.1;

(b) the "Transport Review Group", being the group constituted in accordance with and having the functions ascribed to it by Schedule 16, paragraph3;

(c) the "Social Review Group", being the group constituted in accordance with and having the functions ascribed to it by Schedule 17, paragraph 6.2;

(d) the "Economic Review Group", being the group constituted in accordance with and having the functions ascribed to it by Schedule 7, paragraph 2.11; and

(e) the "Environment Review Group", being the group constituted in accordance with and having the functions ascribed to it by Schedule 11, paragraph 15,

and "**Review Group**" shall mean any one of these groups as relevant;

"**RSPB**" means The Royal Society for the Protection of Birds, the registered charity whose registered charity number is 207076;

"Second Relocated Facilities Section 106 Agreement" means the agreement under section 106 of the 1990 Act and other relevant powers dated 17 February 2021 and made between East Suffolk Council and EDF Energy Nuclear Generation Limited (as varied from time to time);

"Sites" means the SZC Development Site, the Rail Development Site, the Habitats Sites, the Accommodation Campus Site, the Leiston Sports Facilities Site, the Park and Ride Sites, the Two Village Bypass Site, the Sizewell Link Road Site, Freight Management Facility Site, and the Yoxford roundabout and other highway improvement works Sites, or (as the context may require) any one or more of them;

"Sizewell B relocated facilities permissions" means:

(a) the planning permission granted by East Suffolk Council on 13 November 2019, with reference number DC/19/1637/FUL (as varied from time to time) (the "**First Sizewell B Relocated Facilities Permission**"); and

(b) the planning permission granted by East Suffolk Council on 18 February 2021,with reference number DC/20/4646/FUL (as varied from time to time) (the "**Second Sizewell B Relocated Facilities Permission**").

"Sizewell C Construction Workforce" means persons:

(a) employed (whether or not by SZC Co) to work on the Project at one or more of the Sites as their main place of work; and

(b) who have been at one or more of the Sites on at least 5 separate days in a 30 day period during the Construction Period; and

(c) who have been at one or more of the Sites for at least 37.5 hours in a 30 day period during the Construction Period.

"Sizewell Link Road Site" means the land shown edged in red on Plans 1G(a) to (d) annexed to this Deed;

"Southern Park and Ride Site" means the land shown edged in red on Plan 1H annexed to this Deed;

"SZC Development Site" means the land at Sizewell, Suffolk shown edged in red on Plan 1A annexed to this Deed;

"Transitional Date" means either:

(a) the date upon which SZC Co serves notice under Article [5] of the Development Consent Order that it shall cease to carry out development under either of the Sizewell B relocated facilities permissions and/or any new Sizewell B relocated facilities permission and that all future development carried out at the SZC Development Site shall be carried out pursuant to the Development Consent Order; or

(b) in the event that the Development Consent Order does not provide for the service of such notice, the date that a material operation as defined in section 155 of the 2008 Act is carried out to construct the Relocated Facilities Works pursuant to the Development Consent Order other than an operation consisting of Preparatory Works,

and the word **"Transition"** and cognate expressions shall be construed accordingly;

"Two Village Bypass Site" means the land shown edged in red on Plans 1I(a) and 1I(b) annexed to this Deed;

"**Undertaking**" means the benefit of the Development Consent Order to construct or operate Work Nos. 1A(a) to (h) as set out in Schedule 1 to the Development Consent Order;

"Unit 2" means nuclear reactor unit 2 referred to in Work No. 1A as set out in Schedule 1 to the Development Consent Order;

"Working Day" means any day apart from Saturday, Sunday and any statutory bank holiday on which clearing banks are open in England for the transaction of ordinary business;

"**Working Groups**" means:

(a) the Wickham Market Working Group, the Leiston Working Group, the Yoxford Working Group, the Westleton Working Group and the Marlesford and Little Glemham Working Group, being the groups of those names constituted in accordance with and having the functions ascribed by Schedule 16, paragraph 4;

(b) the "**Parish Councils**", being Leiston Town Council, Marlesford and Little Glemham Parish Councils, Westleton Parish Council, Wickham Market Parish Council, and Yoxford Parish Council;

(c) the "**Rights of Way Working Group**", being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 16, paragraph 4.1;

(d) the "**Accommodation Working Group**", being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 3, paragraph 7.1;

(e) the "**Community Safety Working Group**", being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 4, paragraph 8;

(f) the "**Health and Wellbeing Working Group**", being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 6, paragraph 6;

(g) the "**Marine Technical Forum**", being the group of that name established pursuant to the terms of reference annexed to this Deed at Annex [●], as amended by the Marine Technical Forum from time to time;

(h) the "**Natural Environment Awards Panel**", being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 11, paragraph 1;

(i) the "**Ecology Working Group**", being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 11, paragraph 1;

the "**Water Management Working Group**" being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 17, paragraph 7.1;

(a) the "**Tourism Working Group**", being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 15, paragraph 5;

(b) the "**Employment, Skills and Education Working Group**", being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 7, paragraph 2.14; and

(c) the "**Supply Chain Working Group**", being the group of that name constituted in accordance with and having the functions ascribed to it by Schedule 7, paragraph 3.3,

and "**Working Group**" shall mean any one of these groups as relevant; and

"Yoxford roundabout and other highway improvement works Sites" means the land shown edged in red on Plans 1J(a) to (d) annexed to this Deed.

1.2 In this Deed, unless stated otherwise:

1.2.1 words incorporating the singular include the plural and vice versa and words importing any gender include every gender;

1.2.2 words importing persons include firms, companies, corporations, and vice versa;

1.2.3 references to East Suffolk Council shall include the successors to East Suffolk Council's statutory functions as local planning authority;

1.2.4 references to Suffolk County Council shall include the successors to Suffolk County Council's statutory and other functions as a local planning authority, local education authority, the lead local flood authority, fire and rescue authority, local highway authority and local authority;

1.2.5 references to SZC Co shall include any entity who takes a transfer or grant of the Undertaking pursuant to the Development Consent Order;

1.2.6 references to a Work No. in Schedule 1 to the Development Consent Order in this Deed includes reference to the Work designated with that number and any letters (for example, reference to "Work No. 14" in this Deed includes Work No. 14A and 14B in Schedule 1 to the Development Consent Order);

1.2.7 references to recitals, clauses, paragraphs and Schedules are references to the relevant clauses and paragraphs of and schedules to this Deed;

1.2.8 words denoting an obligation on a party to do any act, matter or thing include an obligation to procure that it be done and words placing a party under a restriction include an obligation not to cause, permit or suffer any infringement of the restriction;

1.2.9 references to any statute or statutory provision include references to:

(A) all Acts of Parliament and all other legislation having legal effect in the United Kingdom as enacted at the date of this Deed;

(B) any orders, regulations, instruments or other subordinate legislation made or issued under that statute or statutory provision; and

(C) in each case shall include any re-enactment thereof for the time being in force and any modifications or amendments thereof for the time being in force;

1.2.10 if any provision of this Deed shall be held to be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions of this Deed shall not in any way be deemed thereby to be affected, impaired or called into question;

1.2.11 the table of contents and headings in this Deed are for ease of reference only and shall not affect its construction, interpretation or otherwise have any binding legal effect;

1.2.12 references to "the parties" shall mean the parties to this Deed and reference to a "party" shall mean any one of the parties;

1.2.13 references to "notice" shall mean notice in writing;

1.2.14 references to "including" and "include" shall mean including without limitation;

1.2.15 terms and expressions defined in the Schedules shall have the meanings specified wherever those terms and expressions are used in this Deed;

1.2.16 the Interpretation Act 1978 shall apply to this Deed; and

1.2.17 where a payment is expressed to be payable in instalments during the Construction Period, an individual instalment shall only be payable if the Construction Period is ongoing at the time that the relevant instalment is due to be paid and for the avoidance of doubt the obligation on SZC Co to pay any further instalments shall cease when the Construction Period ends.

2. LEGAL EFFECT

2.1 This Deed is made pursuant to section 1 of the Localism Act 2011, section 111 of the Local Government Act 1972 and all other powers so enabling.

2.2 The Parties agree that by virtue of clause 12.2 of the Second Relocated Facilities Section 106 Agreement, for the purposes of interpreting the obligations contained in the Second Relocated Facilities Section 106 Agreement following the grant of the Development Consent Order, the provisions of the Second Relocated Facilities Section 106 Agreement shall apply (save as modified by the Development Consent Order) as if the Relocated Facilities Works authorised by the Development Consent Order were authorised by the Second Sizewell B relocated facilities permission.

3. CONDITIONALITY

3.1 Subject to clauses 3.2, 3.2, 3.3, and 3.4, the parties agree that Clause 4 in this Deed shall not have operative effect unless and until the Commencement Date has occurred, save to the extent that Clause 4 relates to:

3.1.1 Paragraph 10, Schedule 11 (Aldhurst Farm Enhancement Works) and Schedule 12 (Noise Mitigation Scheme) which shall have operative effect from the date of this Deed; and

3.1.2 a Pre-Commencement Obligation, which shall have operative effect upon the date the Development Consent Order enters into force.

3.2 Provided that the Project has not been Commenced, where the Development Consent Order is granted and becomes the subject of any judicial review proceedings under section 118 of the 2008 Act:

3.2.1 until such time as such proceedings including any appeal have been finally determined, the terms and provisions of this Deed will remain without operative effect unless the Project is Commenced;

3.2.2 if following the final determination of such proceedings the Development Consent Order is quashed and, in the event that the court orders the Application to be remitted to the Secretary of State, the Application is subsequently refused and no appeal or further appeal may be made in respect of such refusal, this Deed will cease to have any further effect and any money paid to the Councils pursuant to the Schedules and not spent or committed by the Councils (or such other person as the money has been paid to under this Deed) shall be repaid in full within [56] Working Days of the final determination of such proceedings; and

3.2.3 if following the final determination of such proceedings (and, any redetermination of the Application by the Secretary of State in the event of quashing) the Development Consent Order is capable of being Commenced, then this Deed will take effect in accordance with its terms subject to any variations to its terms necessitated through the redetermination process.

3.3 Where the Application is refused, but the Development Consent Order is subsequently granted following redetermination by the Secretary of State following the final determination of judicial review proceedings under section 118 of the 2008 Act, this Deed will, upon granting of the Development Consent Order, take effect in accordance with its terms subject to any variations to its terms necessitated through the redetermination process as are agreed by the parties through a Deed of Variation or are determined by the Secretary of State in accordance with the Development Consent Order.

3.4 Wherever in this Deed reference is made to the final determination of judicial review proceedings under section 118 of the 2008 Act (or cognate expressions are used), the following provisions will apply:

3.4.1 proceedings by way of judicial review under section 118 of the 2008 Act are finally determined:

(A) when permission to bring a claim for judicial review has been refused and no further application may be made (excluding any application under CPR 52.30);

(B) when the court has given judgment in the matter and the time for making an appeal expires without an appeal having been made or permission to appeal is refused and any time for appealing such a refusal expires without such an appeal having been made or having been refused (excluding any application under CPR 52.30); or

(C) when any appeal is finally determined and no further appeal may be made (excluding any application under CPR 52.30).

4. OBLIGATIONS

4.1 SZC Co covenants with the Councils to perform the obligations contained in the Schedules pursuant to section 1 of the Localism Act 2011 and section 111 of the Local Government Act 1972 and all other powers so enabling.

4.2 Where any payment in this Deed is expressed to be payable on or before an event or activity, SZC Co covenants that it shall not commence that event or activity until the relevant payment has been made.

4.3 Where any obligation on the part of SZC Co in this Deed provides for an action to be taken "on or before Commencement", SZC Co covenants that it shall not Commence the Project until the relevant obligation has been satisfied.

4.4 East Suffolk Council and Suffolk County Council each covenants with SZC Co to perform the obligations on their respective parts contained in this Deed.

5. **RELEASE**

5.1 SZC Co shall, upon transfer of the entirety of the Undertaking pursuant to the Development Consent Order, be released from all obligations in this Deed but without prejudice to the rights of the parties in relation to any antecedent breach of those obligations.

6. **EXPIRY**

If the Development Consent Order expires or is revoked prior to the Commencement Date then this Deed shall forthwith determine and cease to have effect and East Suffolk Council shall forthwith cancel all entries made in its register of local land charges in respect of this Deed.

7. **CERTIFICATES OF COMPLIANCE**

7.1 East Suffolk Council will within 42 Working Days following receipt of a written request by SZC Co certify compliance or partial compliance (as and if appropriate) with the provisions of this Deed and if so requested by SZC Co will (as and if appropriate) execute a deed of release or partial release from the relevant provisions of this Deed subject to payment by SZC Co of East Suffolk Council's reasonable legal, fees for complying with this clause 7.1 and shall promptly register the same in the register of local land charges maintained by East Suffolk Council in respect of any interest against which this Deed is so charged subject to payment by SZC Co of East Suffolk Council's reasonable legal fees for complying with this clause 7.1.

7.2 Suffolk County Council will within 42 Working Days following receipt of a written request by SZC Co certify compliance or partial compliance (as and if appropriate) with the provisions of this Deed and if so requested by SZC Co will (as and if appropriate) execute a deed of release or partial release from the relevant provisions of this Deed subject to payment by SZC Co of Suffolk County Council's reasonable legal fees for complying with this clause 7.2.

8. **RESOLUTION OF DISPUTES**

8.1 In the event of any Dispute arising between the parties then the parties will attempt to resolve that Dispute amicably including holding a meeting attended by at least one representative from each party of senior director level.

8.2 If the parties are unable to resolve the Dispute amicably pursuant to clause 8.1 within 15 Working Days, one party may by serving notice on all the other parties (the "**Notice**") refer the Dispute to an Expert for determination.

8.3 The Notice must specify:

8.3.1 the nature, basis and brief description of the Dispute;

8.3.2 the clause or paragraph of this Deed pursuant to which the Dispute has arisen; and

8.3.3 the proposed Expert.

8.4 In the event that the parties are unable to agree whom should be appointed as the Expert within 10 Working Days after the date of the Notice then either party may request:

8.4.1 the President (or equivalent person) for the time being of a professional body chiefly relevant in England to such professional qualifications as are appropriate to the Dispute; or

8.4.2 where the Dispute touches or concerns the meaning or construction of this Deed,the President of the Law Society,

to nominate the Expert at their joint expense, and the parties shall request that such nomination shall be made within 10 Working Days of the request, and any failure for such nomination to be made within 10 Working Days shall entitle any party to withdraw from the process of appointing an Expert and to refer the Dispute to the courts of England and Wales instead.

8.5 In the event that the parties are unable to agree the appropriate professional body to which a referral is to be made pursuant to clause 8.4.1 within 10 Working Days after a written request by one party to the other to concur as to the appropriate professional body, then either party may request that a solicitor appointed by the President of the Law Society shall act as an expert (whose costs shall be at their discretion) and shall make a final and binding decision as to the appropriate professional body.

8.6 If the appointed Expert is or becomes unable or unwilling to act, any party may within 10 Working Days of the Expert being or becoming unable or unwilling to act, serve a notice on all the other parties proposing a replacement Expert and the parties will follow the process at clause 8.4 to settle the appointment of the replacement Expert.

8.7 The Expert shall act as an expert and not as an arbitrator and their decision will (in the absence of manifest error) be final and binding on the parties hereto and at whose cost shall be at their discretion or in the event that they makes no determination, such costs will be borne by the parties to the Dispute in equal shares.

8.8 The Expert is to have regard to all representations and evidence before them when making their decision, which is to be in writing, and is to give reasons for their decision.

8.9 The Expert will be appointed subject to an express requirement that they reach their decision and communicates it to the parties within the minimum practicable timescale allowing for the nature and complexity of the dispute and in any event not more than 30 Working Days from the date of their appointment to act.

8.10 The Expert will be required to give notice to each of the said parties inviting each of them to submit to them within 10 Working Days written submissions and supporting material and will afford to each of the said parties an opportunity to make counter submissions within a further 5 Working Days in respect of any such submission and material.

8.11 The parties agree that nothing in Clauses 8.1 to 8.10 shall prevent the Councils from enforcing this Deed in accordance with the Development Consent Order.

9. NOTICES

9.1 Any notice, consent or approval or other communication required to be given under this Deed must be in writing and shall be addressed as provided for in clause 9.4.

9.2 Any such notice must be delivered by hand (including by courier or process server) or by pre-paid recorded delivery post and shall conclusively be deemed to have been received:

9.2.1 if delivered by hand, on the next Working Day after the day of delivery; and

9.2.2 if sent by pre-paid recorded delivery post and posted within the United Kingdom, on the day [●] Working Days after the date of posting.

9.3 A notice received or deemed to be received in accordance with Clause 9.2 on a day which is not a Working Day, or after 5pm on any Working Day, shall be deemed to be received on the next following Working Day.

9.4 Subject to clause 9.5, the address, relevant addressee and reference for each party are:

9.4.1 in the case of Suffolk County Council:

Address:	Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP12BX
Relevant addressee:	Executive Director of Growth, Highways and Infrastructure
Reference:	SIZEWELL C DEED OF OBLIGATION

9.4.2 in the case of East Suffolk Council:

Address:	East Suffolk Council, Riverside, 4 Canning Road, Lowestoft, NR33 0EQ

Relevant addressee:	Philip Ridley, Head of Planning and Coastal Management
Reference:	SIZEWELL C DEED OF OBLIGATION

9.4.3 for SZC Co:

Address:	NNB Generation Company (SZC) Limited, 90 Whitfield Street, London, England W1T 4EZ
Relevant addressee:	Chief Planning Officer
Reference:	SIZEWELL C DEED OF OBLIGATION

9.5 Any party may give notice of a change to its name, address, or relevant addressee for the purposes of this clause 9 provided that such notification shall only be effective on:

9.5.1 the date specified in the notification as the date on which the change is to take place; or

9.5.2 if no date is specified or the date specified is less than five clear Working Days after the date on which the notice is received or deemed to be received, the fifth Working Day after the notice of any such change is given.

10. INDEXATION

Unless otherwise indicated in this Deed, all payments and financial contributions to be paid, provided or made available pursuant to this Deed will be increased by reference to the amount of the increase in the Index from the date of this Deed until the date payment is due in accordance with the following formula (where the Index at Payment Date / Index at today's date is equal to or greater than one (1)):

Amount Payable = Sum x (Index at Payment Date / Index at today's date)

where:

"*Amount Payable*" is the amount of money required to be paid;

"*Sum*" is the amount of the Contribution or other sum of money stated in this Deed;

"*Index at Payment Date*" is the Index published two months before the Payment Date (for example, the Index published in January where the Payment Date is in March); and

"*Index at today's date*" is the relevant Index published two months prior to the date the Development Consent Order is made.

11. INTEREST

Where any obligation in this Deed is expressed to require SZC Co to pay any sum of money, interest at the Interest Rate shall be payable in addition to the sum of money itself calculated from the due date to the date on which the sum of money is actually paid.

12. NOTICE OF PHASES, PAYMENTS AND DISPOSITIONS

12.1 SZC Co shall notify each of the other parties to this Deed:

12.1.1 at least 30 Working Days prior to the Commencement Date, of the anticipated date of Commencement of works pursuant to the Development Consent Order PROVIDED THAT for the avoidance of doubt nothing in this Deed shall prevent Commencement from having occurred lawfully in the event this notice is not served in accordance with this clause;

12.1.2 at least 30 Working Days prior to the Transitional Date, of the anticipated date of the Transitional Date PROVIDED THAT for the avoidance of doubt nothing in this

Deed shall prevent Transition from having occurred lawfully in the event this notice is not served in accordance with this clause;

12.1.3 within 10 Working Days of the actual Commencement Date;

12.1.4 within 10 Working Days of the actual Transitional Date;

12.1.5 within 10 Working Days of the day on which the Construction Period ends; and

12.1.6 within 10 Working Days of the acquisition of any freehold or leasehold interest in the Sites; and

12.1.7 within 10 Working Days of a transfer of the Undertaking or any other transfer or grant of the benefit of the Development Consent Order made pursuant to the Development Consent Order.

12.2 Where in this Deed an obligation is required to be performed by a specified point such as "Commencement" the Parties agree that such trigger may be varied if agreed in advance with the relevant Councils (in consultation with any relevant third party identified in the obligation or directly affected by such proposed variation) in writing PROVIDED THAT such agreement shall not be given (except for minor or immaterial variations) unless it has been demonstrated to the satisfaction of the relevant Council that the variation sought does not give rise to any materially new or materially different environmental effects in comparison with those assessed in the Environmental Information.

13. COMMUNICATIONS

13.1 On or before Commencement, SZC Co shall submit a Communication Protocol to the Councils for approval.

13.2 The Communications Officers for East Suffolk Council and Suffolk County Council (or such other central point as may be agreed between SZC Co, East Suffolk Council and Suffolk County Council) will coordinate External Communications on behalf of Suffolk County Council and East Suffolk Council with SZC Co's communications team in accordance with a Communication Protocol to be agreed between the parties. Once communications material associated with a project or activity funded from the Contributions has been produced in accordance with the Communication Protocol, SZC Co shall have the right to include information in its future communications without the need for approval by the other parties to this Deed.

13.3 The parties agree that where particular mitigation works, projects or benefits are funded from any of the Contributions secured under this Deed:

13.3.1 SZC Co shall have the right to be acknowledged as having funded such works, projects or benefits;

13.3.2 SZC Co branding and/or corporate images or logos shall be included (unless instructed to the contrary by SZC Co in writing) in literature or publicity material relating to such works, projects or benefits, at the sole cost of SZC Co;

13.3.3 signage (at the discretion and cost of SZC Co) bearing SZC Co branding and/or corporate images or logos shall be erected or affixed to buildings and other facilities funded out of the Contributions; and

13.3.4 SZC Co shall at its sole cost have the right to be involved in publicity activities relating to such works, projects or benefits in consultation with the Councils.

14. NATIONAL POLICY STATEMENT EN-1

14.1 [1][2]The Parties agree that the obligations contained in the Schedules to this Deed are necessary to make the Project acceptable in planning terms, are directly related to the

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1 Note: The details of the obligations in the Schedules are subject to further consideration and negotiation with the Councils. It is the Applicant's intention to negotiate obligations which are compliant with the relevant policy.

2 Note: Reference to NPS EN-1 to be revisited in event that new NPS is published.

Project and are fairly and reasonably related in scale and kind to the Project and thus satisfy the tests in paragraph 4.1.8 of NPS EN-1.]

15. **THIRD PARTIES**

15.1 The Schedules to this Deed are subject to this clause 15.

15.2 Where:

15.2.1 any payments identified in the Schedules to this Deed are stated to be payable by SZC Co to East Suffolk Council or Suffolk County Council for onward transfer to a person who is not a party to this Deed (a "third party"); and/or

15.2.2 any third party is entitled to nominate a member of a Governance Group,

East Suffolk Council and/or Suffolk County Council (as relevant) and SZC Co shall use reasonable endeavours to enter into an agreement with the third party substantially in the form attached to this Deed at Annex [●] (a "**Deed of Covenant**"), unless otherwise agreed by the relevant Council and SZC Co.

15.3 If after using reasonable endeavours East Suffolk Council or Suffolk County Council (as relevant) and SZC Co are unable to enter into a Deed of Covenant with any third party prior to either the date when payment is due to be paid to that third party or the date of the first meeting of the relevant Governance Group (as relevant):

15.3.1 neither East Suffolk Council nor Suffolk County Council shall have any obligation to transfer that payment to the third party unless and until that third party has entered into such Deed of Covenant, unless otherwise agreed by the relevant Council and SZC Co;

15.3.2 East Suffolk Council or Suffolk County Council (as relevant) and SZC Co shall use reasonable endeavours to meet with the relevant third party within 20 Working Days of the date when the payment was due to be paid in order to discuss the reasons why the Deed of Covenant has not been entered into; and

15.3.3 if no Deed of Covenant has been entered into within 30 Working Days of the date when the payment was due to be paid or the date of the second meeting of the relevant Governance Group (as relevant), SZC Co and East Suffolk Council and/or Suffolk County Council (as relevant) shall meet to determine:

(A) either alternative delivery of the relevant mitigation or an alternative form of mitigation; and/or

(B) whether an alternative form of agreement may be entered into with the third party (at the discretion of the relevant Council and SZC Co); and/or

(C) where necessary, an alternative third party to nominate a member of the relevant Governance Group.

15.3.4 Where clause 15.3.3(A) applies and it is agreed between the parties that East Suffolk Council and/or Suffolk County Council shall deliver the relevant mitigation the relevant Council shall deliver such mitigation as so agreed using the payment previously made by SZC Co.

16. **VAT**

16.1 All consideration given in accordance with the terms of this Deed shall be exclusive of any VAT properly payable.

16.2 SZC Co shall not be obliged to make any contributions towards VAT payable by the Councils in respect of any works to be undertaken by the relevant Councils insofar and to the extent that the amount of VAT is (by way of off-set or otherwise) recoverable or reimbursable to the Councils.

16.3 If this Deed or anything contained in it gives rise to a taxable supply for VAT purposes by the Councils or by any third party to SZC Co then SZC Co shall pay to the relevant Council or third party an amount equal to the VAT chargeable in addition to and at the same time

as any payment or the provision of any other consideration for such supply upon provision of a valid VAT invoice addressed to SZC Co.

17. LEGAL COMPLIANCE

17.1 Nothing in this Deed (including its Schedules) shall require SZC Co to do anything that would be or that SZC Co is properly advised by its legal advisors would be contrary to data protection, confidentiality and/or any other applicable legal requirements or otherwise unlawful for any reason.

17.2 Nothing in this Deed (including its Schedules) shall require any of the Councils to do anything that would be or that the relevant Council is properly advised by its legal advisors would be contrary to data protection, confidentiality and/or any other applicable legal requirements or otherwise unlawful for any reason.

18. ENFORCEMENT

18.1 In the event the Councils seek to enforce by injunction any restrictions or requirements imposed under the Deed of Obligation, SZC Co shall not seek from the courts a cross-undertaking in damages from the Councils.

18.2 SZC Co shall indemnify each Council against any costs arising out of or as a result of that Council exercising its right under the Deed of Obligation to enter land in order to carry out any operations required to be carried out in, on, under or over such land pursuant to this Deed, where SZC Co has breached its obligation under this Deed to carry out such operations.

19. COUNCILS' POWERS

Nothing in this Deed shall fetter the statutory rights, powers or duties of the Councils.

20. REVIEW

20.1 In the event that the Construction Period does not end prior to the eleventh anniversary of the Commencement Date, within six months of the eleventh anniversary of the Commencement Date SZC Co together with the Councils shall carry out a joint review of the level of the Contributions payable pursuant to this Deed, having regard to:

20.1.1 the progress of the Project and the anticipated programme for the overall Project until the end of the Construction Period (including anticipated timings);

20.1.2 the level of unspent Contributions previously paid and any Contributions yet to be paid pursuant to this Deed;

20.1.3 any materially new or materially different environmental effects to those assessed in the Environmental Information; and

20.1.4 the anticipated duties likey to be imposed on the Councils over and above their normal statutory duties during the remainder of the Construction Period.

20.2 Following the joint review, SZC Co shall prepare a report indetifying where any funding or Contributions paid or payable by SZC Co pursuant to this Deed should, either partially or fully, continue or be adjusted.

20.3 SZC Co shall provide a draft of the report to be completed under clause 20.2 to the Councils by not later than the three months prior to the twelfth anniversary of the Commencement Date and shall have regard to any reasonable representations or proposed amendments provided by the Councils on this draft provided that such representations or amendments are received within 20 Working Days of the Councils' receipt of the draft report.

20.4 SZC Co shall provide a final copy of the report completed under paragraph 20.2 to the Councils by not later than the twelfth anniversary of the Commencement Date and shall thereafter provide any funding in the amount determined by SZC Co pursuant to paragraph 20.2. In the event that the Councils consider that the final report has not had regard to their

reasonable representations or amendments, such a disagreement shall be considered a Dispute subject to Clause 8

21. VARIATION

21.1 No variation of this Deed shall be effective unless it is made:

21.1.1 in writing and executed as a deed by, or on behalf of, each of the parties; or

21.1.2 further to a determination by the Secretary of State in accordance with Article [9B] of the Development Consent Order.

22. GOOD FAITH AND APPROVAL

22.1 The parties agree with each other to act reasonably and in good faith in the discharge of the obligations contained in this Deed.

22.2 Where in this agreement it is stated that SZC Co's consent, approval or agreement is required, SZC Co agrees not to unreasonably withhold its consent approval or agreement and to confirm in writing its consent, approval or agreement or otherwise of the relevant matter, scheme or measure within 21 days of the date of receipt of details of such matter, scheme or measure, or such longer period as may be agreed in writing between the relevant Council and SZC Co, and in the event of SZC Co failing to respond within the relevant decision period (or longer period as agreed) that the relevant Council may proceed on the basis that such matter, scheme or measure has been approved by SZC Co.

22.3 If SZC Co considers that further information is required to determine a request for consent, approval or agreement:

22.3.1 SZC Co shall as soon as practicable notify the relevant Council in writing specifying the further information required; and

22.3.2 the parties agree that the time between the request for and receipt of such further information shall not be counted in calculating the end of the decision period as set out in paragraph 22.2.

22.4 Notwithstanding any other provision of this Deed, where SZC Co's consent, approval or agreement is required under this Deed, SZC Co agrees that such consent, approval or agreement shall not be given except where it has been demonstrated to the satisfaction of SZC Co that the subject matter of the consent, approval or agreement does not give rise to any materially new or materially different environmental effects to those assessed in the Environmental Information.

23. RIGHTS OF THIRD PARTIES

It is not intended that any person who is not a party to this Deed shall have any right under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Deed.

24. JURISDICTION

24.1 This Deed including its construction, validity, performance and enforcement and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) shall be governed by and construed in accordance with English law.

24.2 Each party irrevocably agrees that the courts of England and Wales shall have exclusive jurisdiction to settle any dispute or claim arising out of or in connection with this Deed or its subject matter or formation (including non-contractual disputes or claims).

25. COUNTERPARTS

This Deed may be executed in any number of counterparts, each of which is an original and all of which may together evidence the same agreement.

26. **DATE OF DELIVERY**

This Deed is delivered on the date of this Deed.

SCHEDULE 1
COUNCILS' GENERAL OBLIGATIONS

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"Accrued Interest" means interest at the base lending rate of the Bank of England from time to time.

2. THE CONTRIBUTIONS

2.1 Unless otherwise agreed between the Parties, East Suffolk Council and Suffolk County Council shall each establish an interest-bearing account or accounts where those Contributions and/or other sums of money that are payable to them pursuant to this Deed shall be held and shall promptly, and in any event within 10 Working Days of the establishment of such account or accounts, notify the account details to SZC Co.

2.2 The Councils each covenant with SZC Co that they shall, on receipt of the Contributions or other amounts from SZC Co payable to them pursuant to this Deed, place the received sums of money in such notified account or accounts.

2.3 Interest accruing to the account or accounts in which the Contributions payable to the Councils pursuant to this Deed are held shall be retained in that account or accounts and shall only be applied in accordance with the provisions of this Deed for the same purposes as for the Contributions to which the interest relates.

2.4 East Suffolk Council and Suffolk County Council shall each provide SZC Co with copies of all account statements and other correspondence received in relation to the accounts established pursuant to this Schedule 1.

3. APPLICATION OF CONTRIBUTIONS

3.1 The Councils each covenant with SZC Co in respect of monies that each of them receive pursuant to this Deed not to spend the relevant monies other than for the purposes specified in this Deed in relation to the relevant Contribution or sum of money.

3.2 The Councils each covenant with SZC Co that they will within 6 months of the Commencement Date and annually thereafter until the Contributions have been spent provide SZC Co with a statement setting out details of the purposes to which the monies have been applied.

3.3 Notwithstanding paragraph 3.2, SZC Co shall in any event have the right to audit all expenditure funded from the Contributions or other amounts secured under this Deed and the Councils each covenant with SZC Co to provide access to all such information and evidence to enable SZC Co to carry out any such audit on an annual basis.

4. UNSPENT CONTRIBUTIONS

4.1 Unless expressly stated otherwise in this Deed, if any amount of money paid to the Councils under this Deed by SZC Co remains unspent within 5 years of the date that amount was paid by SZC Co (and for the avoidance of doubt where a sum is paid to the Councils in tranches this period runs separately for each tranche from the date the relevant tranche is received by the relevant Council), the Councils shall repay any such unspent monies together with any Accrued Interest on those monies to SZC Co or its nominee within 60 (sixty) Working Days of a request from SZC Co, unless otherwise agreed between the parties.

5. APPROVAL

5.1 Subject to paragraph 5.3, where in this agreement it is stated that East Suffolk Council's or Suffolk County Council's consent, approval or agreement is required, the relevant Council agrees not to unreasonably withhold its consent approval or agreement and to confirm in

writing its consent, approval or agreement or otherwise of the relevant matter, scheme or measure within 28 days of the date of receipt of details of such matter, scheme or measure, or such longer period as may be agreed in writing between SZC Co and the relevant Council, and in the event of the relevant Council failing to respond within the relevant decision period (or longer period as agreed) that SZC Co may proceed with the Project on the basis that such matter, scheme or measure has been approved by the relevant Council.

5.2 Subject to paragraph 5.3, if the relevant Council considers that further information is required to determine a request for consent, approval or agreement:

5.2.1 the relevant Council shall as soon as practicable notify SZC Co in writing specifying the further information required; and

5.2.2 the parties agree that the time between the request for and receipt of such further information shall not be counted in calculating the end of the decision period as set out in paragraph 5.1.

5.3 Paragraphs 5.1 and 5.2 shall not apply to any approval of any assessment, report, plan or other document that is required by the Noise Mitigation Scheme.

5.4 Notwithstanding any other provision of this Deed, where a Council's consent, approval or agreement is required under this Deed, each Council agrees that such consent, approval or agreement shall not be given except where it has been demonstrated to the satisfaction of the relevant Council that the subject matter of the consent, approval or agreement does not give rise to any materially new or materially different environmental effects to those assessed in the Environmental Information.

6. LOCAL LAND CHARGES

6.1 This Deed shall be registered by East Suffolk Council as a local land charge in the register of local land charges maintained by East Suffolk Council:

6.1.1 promptly after the date of this Deed in respect of the Owned Interest; and

6.1.2 promptly after the date of East Suffolk Council's receipt of each written notice from SZC Co in accordance with Clause 12.1.6 in respect of any interests as are the subject of such notice.

7. PUBLIC INFORMATION PORTAL

7.1 East Suffolk Council shall host an online information portal which shall provide access to publicly available information which shall include the following information:

7.1.1 approved documents;

7.1.2 discharging details for Requirements;

7.1.3 notes of meetings of the Governance Groups; and

7.1.4 public information requests.

SCHEDULE 2
COUNCILS RESOURCING

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Air Quality Monitoring**" means [●];

"**Energy Projects Manager**" means the suitably qualified and experienced officer employed or contracted by East Suffolk Council to [●];

"**Energy Projects Planner**" means the suitably qualified and experienced officer employed or contracted by East Suffolk Council to [●];

"**Environmental Health Officer**" means the suitably qualified and experienced officer employed or contracted by East Suffolk Council to [●];

"**Officers**" means all those persons employed or otherwise appointed by East Suffolk Council and/or Suffolk County Council whose costs of employment are funded in whole or in part by contributions made by SZC Co pursuant to this Schedule 2 including all such persons who were already employed or retained by the Councils before the date of this Deed.

"**Project Director**" means the suitably qualified and experienced officer employed or contracted by Suffolk County Council to [●];

"**Public Information Portal**" means the online information portal hosted by East Suffolk Council pursuant to Schedule 1, Paragraph 7; and

"**Transport Manager**" means the suitably qualified and experienced officer employed or contracted by Suffolk County Council to [●].

2. EAST SUFFOLK COUNCIL OFFICER SUPPORT

2.1 SZC Co shall pay to East Suffolk Council:

2.1.1 the sum of £81,750 per annum on or before the Commencement Date and on each anniversary of the Commencement Date during the Construction Period for an Energy Projects Manager;

2.1.2 the sum of £39,180 per annum on or before the Commencement Date and on each anniversary of the Commencement Date during the Construction Period for a Energy Projects Planner; and

2.1.3 the sum of £57,479 per annum on or before the Commencement Date and on each anniversary of the Commencement Date for the first six years of construction for an Environmental Health Officer.

2.2 SZC Co's maximum liability under this paragraph 2 shall be £1,451,160 index linked.

3. SUFFOLK COUNTY COUNCIL OFFICER SUPPORT

3.1 SZC Co shall pay to Suffolk County Council:

3.1.1 the sum of £72,000 per annum on or before the Commencement Date and on each anniversary of the Commencement Date during the Construction Period for a Project Director;

3.1.2 the sum of £72,000 per annum on or before the Commencement Date and on each anniversary of the Commencement Date during the Construction Period for a Transport Manager;

3.2 SZC Co's maximum liability under this paragraph 2 shall be £1,728,000 index linked.

4. **SZC SUPPORT CONTRIBUTIONS**

4.1 SZC Co shall pay the sum of £150,000 to East Suffolk Council on or before the Commencement Date and on each anniversary of the Commencement Date during the Construction Period thereafter as a contribution towards the cost of East Suffolk Council carrying out activities to support the Project.

4.2 SZC Co shall pay the sum of £150,000 to Suffolk County Council on or before the Commencement Date and on each anniversary of the Commencement Date during the Construction Period thereafter as a contribution towards the cost of Suffolk County Council carrying out activities to support to the Project.

4.3 SZC Co's maximum liability under this paragraph 4 shall be £3,600,000 Index Linked.

5. **NOISE AND AIR QUALITY MONITORING**

5.1 During the Construction Period, SZC Co shall pay to East Suffolk Council:

5.1.1 on or before the Commencement Date, £10,000;

5.1.2 on the first three anniversaries of the Commencement Date occurring during the Construction Period, £10,748; and

5.1.3 on the fourth to eighth anniversaries of the Commencement Date occurring during the Construction Period, £10,233.60,

as a contribution towards the cost of East Suffolk Council carrying out Air Quality Monitoring and monitoring and assessment of noise effects of the Project.

5.2 In the event that new statutory duties that require East Suffolk Council to undertake air quality monitoring in respect of the Project other than the Air Quality Monitoring are imposed upon East Suffolk Council through the coming into force of new legislation prior to the end of the Construction Period, SZC Co shall pay to East Suffolk Council:

5.2.1 on or before Commencement, £75,000;

5.2.2 on the first eight anniversaries of the Commencement Date occurring during the Construction Period, £22,916.80;

5.2.3 on the ninth to twelfth anniversaries of the Commencement Date occuring during the Construction Period, £22,600,

Provided That, in each case, SZC Co shall only be required to make any such payments where the relevant legislation comes into force prior to the date for payment given in this paragraph.

5.3 SZC Co's maximum liability under paragraph 5.2 shall be £348,734.40 Index Linked.

5.4 East Suffolk Council shall provide SZC Co with the results of any monitoring and assessment carried out using the payments made in accordance with this paragraph 5.

6. **PUBLIC INFORMATION PORTAL**

On or before the Commencement Date, SZC Co shall pay the sum of £25,000 to East Suffolk Council to set up and host the Public Information Portal.

7. **GOVERNANCE**

7.1 The sums paid to the Councils pursuant to this Schedule 2 shall only be applied by the Councils towards the provision of additional dedicated staff resources to fulfil the additional duties imposed on the Councils as a result of the Project and to ensure the efficient operation and management of the Project (in particular in managing the discharge of requirements pursuant to the Development Consent Order, the discharge and monitoring of obligations set out within this Deed and support with governance arrangements).

SCHEDULE 3
ACCOMMODATION AND HOUSING

1. **DEFINITIONS AND INTERPRETATION**

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Accommodation Co-ordinator**" means the suitably qualified and experienced accommodation co-ordinator or co-ordinators appointed or commissioned by SZC Co in accordance with paragraph 4 who shall carry out the Accommodation Co-ordination;

"**Accommodation Co-ordination**" means the following tasks to:

(a) collate, review and disseminate relevant information about the Project and Sizewell C Construction Workforce online to Accommodation Providers;

(b) manage the Accommodation Management System, including maintaining relationships with Accommodation Providers and helping them to keep information related to their property up-to-date, and providing a point of contact for Accommodation Providers;

(c) collect and monitor information about:

(i) the stock of accommodation registered on the Accommodation Management System;

(ii) the number of Sizewell C Construction Workforce registered with the Accommodation Management System; and

(iii) utilisation of Project Accommodation; and

(d) provide information for the purposes of the preparation of the monitoring report pursuant to paragraph 7.2;

"**Accommodation Management System**" means the accommodation management system to be established by SZC Co to:

(a) provide information about the Sizewell C Construction Workforce to Accommodation Providers;

(b) provide information to Accommodation Providers about the safety standards and quality standards which are required to be met in order for accommodation to be registered on the Accommodation Management System;

(c) provide information to Accommodation Providers about tenancy guidance, regulations and legislation;

(d) allow Accommodation Providers to register suitable accommodation;

(e) include a searchable database of registered accommodation; and

(f) provide contact information to enable the Sizewell C Construction Workforce to contact registered Accommodation Providers;

"**Accommodation Providers**" means people and businesses who wish to offer accommodation to the Sizewell C Construction Workforce and to register with the Accommodation Management System;

"**Accommodation Type**" means the type of accommodation, being either (i) private rented accommodation; (ii) owner occupied accommodation; (iii) tourist accommodation; or (iv) Latent Accommodation;

"**Accommodation Working Group**" means the group of the same name established pursuant to paragraph 7.1;

"**Development Officer**" means the suitably qualified and experienced officer employed or contracted by East Suffolk Council to implement measures within the Private Housing Supply Plan;

"**East Suffolk Housing Strategy**" means the strategy of that name setting out East Suffolk Council's ambitions and priorities for housing services from 2017 to 2023;

"**First Accommodation Campus Date"** means the date of the workforce survey carried out by SZC Co pursuant to paragraph 6.2.2 which first reports that the number of NHB Workers is more than 3,000;

"**First Accommodation Campus Phase**" means the first phase of the Accommodation Campus to be completed, including 1,200 bedspaces and amenity facilities;

"**Housing and Homelessness Services Resilience Measures**" means measures to support East Suffolk Council's statutory housing advice and homelessness prevention service where there is evidence of increased housing market stress impacting the level of demand on this service which may reasonably be related to the effects of the NHB Workforce (and any HB Worker moving their single address explicitly to work on the Project), including but not limited to (subject to agreement by the Accommodation Working Group that those measures would be effective in responding to effects which may be reasonably attributed to the Project):

(a) staff resourcing, training and projects including but not limited to floating support, tenancy sustainment, outreach, family liaison and issue-specific projects;

(b) temporary and emergency accommodation support;

(c) landlord engagement and support; and

(d) management of houses in multiple occupation including support for licencing, enforcement and maintenance support;

"**Housing Contingency Fund**" means the fund to be established by SZC Co in the amount of £10,356,823 in total to be paid in accordance with and for the purposes specified in paragraphs 3 and 4.3;

"**Housing Fund**" means the fund to be established by SZC Co in the amount of £11,877,965 to be applied in accordance with this Schedule 3;

"**Housing Needs Officer**" means the suitably qualified and experienced officer employed or contracted by East Suffolk Council to implement measures within the Private Housing Supply Plan;

"**Implementation Plan**" has the meaning given in Schedule 9;

"**Latent Accommodation**" means any accommodation (including spare rooms) that is new to the market following the Commencement Date;

"**LEEIE Caravan Park**" means Work No. 1A(ee) in Schedule 1 to the Development Consent Order;

"LEEIE Date" means the date of the workforce survey carried out by SZC Co pursuant to paragraph 6.2.2 which first reports that the number of NHB Workers is more than 850;

"**Private Housing Supply Plan**" means the plan to be prepared by East Suffolk Council and approved by the Accommodation Working Group to fund any or all of the following initiatives (or any other appropriate initiatives which the Accommodation Working Group considers in its reasonable opinion would supply private housing in the Construction Period at an equivalent rate and value for money):

(a) supporting rent and deposit guarantee schemes, in particular to support people at risk of homelessness;

(b) providing equity loans to residents in the owner-occupied and private rented sector to enable them to secure suitable accommodation and free up homes or rooms in the private rented sector;

(c) providing equity loans to residents in the social rented sector to help them access owner-occupied and rented property and rationalise the supply and occupancy of social rented homes as a result;

(d) supporting empty homes back into use;

(e) providing loans or grants or guaranteed lets, such as renovation grants or funding for minor improvement works and lodging or rent-a-room schemes;

(f) helping to deliver the East Suffolk Housing Strategy pledge to work with housing associations to explore opportunities for mixed schemes of private sale and affordable housing to generate profits to replace grant funding; and

(g) tackling under-occupation and maximising efficiency;

"**Private Sector Housing Officer**" means the suitably qualified and experienced officer employed or contracted by East Suffolk Council to implement measures within the Private Housing Supply Plan;

"**Project Accommodation**" means the Accommodation Campus and the LEEIE Caravan Park;

"**Project Support Officer**" means the suitably qualified and experienced officer employed or contracted by East Suffolk Council to implement measures within the Private Housing Supply Plan;

"Second Accommodation Campus Date" means the date of the workforce survey carried out by SZC Co pursuant to paragraph 6.2.2 which first reports that the number of NHB Workers is more than 4,800.

"**Second Accommodation Campus Phase**" means the second phase of the Accommodation Campus to be completed, including at least 1,200 bedspaces;

"**Social Review Group**" means the group of the same name established pursuant toSchedule 17 ; and

"**Tourist Accommodation Plan**" means the plan to be produced by East Suffolk Council and approved by the Accommodation Working Group to set out measures to provide additional capacity and support to the tourist accommodation sector where effects may otherwise arise that could be in the reasonable opinion of East Suffolk Council attributed to the Project, including the following measures and others subject to agreement by the Accommodation Working Group (acting reasonably) that those measures would be effective in responding to effects which may be reasonably attributed to the Project:

(a) a management strategy (the "**Tourist Accommodation Management Strategy**") setting out the principles and guidelines for conversion of sites, licence amendments and planning to increase the supply of bedspaces in a sustainable way to support the Project and local accommodation providers;

(b) loans and grants for local accommodation providers, within the terms of the Tourist Accommodation Management Strategy, in order to increase capacity and resilience; and

(c) support for outreach, licencing, enforcement and pre-application advice for East Suffolk Council, within the terms of the Tourist Accommodation Management Strategy.

2. HOUSING FUND

2.1 East Suffolk Council shall apply or procure the application of the Housing Fund in accordance with the terms of this Schedule 3.

2.2 East Suffolk Council shall only apply the Housing Fund towards any or all of the following initiatives:

2.2.1 increasing the supply of bedspaces in private housing in accordance with the Private Housing Supply Plan in accordance with paragraph 2.6 of this Schedule;

2.2.2 supporting increased supply and availability of bedspaces in tourist accommodation in accordance with the Tourist Accommodation Plan in accordance with paragraph 2.7 of this Schedule; and

2.2.3 providing support for East Suffolk Council's housing advice service through the provision of Housing and Homelessness Services Resilience Measures in accordance with paragraph 2.8 of this Schedule.

2.3 When considering how to apply the Housing Fund, East Suffolk Council shall take into account any recommendations of the Accommodation Working Group and the extent to which the proposed initiative:

2.3.1 is an effective means to mitigate the potential effects of the Project;

2.3.2 gives priority to localities where the direct impacts of the Project are anticipated to be experienced;

2.3.3 provides value for money; and

2.3.4 where the initiative aims to increase the supply of bedspaces:

(A) would deliver bedspaces prior to the sixth anniversary of the Commencement Date or such alternative date notified to East Suffolk Council by SZC Co as being the date upon which peak workforce numbers are anticipated to be reached by SZC Co (acting reasonably); and

(B) offers the potential for recycling the Housing Fund so that it can be reinvested in other housing initiatives, as far as reasonably practicable.

2.4 On or before Commencement, and annually on or before the first six anniversaries of the Commencement Date, SZC Co shall pay £220,000 to East Suffolk Council to be applied solely to towards administration, expenses, or other related costs of the elements of the Housing Fund identified at paragraph 2.6, including the employment of the following officers:

2.4.1 a Private Sector Housing Officer;

2.4.2 a Housing Needs Officer;

2.4.3 a Development Officer; and

2.4.4 a Project Support Officer. .

2.5 The maximum liability of SZC Co pursuant to this paragraph 2 is £1,540,000 Index Linked.

2.6 **Private Housing Market Supply**

2.6.1 Within 6 months following Commencement, East Suffolk Council shall prepare a draft Private Housing Supply Plan and shall submit the draft Private Housing Supply Plan to the Accommodation Working Group for approval.

2.6.2 SZC Co shall pay the Housing Fund to East Suffolk Council in the following instalments for the purposes of delivering bedspaces in accordance with initiatives set out by the Private Housing Supply Plan:

(A) no later than 1 month following the date of the approval of the Private Housing Supply Plan by the Accommodation Working Group, £2,000,000 to be applied in accordance with the approved Private Housing Supply Plan; and

(B) on each anniversary anniversary of the date of the approval of the Private Housing Supply Plan prior to and including the sixth anniversary of the date of the approval of the Private Housing Supply Plan, the sum of £1,139,661, to be applied in accordance with the approved Private Housing Supply Plan.

2.6.3 Subject to paragraph 2.4, every 12 months following the approval of the Private Housing Supply Plan, East Suffolk Council shall provide the Accommodation Working Group with the following information:

(A) expenditure of Housing Fund monies paid pursuant to paragraph 2.6.2 and the Private Housing Supply Plan by category of initiative and location;

(B) bedspaces delivered by Housing Fund monies paid pursuant to paragraph 2.6.2 and the Private Housing Supply Plan by category of initiative and location; and

(C) bedspaces planned for delivery using Housing Fund monies paid pursuant to paragraph 2.6.2 and the Private Housing Supply Plan by category of initiative and location.

2.6.4 Every 6 months following the approval of the Private Housing Supply Plan, SZC Co shall provide the Accommodation Working Group with the following information from the most recent workforce survey undertaken pursuant to paragraph 7.2 of this Schedule 3:

(A) estimated number of NHB Workers and HB Workers;

(B) estimated locations of NHB Workers and HB Workers;

(C) estimated split of Accommodation Types used by NHB Workers and HB Workers; and

(D) whether HB Workers moved explicitly as a result of gaining work on the Project and where they moved from.

2.6.5 The Accommodation Working Group may decide upon the receipt of information pursuant to 2.6.3 and 2.6.4 and any other information that the Accommodation Working Group (acting reasonably) considers necessary, to review the Private Housing Supply Plan and following such a review to request East Suffolk Council to consider preparing a revised draft Private Housing Supply Plan for its approval.

2.6.6 East Suffolk Council shall use reasonable endeavours to identity initiatives:

(A) for which the sums paid pursuant to paragraph 2.6.2 are required prior to the sixth anniversary of the Commencement Date;

(B) that are practicably deliverable before the sixth anniversary of the Commencement Date; and

(C) would deliver at least 1,200 bedspaces before the sixth anniversary of the Commencement Date.

2.7 **Tourist Accommodation Market Supply**

2.7.1 Within 6 months of the Commencement Date, East Suffolk Council shall prepare a draft Tourist Accommodation Plan and shall submit the draft Tourist Accommodation Plan to the Accommodation Working Group for its approval.

2.7.2 SZC Co shall pay to East Suffolk Council the following instalments from the Housing Fund for the purposes of supporting the delivery of tourist accommodation capacity in accordance with initiatives set out by the Tourist Accommodation Plan:

(A) no later than 1 month following the date of the approval of the Tourist Accommodation Plan by the Accommodation Working Group, £100,000 to be applied towards implementation of the initiatives to be funded pursuant to paragraph 2.7.2(B) in accordance with the Tourist Accommodation Plan; and

(B) annually on the date of the approval of the Tourist Accommodation Plan during the Construction Period beginning on the first anniversary of the date of the approval of the Tourist Accommodation Plan, £81,819 to be applied towards planning advice, information, licencing and support and loans to Accommodation Providers to enable the reconfiguration,

expansion or any other increase in capacity of tourist accommodation in East Suffolk.

2.7.3 Subject to paragraph 1.1, annually on the anniversary of the approval of the Tourist Accommodation Plan, East Suffolk Council shall provide the Accommodation Working Group with the following information:

(A) details of expenditure of Housing Fund monies, pursuant to paragraph 2.7.2 and the Tourist Accommodation Plan, by category of initiative and location; and

(B) details of initiatives and bedspaces delivered (if applicable) by Housing Fund monies pursuant to paragraph 2.7.2 and the Tourist Accommodation Plan by category of initiative and location.

2.7.4 The Accommodation Working Group may decide upon the receipt of information pursuant to 2.7.3 and 2.6.4, and any other information that the Accommodation Working Group (acting reasonably) considers necessary, to review the Tourist Accommodation Plan and following such a review to request that East Suffolk Council consider preparing a draft revised Tourist Accommodation Plan for its approval and if East Suffolk Council considers in its reasonable opinion that a revised Tourist Accommodation Plan is necessary, it shall prepare a draft revised Tourist Accommodation Plan for approval by the Accommodation Working Group within a timeframe agreed between East Suffolk Council and the Accommodation Working Group and until such time as the draft revised Tourist Accommodation Plan is approved by the Accommodation Working Group, the approved Tourist Accommodation Plan shall continue to have effect.

2.8 **Housing and Homelessness Services Resilience Measures**

2.8.1 SZC Co shall pay £500,000 from the Housing Fund to East Suffolk Council on or before the first anniversary of the Commencement Date to be applied solely to the Housing and Homelessness Services Resilience Measures.

3. **HOUSING CONTINGENCY FUND**

3.1 **Housing and Homelessness Services Resilience Measures**

3.1.1 SZC Co shall pay

(A) up to £1,050,000 from the Housing Contingency Fund to East Suffolk Council between the second anniversary of the Commencement Date and the end of the Construction Period in accordance with paragraph 3.1.2,

to be applied solely to the Housing and Homelessness Services Resilience Measures.

3.1.2 Annually during the Construction Period on or before the anniversary of the Commencement Date, the Accommodation Working Group shall agree on the amount if any to be paid by SZC Co to East Suffolk Council pursuant to paragraph 3.1.1(A), having regard to:

(A) the information most recently provided by SZC Co pursuant to paragraph 2.6.4; and

(B) information provided by East Suffolk Council that the Accommodation Working Group agrees (acting reasonably) shows housing market stress relative to pre-Commencement levels which may reasonably be related to the effects of the NHB Workforce (and any HB Workers moving their single address explicitly to work on the Project), including:

(1) an increased level of homeless presentations and applications in East Suffolk compared to the national average for the same period;

(2) an above average use of emergency and temporary accommodation in East Suffolk compared to the national average for the same period;

(3) an above average use of discretionary housing payments in East Suffolk compared to the national average for the same period; and

(4) an above average level of licence applications and enforcement action in respect of unlicensed Houses of Multiple Occupancy in East Suffolk compared to the national average for the same period.

3.2 **Residential Care Home Closure Contingency**

3.2.1 In the event that a Suffolk County Council-provided residential care home closes during the Contruction Period and the Accommodation Working Group agrees (acting reasonably) that such closure is a direct result of the Project, SZC Co shall pay up to £216,823 from the Housing Contingency Fund to Suffolk County Council for the relocation of residents in that Council-provided residential care home.

3.2.2 The Accommodation Working Group shall determine the amount (if any) to be paid by SZC Co in accordance with paragraph 3.2.2, at the first meeting of the Accommodation Working Group following the closure of the relevant residential care home and in doing so shall having regard to any information provided by Suffolk County Council in respect of the closure, the impact of the Project and the estimated costs of relocation.

3.2.3 SZC Co's maximum liability pursuant to this paragraph 3.2 is £216,823 Index Linked.

4. **PROJECT ACCOMMODATION**

4.1 **Accommodation Campus**

4.1.1 Unless otherwise agreed with the Accommodation Working Group, SZC Co shall:

(A) use reasonable endeavours to deliver the Accommodation Campus in accordance with the Implementation Plan;

(B) complete the First Accommodation Campus Phase within three months of the First Accommodation Campus Date; and

(C) complete the Second Accommodation Campus Phase within three months of the Second Accommodation Campus Date.

4.1.2 In the event of a breach of paragraph 4.1.1(B), SZC Co shall pay to East Suffolk Council from the Housing Contingency Fund up to £4,020,000 as determined in accordance with paragraph 3.3.3, to be used by East Suffolk Council to deliver bedspaces in accordance with the approved Private Housing Supply Plan and to support the delivery of tourist accommodation capacity in accordance with the approved Tourist Accommodation Plan.

4.1.3 In the event of a breach of paragraph 4.1.1(C), SZC Co shall Co shall pay to East Suffolk Council from the Housing Contingency Fund up to £4,020,000 as determined in accordance with paragraph 4.1.3, to be used by East Suffolk Council to deliver bedspaces in accordance with the approved Private Housing Supply Plan and to support the delivery of tourist accommodation capacity in accordance with the approved Tourist Accommodation Plan.

4.1.4 The amount payable by SZC Co pursuant to paragraph 4.1.2 or paragraph 4.1.3 (as relevant) shall be calculated in accordance with the following formula:

Amount Payable = £3,350 x (1,200 – Bedspaces Delivered)

where:

"*Amount Payable*" is the amount of money required to be paid; and

"*Bedpaces Delivered*" is the number of bedspaces practically completed by SZC Co within the First Accommodation Campus Phase or Second Accommodation Campus Phase (as relevant) on the date given in paragraph 3.3.1(B) or paragraph 3.3.1(C) (as relevant).

4.2 **LEEIE Caravan Park**

4.2.1 Unless otherwise agreed with the Accommodation Working Group, SZC Co shall:

(A) use reasonable endeavours to deliver the LEEIE Caravan Park in accordance with the Implementation Plan; and

(B) complete the LEEIE Caravan Park within three months of the LEEIE Date.

4.2.2 In the event of a breach of paragraph 4.2.1(B), SZC Co shall pay to East Suffolk Council from the Housing Contingency Fund up to £1,050,000 as determined in accordance with paragraph 4.2.3, to be used by East Suffolk Council to support the delivery of tourist accommodation capacity in accordance with the approved Tourist Accommodation Plan.

4.2.3 The amount payable by SZC Co pursuant to paragraph 4.2.2 shall be calculated in accordance with the following formula:

Amount Payable = £1,750 x (600 – Bedspaces Delivered)

where:

"*Amount Payable*" is the amount of money required to be paid; and

"*Bedpaces Delivered*" is the number of bedspaces practically completed by SZC Co within the LEEIE Caravan Park on the date given in paragraph 3.3.1(A).

5. **ACCOMMODATION CO-ORDINATOR**

5.1 Throughout the Construction Period, SZC Co shall appoint one or more Accommodation Co-ordinators.

5.2 SZC Co shall carry out or procure that the appointed Accommodation Co-ordinator carries out the Accommodation Co-ordination.

6. **ACCOMMODATION MANAGEMENT SYSTEM**

6.1 On or before Commencement, SZC Co shall establish the Accommodation Management System.

6.2 SZC Co shall operate or procure the operation of the Accommodation Management System throughout the Construction Period.

7. **GOVERNANCE AND MONITORING**

7.1 **Accommodation Working Group**

7.1.1 On or before Commencement, SZC Co shall establish the Accommodation Working Group which shall exist until the end of the Construction Period.

7.1.2 The Accommodation Working Group shall comprise:

(A) three representatives from SZC Co,

(B) two representative from East Suffolk Council, and

(C) one representative from Suffolk County Council,

or such alternates as may be nominated by those representatives from time to time.

7.1.3 The Accommodation Working Group shall:

(A) meet either virtually or in a convenient location in East Suffolk or Ipswich at least twice a year, with the representative of East Suffolk Council acting as chair;

(B) meet no later than three months after the Commencement Date;

(C) refer to the Social Review Group for its determination any matter upon which the members of the Accommodation Working Group are unable to agree; and

(D) prepare six monthly reports to the Social Review Group to provide information on:

(1) the effectiveness of monies spent in accordance with the Housing Fund, Private Housing Supply Plan, Tourist Accommodation Plan and Housing and Homelessness Resilience Measures as described in this Deed; and

(2) relevant monitoring information provided to the Accommodation Working Group described in this Deed.

7.1.4 SZC Co shall be responsible for the administration of convening and holding meetings of the Accommodation Working Group.

7.1.5 SZC Co and the Councils agree that meetings of the Accommodation Working Group shall be quorate if at least two members (at least one of which is a member representing SZC Co and one is a member representing East Suffolk Council) are present.

7.1.6 The Accommodation Working Group may make such further administrative arrangements and terms of reference in respect of its operation as it considers appropriate for the proper and efficient functioning of the Accommodation Working Group from time to time, with such further arrangements and terms of reference to be approved by the Social Review Group.

7.1.7 In the event that any of the quorate members of the Accommodation Working Group considers that a matter needs to be referred to the Social Review Group for urgent resolution, it shall notify the members of the Social Review Group accordingly to invoke the urgency process in Schedule 17, paragraph 6.2.7.

7.2 **Monitoring**

7.2.1 At least once every 6 months during the Construction Period, SZC Co shall monitor the uptake of Project Accommodation and report to the Accommodation Working Group on the number of members of the Sizewell C Construction Workforce at the Accommodation Campus and LEEIE Caravan Site.

7.2.2 Within 6 months from the Commencement Date, and at least once every 6 months during the Construction Period, SZC Co shall undertake a workforce survey, which will provide a statistically significant sample of the workforce to estimate:

(A) the number of NHB Workers and HB Workers;

(B) the locations of NHB Workers and HB Workers;

(C) the split of Accommodation Types used by NHB Workers and HB Workers;

(D) the number of HB workers who moved explicitly as a result of gaining work on the Project and where they moved from; and

(E) the number and location of family members (by school age cohort for children) of NHB workers,

provided that SZC Co shall not be required to undertake a workforce survey during the first six months of the Construction Period.

7.2.3 SZC Co shall:

(A) use the workforce survey carried out pursuant to paragraph 7.2.1 and any information provided by the Accommodation Co-ordinator to produce a monitoring report; and

(B) submit the monitoring report to the Accommodation Working Group within 2 months of the close of each workforce survey.

7.2.4 SZC Co shall report to the Accommodation Working Group at each meeting of that group on such information as may be relevant to East Suffolk Council in planning its delivery of bedspaces through the Private Housing Supply Plan, including information relating to:

(A) Sizewell C Construction Workforce on-boarding and recruitment; and

(B) progress in delivery of the Key Environmental Mitigation, including Project Accommodation.

SCHEDULE 4
EMERGENCY SERVICES

1. **DEFINITIONS AND INTERPRETATION**

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Community Safety Officer**" means the suitably qualified and experienced person appointed by SZC Co in accordance with paragraph 2.1.1 to conduct engagement with contractors, the Sizewell C Construction Workforce, the Councils and the emergency services through the Community Safety Working Group and On-site Security to ensure that expectations of Sizewell C Construction Workforce behaviour encapsulated within the Workers Code of Conduct is implemented on-site and in the local community and that issues and community concerns related to safety and security are dealt with appropriately;

"Ambulance Service Contribution" means the sum of £750,000 in total for the purposes of mitigating the potential significant impacts of or risks associated with the Project on the provision of services by the East of England Ambulance Service Trust which is to be paid in accordance with paragraph 5;

"Fire and Rescue Service Contribution" means the sum of £1,441,705.60 in total for the purposes of mitigating the potential significant impacts of or risks associated with the Project on the provision of services by the Suffolk Fire and Rescue Service which is to be paid in accordance with paragraph 4;

"Police Contribution" means the sum of £8,000,000 in total for the purposes of mitigating the potential significant impacts of or risks associated with the Project on the provision of services by Suffolk Constabulary which is to be paid in accordance with paragraph 3;

"Emergency Services Contingency Contribution" means the sum of up to £[446,548] in total to be paid in accordance with and for the purposes specified in paragraph 3;

"Community Safety Working Group" means the group established pursuant to paragraph 9.1 to liaise on community safety matters in respect of the Project;

"**Emergency Co-ordinator**" means the suitably qualified and experienced emergency co-ordinator or co-ordinators appointed by SZC Co in accordance with paragraph 2.1.2 who shall:

(a) appraise any incidents and allocate the On-site Emergency Response, and contact Suffolk Constabulary, Suffolk Fire and Rescue Service, and East of England Ambulance Service Trust to request assistance if required;

(b) ensure a single point of contact with Suffolk Constabulary, Suffolk Fire and Rescue Service, and East of England Ambulance Service Trust; and

(c) meet Suffolk Constabulary, Suffolk Fire and Rescue Service, and East of England Ambulance Service Trust (as relevant) at the previously agreed rendezvous point and escort them to the scene of the incident;

"Health and Wellbeing Officer" has the meaning given to this term in paragraph 1.1 of Schedule 6;

"**On-site Emergency Response**" means the On-site Security, the On-site Fire and Rescue, and Sizewell Health;

"**On-site Fire and Rescue**" means the private fire and rescue service to be provided by SZC Co pursuant to paragraph 2.1.4 and located on the SZC Development Site during the Construction Period;

"**On-site Security**" means the suitably qualified and experienced private security service to be provided by SZC Co pursuant to paragraph 2.1.3;

"Public Services Resilience Fund" has the meaning given in Schedule 5;

"**Sizewell Health**" has the meaning given in Schedule 6; and

"**Transport Co-ordinator**" has the meaning given in Schedule 16

2. **ON-SITE EMERGENCY RESPONSE**

2.1 On or before Commencement and throughout the Construction Period thereafter, SZC Co shall:

2.1.1 appoint a Community Safety Officer;

2.1.2 appoint one or more Emergency Co-ordinators;

2.1.3 provide On Site Security; and

2.1.4 provide On Site Fire and Rescue.

3. **POLICE CONTRIBUTION**

3.1 During the Construction Period, the following sums from the Police Contribution shall be paid by SZC Co to Suffolk County Council for onward payment to the Suffolk Constabulary:

3.1.1 the sum of £8,000,000 to contribute towards reasonable dedicated additional resourcing related to potential temporary uplift in demand for local police services related to the Project and the Sizewell C Construction Workforce (including site familiarisation and collaboration in the Community Safety Working Group), such sum to be paid in the following instalments:

(A) on or before Commencement, £400,000;

(B) on or before the first anniversary of the Commencement Date, £400,000;

(C) on or before the second anniversary of the Commencement Date, £560,000;

(D) on or before the third anniversary of the Commencement Date, £720,000;

(E) on or before the fourth anniversary of the Commencement Date, £1,040,000;

(F) on or before the fifth anniversary of the Commencement Date, £1,200,000;

(G) on or before the sixth anniversary of the Commencement Date, £1,360,000;

(H) on or before the seventh anniversary of the Commencement Date, £1,120,000;

(I) on or before the eighth anniversary of the Commencement Date, £640,000;

(J) on or before the nineth anniversary of the Commencement Date, £320,000; and

(K) on or before the tenth anniversary of the Commencement Date, £240,000.

4. **FIRE AND RESCUE SERVICE CONTRIBUTION**

4.1 During the Construction Period the sum of £626,761.76 from the Fire and Rescue Service Contribution shall be paid by SZC Co to Suffolk County Council for the provision of the Suffolk Fire and Rescue Service to contribute towards exercises on site, site visits and familiarisation, high risk site planning, training and resilience measures, such sum to be paid in the following instalments:

4.1.1 On or before Commencement the sum of £60,914.88;

4.1.2 On or before the first anniversary of the Commencement Date the sum of £35,915.88;

4.1.3 On or before the second, third, fourth and fifth anniversaries of the Commencement Date the sum of £47,993.20.

4.1.4 On or before the sixth anniversary of the Commencement Date the sum £72,993.20;

4.1.5 On or before the seventh anniversary of the Commencement Date and each subsequent anniversary of the Commencement Date throughout the Construction Period, the sum of £47,993.20.

4.2 During the Construction Period the sum of £67,959.84 from the Fire and Rescue Service Contribution shall be paid by SZC Co to Suffolk County Council for the provision of the Suffolk Fire and Rescue Service to contribute towards attendance at and contribution to the Community Safety Working Group and collation of monitoring data relevant to the Transport Review Group, such sum to be paid in the following instalments:

4.2.1 On or before Commencement Date and on each subsequent anniversary of the Commencement Date throughout the Construction Period, the sum of £5,663.32.

4.3 During the Construction Period the sum of £771,984 from the Fire and Rescue Service Contribution shall be paid by SZC Co to Suffolk County Council for the provision of the Suffolk Fire and Rescue Service to contribute towards provision of off-site community safety and fire safety services, such sum to be paid in the following instalments:

4.3.1 On or before Commencement Date and on each subsequent anniversary of the Commencement Date throughout the Construction Period, the sum of £64,332.

5. AMBULANCE SERVICE CONTRIBUTION

5.1 During the Construction Period the following sums from the Ambulance Service Contribution shall be paid by SZC Co to Suffolk County Council for onward payment to the East of England Ambulance Service Trust:

5.1.1 the sum of £385,576 to contribute towards the costs incurred by East of England Ambulance Service Trust of exercises on site, site visits and familiarisation, preparation for and attendance at meetings of the Community Safety Working Group and undertaking procedure and policy preparation and updates, such sum to be paid in the following instalments:

(A) on or before Commencement and on or before the first anniversary of the Commencement Date, the sum of £23,158; and

(B) on or before the second anniversary of the Construction Period and on or before each anniversary of the Commencement Date occurring during the Construction Period thereafter, the sum of £33,926;

5.1.2 the sum of £242,424 to contribute towards the costs incurred by East of England Ambulance Service Trust for additional ambulance call outs to the SZC Development Site, such sum to be paid in the following instalments:

(A) on or before Commencement and on or before the each anniversary of the Commencement Date occurring during the Construction Period, the sum of £20,202; and

5.1.3 on or before the second anniversary of the Commencement Date, the sum of £122,000 to contribute towards the costs incurred by East of England Ambulance Service Trust of a new response post or other measures determined by the East of England Ambulance Service to provide resilience to the service provided to the community in East Suffolk.

6. RESILIENCE CONTRIBUTIONS

6.1 On or before Commencement, SZC Co shall pay £50,000 to Suffolk County Council for onward payment to the Royal National Lifeboat Institution as a contribution towards the resilience of the services provided by the Royal National Lifeboat Institution in East Suffolk.

6.2 On or before Commencement, SZC Co shall pay £50,000 to Suffolk County Council for onward payment to the East Anglian Air Ambulance as a contribution towards the resilience of the services provided by the East Anglian Air Ambulance in East Suffolk .

6.3 SZC Co and Suffolk County Council agree that Schedule 1, paragraph 4 shall not apply to the payments made pursuant to this paragraph 6.

7. **POLICE CONTINGENCY CONTRIBUTION**

[●]

8. **EMERGENCY SERVICES CONTINGENCY CONTRIBUTION**

8.1 Subject to paragraph 8.5, SZC Co shall pay the following to East Suffolk Council from the Emergancy Services Contingency Contribution:

8.1.1 in the event that any protest or demonstration against the Project occurs during the Construction Period, an amount determined and approved in accordance with paragraph 8.5 to contribute towards the uninsured costs of any repairs, making good or cleaning reasonably incurred by East Suffolk Council as a result of that protest or demonstration PROVIDED THAT the total amount paid under this paragraph 8.1.1 shall not exceed [£]; and

8.1.2 in the event of any incident in relation to the Project during the Construction Period that results in the evacuation of local residents or businesses from their premises, an amount detemined and approved in accordance with paragraph 8.5 to contribute towards the costs incurred by East Suffolk Council in relation to that evacuation PROVIDED THAT the total amount paid under this paragraph 8.1.2 shall not exceed [£].

8.2 Subject to paragraph 8.5, SZC Co shall pay the following to Suffolk County Council from the Emergancy Services Contingency Contribution:

8.2.1 in the event of any incident in relation to the Project during the Construction Period that results in the evacuation of local residents or businesses from their premises, an amount detemined and approved in accordance with paragraph 8.5 to contribute towards the costs incurred or reasonably anticipated to occur by Suffolk County Council in relation to that evacuation PROVIDED THAT the total amount paid under this paragraph 8.2 shall not exceed [£.

8.3 Subject to paragraph 8.5, SZC Co shall pay the following to Suffolk County Council from the Emergancy Services Contingency Contribution:

8.3.1 for onward payment to Suffolk Constabulary, in the event that Suffolk Constabulary (acting reasonably) during the Construction Period conducts a public safety initiative the need for which is directly attributable to the Project, an amount approved in accordance with paragraph 8.5 to contribute towards the costs reasonably incurred or reasonably anticipated to occur by Suffolk Constabulary in carrying out that public safety initiative;

8.3.2 for onward payment to Suffolk Fire and Rescue Service, in the event that Suffolk Fire and Rescue Service (acting reasonably) during the Construction Period conducts a public safety initiative the need for which is directly attributable to the Project, an amount approved in accordance with paragraph 8.5 to contribute towards the costs reasonably incurred or reasonably anticipated to occur by Suffolk Fire and Rescue Service in carrying out that public safety initiative; and

8.3.3 for onward payment to East of England Ambulance Service Trust, in the event that East of England Ambulance Service Trust (acting reasonably) during the Construction Period conducts a public safety initiative the need for which is directly attributable to the Project, an amount approved in accordance with paragraph 8.5 to contribute towards the costs reasonably incurred or reasonably anticipated to occur by East of England Ambulance Service Trust in carrying out that public safety initiative,

8.4 PROVIDED THAT the total amount to be paid under this paragraph 8.3 shall not exceed [£.

8.5 Payments pursuant to this paragraph 8 shall be made:

8.5.1 within 20 Working Days of approval by SZC Co of a request received in writing from East Suffolk Council or Suffolk County Council (as appropriate) detailing the amounts requested to be paid by reference to the relevant paragraph of this Schedule 4; or

8.5.2 where SZC Co has refused such a request, within 20 Working Days of the determination by the Expert appointed pursuant to Clause 8 of this Deed that such a payment should be made, and SZC Co and the Councils agree that a refusal of a request by SZC Co shall be treated as a Dispute to be resolved in accordance with Clause 8.

9. SUFFOLK CONSTABULARY FACILITIES CONTRIBUTION

9.1 On or before Commencement, SZC Co shall pay £165,000 to Suffolk County Council for onward payment to the Suffolk Constabulary as a contribution towards the cost of the construction of Suffolk Constabulary's office facilities in Leiston.

9.2 SZC Co shall pay up to £240,000 to Suffolk County Council for onward payment to the Suffolk Constabulary as a contribution towards the cost of the operation and use of Suffolk Constabulary's office facilities in Leiston in the following instalments:

9.2.1 on or before Commencement and on or before the each anniversary of the Commencement Date occurring during the Construction Period, the sum of £20,000.

10. COMMUNITY SAFETY WORKING GROUP

10.1 [3][On or before Commencement, SZC Co shall establish the Community Safety Working Group which shall exist until the end of the Construction Period.

10.2 The Community Safety Working Group shall comprise the following members:

10.2.1 four representatives to be nominated by SZC Co;

10.2.2 the Transport Co-ordinator;

10.2.3 two representatives from a department or service relevant to community safety to be nominated by East Suffolk Council;

10.2.4 two representatives from a department or service relevant to Public Health, Community Safety, Adult and Community Services and Children and Young People's Services to be nominated by Suffolk County Council;

10.2.5 two representatives to be nominated by Suffolk Constabulary;

10.2.6 two representatives to be nominated by Suffolk Fire and Rescue Service; and

10.2.7 two representatives to be nominated by East of England Ambulance Service Trust,

or such alternates as may be nominated by those representatives from time to time.

10.3 The Community Safety Working Group shall also invite the following representatives to attend meetings:

10.3.1 one representative from each department or service relevant to such other department or service relevant to community safety or other relevant effects of the Project as the Community Safety Working Group shall consider necessary (acting reasonably) to be nominated by East Suffolk Council;

10.3.2 one representative from each department or service relevant to such other department or service relevant to community safety or other relevant effects of the Project as the Community Safety Working Group shall consider necessary (acting reasonably) to be nominated by Suffolk County Council;

10.3.3 the Health and Wellbeing Officer;

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[3] Note: Governance arrangements subject to further consideration.

10.3.4 one representative to be nominated by Maritime Coastguard Agency;

10.3.5 one representative to be nominated by Royal National Lifeboat Institution;

10.3.6 one representative to be nominated by East Anglian Air Ambulance; and

10.3.7 representatives from any voluntary or charitable organisation as the Community Safety Working Group shall agree are necessary (acting reasonably).

10.4 The Community Safety Working Group shall:

10.4.1 meet quarterly (or less frequently where agreed by the members of the Community Safety Working Group) either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time;

10.4.2 meet no later than three months after the Commencement Date;

10.4.3 review and approve the proposed Community Safety Resilience Measures, School and Early Years Resilience Measures, Social Care Resilience Measures (Adult Community Services) and Social Care Resilience Measures (Children and Young People's Services) in accordance with Schedule 5, paragraph 3;

10.4.4 determine a reporting protocol to ensure transparency, consistency and independence; and

10.4.5 refer to the Social Review Group for its determination on any matter upon which the members of the Community Safety Working Group are unable to agree.

10.5 Following each meeting in accordance with paragraph 10.4.1, the Community Safety Working Group shall report to the Social Review Group on the following matters:

10.5.1 evidenced effects of the Project on community safety, the provision or emergency services and the provision of relevant public services in Suffolk;

10.5.2 any relevant community safety matters that arise and any related actions taken by SZC Co and/or others (e.g. noise complaints, fly parking, littering); and

10.5.3 expenditure from the Emergency Services Contribution and Emergency Response Contingency Contribution, Public Services Resilience Fund, and the effectiveness of such contributions.

10.6 Following each meeting in accordance with paragraph 10.4.1, the Community Saftey Working Group shall report to the Transport Review Group on any matters related to transport.

10.7 SZC Co and the Councils agree that meetings of the Community Safety Working Group shall be quorate if at least three members (at least one of which is a member representing SZC Co, one is a member representing East Suffolk Council, and one is a member representing Suffolk County Council) are present and shall be chaired by Suffolk County Council.

10.8 SZC Co shall be responsible for the administration of convening and holding meetings of the Community Safety Working Group.

10.9 The Community Safety Working Group may make such further administrative arrangements and terms of reference as it considers appropriate for the proper and efficient functioning of the Community Safety Working Group from time to time, with such further arrangements or terms of reference to be approved by the Social Review Group.

10.10 In the event that any of the quorate members of the Community Safety Working Group considers that a matter needs to be referred to the Social Review Group for urgent resolution, it shall notify the members of the Social Review Group accordingly to invoke the urgency process in Schedule 17, paragraph 6.2.7.

SCHEDULE 5
PUBLIC SERVICES AND COMMUNITY SAFETY

1. **DEFINITIONS AND INTERPRETATION**

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Adult Social Care Contingency Fund**" means a fund of up to £1,000,000;

"**Anticipated Demand**" means the maximum demand for early years and school places anticipated to arise in a particular areas a direct result of Workforce Children to be mitigated through School and Early Years Capacity Measures funded by the School and Early Years Capacity Contribution, being:

Ward / Area	Pre-School Age (0 to 3 years)	Primary School Age (4 to 10 years)	Secondary School Age (11 to 17 years)
Leiston	30	31	5
Saxmundham	11	12	2
Aldeburgh	14	15	3
Rest of Suffolk	125	132	23
Total	**180**	**190**	**33**

"**Community Safety Partnerships**" means the bodies with that name formed by East Suffolk Council;

"Community Safety Resilience Measures" means initiatives to support the resilience and service provision of Suffolk County Council's Community Safety Services, including:

(a) resourcing of training provision and awareness raising for protecting and supporting vulnerable people against exploitation (including county lines, modern slavery, sexual exploitation, and gang activity), and domestic abuse and sexual violence; and

(b) extension of existing projects relating to specific community safety risks, including risks to people who may experince differential or disproportionate effects as a result of their Protected Charactristics, which Suffolk County Council considers (acting reasonably) are required to reduce the risk of potential effects arising from the Project and the Sizewell C Construction Workforce, such as protecting and supporting vulnerable people against exploitation (including county lines, modern slavery, sexual exploitation, and gang activity), and domestic abuse and sexual violence;

whether provided by the Councils or by such multi-agency groups or third parties as Suffolk County Council considers (acting reasonably) is a fit and proper person to provide the initiatives required to address the impacts of the Project;

"**Community Safety Working Group**" has the meaning given in Schedule 4;

"**Local Community Safety Measures**" means resourcing provided for the following measures to be undertaken or commissioned or resources provided by East Suffolk Council that focus on the promotion of community safety, wellbeing and cohesion:

(a) community safety initiatives with the aim of reducing crime and disorder and anti-social behaviour and/or protecting vulnerable people and those who may exprience differential or disproportionate effects due to their Protected

Characteristics against violence (e.g. gang violence), domestic abuse, and exploitation (e.g. trafficking, prostitution and modern slavery);

(b) safeguarding initiatives;

(c) initiatives that promote community cohesion and wellbeing;

(d) initiatives with the aim of supporting people who may exprience differential or disproportionate effects due to their Protected Characteristics;

(e) initiatives with the aim of raising awareness of drugs and alcohol issues and promoting the safe use of alcohol; and

(f) initiatives with the aim of promoting road safety,

whether provided by East Suffolk Council or by such multi-agency groups or third parties as East Suffolk Council considers (acting reasonably) is a fit and proper person to provide the initiatives.

"**Protected Characteristics**" means disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation as defined by the Equality Act 2010;

"**Public Services Resilience Fund**" means the fund established pursuant to paragraph 2 to deliver:

(a) Community Safety Resilience Measures;

(b) Local Community Safety Measures;

(c) School and Early Years Resilience Measures;

(d) Social Care Resilience Measures (Adult Community Services); and

(e) Social Care Resilience Measures (Children and Young People's Services).

"**Safer Stronger Communities Board**" means the body with that name led by Suffolk County Council as a partnership made up of: Suffolk County Council, East Suffolk Council, West Suffolk Council, Ipswich Borough Council, Mid Suffolk and Babergh Councils, Suffolk Police, OPCC, the clinical commissioning groups responsible for services in Suffolk, and Suffolk Community Safety Partnerships;

"**School and Early Years Capacity Contingency Contribution**" means a financial contribution of £2,169,102 to implement School and Early Years Capacity Measures subject to clause 5 of this Schedule;

"**School and Early Years Capacity Contribution**" means a financial contribution of £1,920,252 to implement School and Early Years Capacity Measures;

"**School and Early Years Capacity Measures**" means initiatives to enable the delivery of capacity to account for the predicted temporary net additional demand for school places and places in Early Years Settings in those areas likely to be most affected based on the distribution of demand related to Workforce Children;

"**School and Early Years Resilience Measures**" means support for schools and early years settings where additional integration/administration demand or educational demand could be placed on existing services as a result of Workforce Children (e.g. to support English as an additional language and/or pastoral care/support, personal, social, health and economic education and safeguarding initiatives, special educational needs and/or disabilities support).

"**Social Care Resilience Measures (Adult Community Services)**" means initiatives to support the resilience and service provision of Suffolk County Council's Adult Community Services, including:

(a) support for the commissioning and delivery of Home Care services to residents including to people who may experince differential or disproportionate effects as a result of their Protected Charactristics; and

(b) support for additional demand placed on Suffolk County Council's Adult Community Services required as a result of the temporary, net additional change in population related to the Sizewell C Construction Workforce including risks to people who may experince differential or disproportionate effects as a result of their Protected Charactristics;

whether provided by the Councils or by such multi-agency groups or third parties as Suffolk County Council considers (acting reasonably) is a fit and proper person to provide the initiatives required to address the impacts of the Project;

"**Social Care Resilience Measures (Children and Young People's Services)**" means initiatives to support the resilience and service provision of Suffolk County Council's Children's and Young People's Services, including:

(a) support for additional demand placed on Suffolk County Council's Children and Young People's Services required as a result of the temporary, net additional change in population related to the Sizewell C Construction Workforce including risks to people who may experince differential or disproportionate effects as a result of their Protected Charactristics; and

(b) a contribution towards the provision of health worker resource required as a result of the temporary, net additional change in population related to the Sizewell C Construction Workforce,

whether provided by the Councils or by such multi-agency groups or third parties as Suffolk County Council considers (acting reasonably) is a fit and proper person to provide the initiatives required to address the impacts of the Project;

"Social Care Workforce Resilience Planning Measures" means measures to provide resilience to workforce planning within Suffolk County Council's Adult Community Services and Children and Young People's Services including support for recruitment, training and retention of staff;

"**Social Review Group"** means the group of that name established pursuant to Schedule 17;

"**Worker Code of Conduct**" means a document prepared by SZC Co setting standards of behaviour required of the Sizewell C Construction Workforce; and

"Workforce Children" means pre-school and school-aged children who are dependants of NHB Workers and who have moved into Suffolk schools or early years settings as a result of the Project.

2. PUBLIC SERVICES RESILIENCE FUND

2.1 Community Safety Resilience Measures

2.1.1 During and prior to the end of the Construction Period, SZC Co shall pay a total sum of up to £1,908,392 from the Public Services Resilience Fund to Suffolk County Council in the following instalments:

(A) the sum of £128,032 on or within [3] months of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(B) the sum of £88,133 on or before the first anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(C) the sum of £127,526 on or before the [1 May] following the second anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(D) the sum of £160,524 on or before the [1 May] following the third anniversary of the Commencement Date, Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(E) the sum of £222,419 on or before the [1 May] following the fourth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(F) the sum of £247,158 on or before the [1 May] following the fifth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(G) the sum of £276,521 on or before the [1 May] following the sixth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(H) the sum of £235,557 on or before [1 May] Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(I) the sum of £170,090 on or before the [1 May] following the seventh anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(J) the sum of £94,244 on or before the [1 May] following the ninth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded;

(K) the sum of £83,907 on or before the [1 May] following the tenth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded; and

(L) the sum of £74,281 on or before the [1 May] following the eleventh anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Community Safety Resilience Measures to be funded,

to be applied towards commissioning and/or delivery of the Community Safety Resilience Measures approved by the Community Safety Working Group [pursuant to paragraph 2.1].

2.2 **Local Community Safety Measures**

2.2.1 During the Construction Period, SZC Co shall pay a total sum of up to £1,601,960 from the Public Services Resilience Fund to East Suffolk Council in the following instalments:

(A) the sum of £395,324 within 3 months of the Commencement Date or on or before the 1 May following Commencement (if earlier);

(B) from and following the first anniversary of the Commencement until the sixth anniversary of the Commencement Date, the sum of £128,331 annually on or before each 1 May; and

(C) from and following the sixth anniversary of the Commencement Date, the sum of £87,330 annually on or before each 1 May until the end of the Construction Period,

to be applied towards commissioning and/or delivery of the Local Community Safety Measures approved by the Community Safety Working Group [pursuant to paragraph 2.2].

2.3 **Social Care Resilience Measures (Adult Community Services)**

2.3.1 During the Construction Period, SZC Co shall pay a total sum of up to £2,077,188 from the Public Services Resilience Fund to Suffolk County Council in the following instalments:

(A) the sum of £17,593 on or before the first anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded;

(B) the sum of £17,593 on or before the [1 May] following the second anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded;

(C) the sum of £342,544 on or before the [1 May] following the third anniversary of the Commencement Date, Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded;

(D) the sum of £342,544 on or before the [1 May] following the fourth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded;

(E) the sum of £342,544 on or before the [1 May] following the fifth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded;

(F) the sum of £342,544 on or before the [1 May] following the sixth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded;

(G) the sum of £342,544 on or before [1 May] Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded;

(H) the sum of £299,609 on or before the [1 May] following the seventh anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded;

(I) the sum of £15,592 on or before the [1 May] following the ninth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded;

(J) the sum of £9,658 on or before the [1 May] following the tenth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded; and

(K) the sum of £4,422 on or before the [1 May] following the eleventh anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Adult Community Services) to be funded,

to be applied towards commissioning and/or delivery of the Social Care Resilience Measures (Adult Community Services) approved by the Community Safety Working Group [pursuant to paragraph 2.3].

2.3.2 On the first anniversary of the Commencement Date and on each anniversary thereafter during the Construction Period, Suffolk County Council shall assess whether there has been a material increase in the cost of commissioning home care services in parishes within 10 miles from the Main Development Site compared to the levels that existed prior to Commencement and national and county-wide benchmarks caused directly by the Project and where it considers that there has been a material increase Suffolk County Council shall provide to the Community Safety Working Group written evidence of that material increase, to include (but not be limited to) details of:

(A) which parishes have experienced such a material increase; and

(B) the number of hours of care provided per week in the affected parishes.

2.3.3 Upon receipt of any evidence provided pursuant to paragraph 2.3.2, the Community Safety Working Group shall consider that evidence and reach a decision, acting reasonably, on whether there has been a material increase in the cost of commissioning home care services in parishes within 10 miles from the Main Development Site caused directly by the Project.

2.3.4 Where the Community Safety Working Group decides unanimously pursuant to paragraph 2.3.3 that there has been a material increase in the cost of commissioning home care services in parishes within 10 miles from the Main Development Site caused directly by the Project, it shall notify SZC Co in writing of this decision and the amount of funding that is necessary in order to put in place appropriate measures to address that material increase, which shall be calculated as the number of hours of care provided per week in the affected parishes by £2.27 (Index Linked).

2.3.5 Within one calendar month of receipt of a notice pursuant to paragraph 2.3.4, SZC Co shall pay to Suffolk County Council the amount of funding specified in the notice from the Public Services Resilience Fund to be applied towards appropriate measures to address the material increase.

2.4 SZC Co's maximum liability under paragraph 2.3.5 shall be £1,000,000 Index Linked.

2.5 **Social Care Resilience Measures (Children and Young People's Services)**

2.5.1 During the Construction Period, SZC Co shall pay a total sum of £1,920,814 from the Public Services Resilience Fund to Suffolk County Council in the followinginstalments:

(A) the sum of £1,226 on or within [3] months of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(B) the sum of £61,628 on or before the first anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(C) the sum of £64,135 on or before the [1 May] following the second anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(D) the sum of £302,781 on or before the [1 May] following the third anniversary of the Commencement Date, Provided That the Community

Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(E) the sum of £305,886 on or before the [1 May] following the fourth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(F) the sum of £307,469 on or before the [1 May] following the fifth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(G) the sum of £309,236 on or before the [1 May] following the sixth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(H) the sum of £306,772 on or before [1 May] Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(I) the sum of £157,743 on or before the [1 May] following the seventh anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(J) the sum of £54,567 on or before the [1 May] following the ninth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded;

(K) the sum of £33,845 on or before the [1 May] following the tenth anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded; and

(L) the sum of £15,526 on or before the [1 May] following the eleventh anniversary of the Commencement Date Provided That the Community Safety Working Group has approved the Social Care Resilience Measures (Children and Young People's Services)to be funded,

to be applied towards commissioning and/or delivery of the Social Care Resilience Measures (Children and Young People's Services) approved by the Community Safety Working Group [pursuant to paragraph 2.3].

2.6 **Social Care Workforce Resilience Planning Measures**

2.6.1 Within 3 months of the Commencement Date, SZC Co shall pay the sum of £100,000 from the Public Services Resilience Fund to Suffolk County Council to be applied towards commissioning and/or delivery of Social Care Workforce Resilience Planning Measures.

2.7 **School and Early Years Resilience Measures**

2.7.1 During the Construction Period, SZC Co shall pay a total sum of up to £735,660 from the Public Services Resilience Fund to Suffolk County Council in the following instalments:

(A) the sum of £61,305 within 3 months of the Commencement Date or on or before the [1 May] following Commencement (if earlier);

(B) following the first anniversary of the Commencement Date, the sum of £61,305 annually on or before each [1 May],

to be applied towards commissioning and/or delivery of the School and Early Years Resilience Measures [pursuant to paragraph 2.3.2].

2.7.2 Suffolk County Council shall deliver or procure the delivery of the School and Early Years Reilience Measures [approved pursuant to paragraph **Error! Reference source not found.**] in accordance with this Schedule 5.

2.7.3 On the first anniversary of the Commencement Date and on each anniversary thereafter during the Construction Period, Suffolk County Council shall assess whether there is an additional demand for resources caused directly by the Project in terms of:

(A) the in-year turnover in schools and early years settings during the Construction Period compared to the levels that existed prior to Commencement and national benchmarks; and

(B) the proportion of children in schools and early years settings with English as an additional language compared to the levels that existed prior to Commencement and national benchmarks,

and where it considers that there is such an additional demand for resources Suffolk County Council shall provide to the Community Safety Working Group written evidence of that additional demand and the amount of funding that Suffolk County Council considers necessary in order to put in place appropriate measures to address that additional demand.

2.7.4 Upon receipt of any evidence provided pursuant to paragraph 2.7.3, the Community Safety Working Group shall consider that evidence and reach a decision, acting reasonably, on whether there is an additional demand for resources caused directly by the Project and if so the amount of funding that is necessary in order to put in place appropriate measures to address that additional demand.

2.7.5 Where the Community Safety Working Group decides unanimously pursuant to paragraph 2.7.4 that there is an additional demand for resources caused directly by the Project, it shall notify SZC Co in writing of this decision and the amount of funding that the Community Safety Working Group unanimously considers to be necessary in order to put in place appropriate measures to address that additional demand.

2.7.6 Within one calendar month of receipt of a notice pursuant to paragraph 2.7.5, SZC Co shall pay to Suffolk County Council the amount of funding specified in the notice, up to a maximum of £29,454.55 per year, from the Public Services Resilience Fund to be applied towards appropriate measures to address the additional demand.

2.8 SZC Co's maximum liability under paragraph 2.6.6 shall be £324,000 Index Linked.

3. APPLICATION OF THE PUBLIC SERVICES RESILIENCE FUND

3.1 Suffolk County Council and East Suffolk Council may use monies paid to them from the Public Services Resilience Fund pursuant to paragraph 2.2.1 for:

3.1.1 the enhancement of and addition to pre-existing Social Care Resilience Measures (Adult Community Services), Social Care Resilience Measures (Children and Young People's Services), Community Safety Resilience Measures, School and Early Years Resilience Measures, Social Care Workforce Resilience Planning Measures and Local Community Safety Measures (as applicable in the context of the relevant sub-paragraph of paragraph 2 pursuant to which the monies were paid); and/or

3.1.2 new Social Care Resilience Measures (Adult Community Services), Social Care Resilience Measures (Children and Young People's Services), Community Safety Resilience Measures, School and Early Years Resilience Measures, Social Care

Workforce Resilience Planning Measures and Local Community Safety Measures (as applicable in the context of the relevant sub-paragraph of paragraph 2 pursuant to which the monies were paid); and/or

3.1.3 funding for Social Care Resilience Measures (Adult Community Services), Social Care Resilience Measures (Children and Young People's Services), Community Safety Resilience Measures, School and Early Years Resilience Measures, Social Care Workforce Resilience Planning Measures and Local Community Safety Measures identified, provided or commissioned by East Suffolk Council and/or the Community Safety Partnerships and/or the Safer Stronger Communities Board (as applicable in the context of the relevant sub-paragraph of paragraph 2 pursuant to which the monies were paid),

and provided always that the same have been approved by the Community Safety Working Group as required pursuant to this paragraph 3.

3.2 No later than [1 April] of each year of the Construction Period (or an alternative date at the discretion of [•]), Suffolk County Council and East Suffolk Council (as relevant) shall submit to the Community Safety Working Group for approval details of the:

3.2.1 Social Care Resilience Measures (Adult Community Services);

3.2.2 Social Care Resilience Measures (Children and Young People's Services);

3.2.3 Community Safety Resilience Measures;

3.2.4 School and Early Years Resilience Measures; and

3.2.5 Local Community Safety Measures,

to be funded through the payments pursuant to paragraph 2.

3.3 The Community Safety Working Group shall have regard to paragraph 3.4 of this Schedule in deciding whether to approve the proposed Social Care Resilience Measures (Adult Community Services), Social Care Resilience Measures (Children and Young People's Services), Community Safety Resilience Measures, School and Early Years Resilience Measures and Local Community Safety Measures.

3.4 When considering how to apply a payment from Public Services Resilience Fund pursuant to paragraph 2, where required by paragraph 2, Suffolk County Council or East Suffolk Council (as relevant) shall take into account the reasonable recommendations of the Community Safety Working Group and/or Social Review Group and the extent to which the relevant initiative:

3.4.1 is proportionate to the scale and location of the potential impacts of the Project;

3.4.2 seeks to prevent reasonably expected effects of the Project from arising wherever practicable;

3.4.3 does not obviate or duplicate funding from other measures agreed in this Deed or across different elements of the Public Services Resilience Fund; and

3.4.4 complements, promotes or enhances existing programmes and governance structures seeking to achieve similar outcomes within the administrative areas of East Suffolk Council or Suffolk County Council (as relevant), such as the Safer Stronger Communities Board (Suffolk) and Community Safety Partnership (East Suffolk).

4. SCHOOL AND EARLY YEARS CAPACITY CONTRIBUTION

4.1 The School and Early Years Capacity Contribution shall be spent by Suffolk County Council in the following proportions unless otherwise agreed by the Social Review Group:

4.1.1 up to £615,240 for the temporary or permanent expansion of 30 places in early years settings;

4.1.2 up to £1,036,080 for the temporary or permanent expansion of 60 places in primary schools;

4.1.3 up to £131,478 for the temporary or permanent expansion of two places in special educational needs settings; and

4.1.4 up to £137,454 for the provision of school transport.

4.2 Subject always to the cumulative financial cap of £1,920,252, during the Construction Period, Suffolk County Council may apply to the Social Review Group for an amount from the School and Early Years Capacity Contribution to be paid by SZC Co for the provision of School and Early Years Capacity Measures in accordance with paragraph 4.1.

4.3 In its application pursuant to paragraph 4.2, Suffolk County Council shall provide details of:

4.3.1 how temporary expansion, or support for bringing forward permanent expansion (if necessary), would provide sufficient capacity to address any anticipated lack of capacity in the school and early years places in Suffolk; and

4.3.2 how capacity to be provided is in accordance with the identified School and Early Years Capacity Measures in paragraph 4.1.

4.4 The Social Review Group shall review any application made pursuant to paragraph 4.2, and shall approve the amount of funds to be paid by SZC Co to Suffolk County Council, where it is agreed by the Social Review Group based on evidence or which is required to meet a statutory responsibility of Suffolk County Council in its capacity as local education authority provided that:

4.4.1 the application is in accordance with paragraphs 4.1 to 4.3;

4.4.2 the measures to which the application relates are proportionate to the scale and location of the potential impacts of the Project; and

4.4.3 taking account of all previous applications pursuant to this paragraph 4, the cumulative financial cap of £1,920,252 is not exceeded by the approval of the relevant application.

4.5 Until either the whole of the School and Early Years Capacity Contribution has been paid to Suffolk County Council pursuant to this paragraph or the end of the Construction Period (whichever is sooner), SZC Co shall pay the amount of funds from the School and Early Years Capacity Contribution approved by the Social Review Group pursuant to paragraph 4.4 to Suffolk County Council and such monies shall be paid within [●] Working Days of the date of the Social Review Group's approval of the relevant application.

4.6 Suffolk County Council shall deliver or procure the delivery of the relevant School and Early Years Capacity Measures approved by the Social Review Group.

5. SCHOOL AND EARLY YEARS CAPACITY CONTINGENCY CONTRIBUTION

5.1 At each meeting of the Social Review Group immediately following each anniversary of the Commencement Date occurring during the Construction Period, Suffolk County Council may apply to the Social Review Group for an amount from the School and Early Years Capacity Contingency Contribution to be paid by SZC Co for the provision of School and Early Years Capacity Measures.

5.2 In its application pursuant to paragraph 5.1, Suffolk County Council shall provide details of:

5.2.1 the number of additional spaces required to be provided through School and Early Years Capacity Measures, based upon the observed number of Worforce Children measured against the Anticpated Demand;

5.2.2 the amount sought from the School and Early Years Contingency Contribution, calculated in accordance with the following rates:

(A) Early Years: £17,268 per place;

(B) Primary: £17,268 per place; and

(C) Secondary: £23,775 per place; and

5.2.3 details of the proposed School and Early Years Capacity Measures to be funded.

5.3 The Social Review Group shall approve an application made by Suffolk County Council if it agrees (acting reasonably) that:

5.3.1 the application is in accordance with paragraphs 5.1 and 5.2;

5.3.2 the additional demand for school capacity and/or early years capacity related directly to the Project exceeds the Anticipated Demand; and

5.3.3 the proposed School and Early Years Capacity Measures to be funded are proportionate to the scale and location of the impacts of the Project.

5.4 Subject to paragraph 5.6, SZC Co shall pay the amount of funds from the School Capacity Contingency Contribution approved by the Social Review Group pursuant to paragraph 5.3 to Suffolk County Council within 25 Working Days of the date of the Social Review Group's approval of the relevant application.

5.5 Suffolk County Council shall deliver or procure the delivery of the relevant School and Early Years Capacity Contingency Measures approved by the Social Review Group.

5.6 SZC Co's maximum liability under this paragraph 5 is £2,169,102 Index Linked.

6. WORKER CODE OF CONDUCT

6.1 SZC Co shall procure that each member of the Sizewell C Construction Workforce shall sign the Worker Code of Conduct.

SCHEDULE 6
HEALTH AND WELLBEING

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"GP" means a general practitioner;

"GP Contribution" means the sum of £16,900 to be paid pursuant to paragraph 5;

"Health and Wellbeing Key Performance Indicators" means the key performance indicators for the Project set out in Annex E;

"Health and Wellbeing Officer" means an officer appointed and employed by Ipswich and East Suffolk Clinical Commissioning Group (or successor body) during the Construction Period whose role will be developed with key responsibilities being (but not limited to) the following unless otherwise agreed with the Health and Wellbeing Working Group:

(a) engage proactively with SZC Co to ensure that the Health and Wellbeing Working Group has a comprehensive understanding of the Project;

(b) develop, agree and monitor the Health and Wellbeing Key Performance Indicators with relevant stakeholders and SZC Co;

(c) ensure stakeholders within the integrated care system including the Ipswich and East Suffolk Alliance and Suffolk Health & Wellbeing Board receive timely and relevant information in relation to the Project, seeking support and decisions as required;

(d) engage proactively with system partners specifically the East of England Ambulance Service and Public Health Suffolk representatives to ensure they receive timely and relevant information, reports and progress in relation to the outlined objectives of the Health and Wellbeing Working Group and have the opportunity to provide feedback where required, and provide support to their reporting functions as necessary;

(e) prepare for all Health and Wellbeing Working Group meetings, ensuring as far as practicable that agendas and relevant papers are circulated at least two weeks in advance of each meeting and to collate written information to be reported to the Health and Wellbeing Working Group and Social Review Group (including the information at Part 2 of the Health and Wellbeing Key Performance Indicators);

(f) attend meetings of the Community Safety Working Group where the agenda is relevant to health and wellbeing, reporting back to stakeholders and the Health and Wellbeing Working Group relevant information and actions as required; and

(g) ensure effective use of and investment of the Residual Healthcare Contribution and provide reports on the performance of the measures introduced pursuant to funding by the Residual Healthcare Contribution to the Health and Wellbeing Working Group;

"**Health and Wellbeing Officer Contribution**" means the sum of £447,697 to be paid pursuant to paragraph 4;

"Health and Wellbeing Working Group" means the group of that name established pursuant to paragraph 6;

"**Health and Wellbeing Working Group Terms of Reference**" means the terms of reference for the Health and Wellbeing Group to be developed pursuant to paragraph 6.3.3 and which shall incorporate the Health and Wellbeing Key Performance Indicators;

"**Residual Healthcare Contribution**" means the sum of £1,112,618 to be paid pursuant to paragraph 3;

"**Sizewell Health**" means the private occupational healthcare service to be located on the SZC Development Site and to be provided on behalf of SZC Co to members of the Sizewell C Construction Workforce during the Construction Period, which will provide a package of risk prevention, health promotion and treatment initiatives in accordance with the specification in Volume 2 Appendix 28A of the Environmental Statement, as developed in consultation with the Health and Wellbeing Working Group, and which will include Sexual Health Service Provision;

"Sexual Health Service Provision" means National Clinical Standard Level 3 sexual health services (as defined in Integrated Sexual Health Services: A suggested national service specification (publishing.service.gov.uk) and Sexual health clinical governance (publishing.service.gov.uk) or as updated from time to time) including a monthly sexual health clinic at Sizewell Health, to be contracted through Public Health Suffolk's iCaSH service, unless otherwise agreed between Suffolk County Council and SZC Co; and

"**Social Review Group**" means the group of that name established pursuant to Schedule 17.

2. SIZEWELL HEALTH

2.1 SZC Co shall establish Sizewell Health on or before Commencement and provide Sizewell Health throughout the Construction Period.

3. RESIDUAL HEALTHCARE CONTRIBUTION

3.1 SZC Co shall pay the Residual Healthcare Contribution to Suffolk County Council for onward payment to the Ipswich and East Suffolk Clinical Commissioning Group (or successor body) in the following instalments:

3.1.1 on or before Commencement the sum of £200,000;

3.1.2 on or before the second anniversary of the Commencement Date the sum of £200,000;

3.1.3 on or before the fifth anniversary of the Commencement Date the sum of £270,000;

3.1.4 on or before the seventh anniversary of the Commencement Date the sum of £310,000; and

3.1.5 on or before the ninth anniversary of the Commencement Date the sum of £132,618.

3.2 Suffolk County Council shall procure that the Ipswich and East Suffolk Clinical Commissioning Group (or successor body) shall apply the Residual Healthcare Contribution towards the cost of mitigating the impact of the Project on local health and wellbeing services, including NHB Workers and their dependants.

4. HEALTH AND WELLBEING OFFICER CONTRIBUTION

4.1 SZC Co shall pay the Health and Wellbeing Officer Contribution to Suffolk County Council for onward payment to the Ipswich and East Suffolk Clinical Commissioning Group (or successor body) in the following instalments:

4.1.1 on or before Commencement the sum of £113,461;

4.1.2 on or before the second anniversary of the Commencement Date the sum of £170,191;

4.1.3 on or before the fifth anniversary of the Commencement Date the sum of £113,461, and

4.1.4 on or before the seventh anniversary of the Commencement Date the sum of £50,584.

4.2 Suffolk County Council shall procure that the Ipswich and East Suffolk Clinical Commissioning Group (or successor body) shall apply the Health and Wellbeing Officer

Contribution towards the cost of appointing and employing a Health and Wellbeing Officer during the Construction Period.

5. **GP CONTRIBUTION**

5.1 SZC Co shall pay the GP Contribution to Suffolk County Council for onward payment to the Ipswich and East Suffolk Clinical Commissioning Group (or successor body) in the following instalments:

5.1.1 on or before Commencement the sum of £2,600;

5.1.2 on or before the second anniversary of the Commencement Date the sum of £3,900;

5.1.3 on or before the fifth anniversary of the Commencement Date the sum of £2,600;

5.1.4 on or before the seventh anniversary of the Commencement Date the sum of £2,600; and

5.1.5 on or before the ninth anniversary of the Commencement Date the sum of £5,200.

5.2 Suffolk County Council shall procure that the Ipswich and East Suffolk Clinical Commissioning Group (or successor body) shall apply the GP Contribution towards the cost of funding the attendance of a GP at the Health and Wellbeing Working Group along with related preparation time.

6. **HEALTH AND WELLBEING WORKING GROUP**

6.1 On or before Commencement, SZC Co shall establish the Health and Wellbeing Working Group which shall exist until the end of the Construction Period and shall operate in accordance with the Health and Wellbeing Working Group Terms of Reference.

6.2 The Health and Wellbeing Working Group shall comprise:

6.2.1 one representative to be nominated by East Suffolk Council;

6.2.2 one representative to be nominated by Suffolk County Council;

6.2.3 two representatives to be nominated by Public Health Suffolk;

6.2.4 up to four representatives to be nominated by Ipswich and East Suffolk Clinical Commissioning Group (or successor body), one of which shall be the nominated Chair and one of which shall be a GP from a practice that is based within East Suffolk; and

6.2.5 up to two representatives to be nominated by SZC Co,

or such alternates as may be nominated by those representatives from time to time.

6.3 The Health and Wellbeing Working Group shall:

6.3.1 meet on a quarterly basis (or less frequently where agreed by the members of the Health and Wellbeing Working Group) either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co;

6.3.2 meet no later than three months after the Commencement Date;

6.3.3 develop and agree the Health and Wellbeing Working Group Terms of Reference;

6.3.4 refer to the Social Review Group any matter upon which the members of the Health and Wellbeing Working Group are unable to agree;

6.3.5 determine a reporting protocol to ensure transparency, consistency and independence; and

6.3.6 prepare and deliver reports to the Social Review Group bi-annually and not less than 7 days before the relevant meeting of the Social Review Group, unless otherwise agreed between the Social Review Group and the Health and Wellbeing Working Group, on the following:

(A) the performance of the Project against the Health and Wellbeing Key Performance Indicators (or such other key performance indicators as may be agreed by the Health and Wellbeing Working Group from time to time);

(B) the identified effects of the Project on healthcare demands in East Suffolk;

(C) the usage and effectiveness of the Residual Healthcare Contribution; and

(D) collaborative working undertaken in support of the delivery of local public health objectives.

6.4 SZC Co and the Councils agree that meetings of the Health and Wellbeing Working Group shall be quorate if:

6.4.1 provided that the Ipswich and East Suffolk Clinical Commissioning Group (or successor body) has entered into a Deed of Covenant, at least four members (at least one of which is a member representing SZC Co, one is a member representing Ipswich and East Suffolk Clinical Commissioning Group (or successor body), one is a member representing East Suffolk Council and one is a member representing Suffolk County Council) are present; and

6.4.2 in the event that the Ipswich and East Suffolk Clinical Commissioning Group (or successor body) has not entered into a Deed of Covenant, at least three members (at least one of which is a member representing SZC Co, one is a member representing East Suffolk Council and one is a member representing Suffolk County Council) are present,

and shall be chaired by a representative nominated by Ipswich and East Suffolk Clinical Commissioning Group (or successor body) unless otherwise agreed by the Health and Wellbeing Working Group from time to time.

6.5 The Health and Wellbeing Working Group may invite third parties or other experts to attend its meetings from time to time in order to observe and participate in discussions or present information to the Health and Wellbeing Working Group when specific issues are being discussed. These may include but will not be limited to representatives from Primary Care, Ipswich & East Suffolk Alliance, Healthwatch Suffolk, East of England Ambulance Service and NHS England.

6.6 SZC Co shall be responsible for the administration of convening and holding meetings of the Health and Wellbeing Working Group.

6.7 The Health and Wellbeing Working Group may make such further administrative arrangements as it considers appropriate for the proper and efficient functioning of the Health and Wellbeing Working Group from time to time, which it shall report to the Social Review Group.

6.8 In the event that any of the quorate members of the Health and Wellbeing Working Group considers that a matter needs to be referred to the Social Review Group for urgent resolution, it shall notify the members of the Social Review Group accordingly to invoke the urgency process in Schedule 17, paragraph 6.2.7.

6.9 SZC Co shall provide to the Health and Wellbeing Group the information specified in Part 1 of the Health and Wellbeing Key Performance Indicators for each meeting of the Health and Wellbeing Working Group (or at such other frequency as the Health and Wellbeing Working Group may agree).

SCHEDULE 7
EMPLOYMENT, SKILLS, EDUCATION AND SUPPLY CHAIN

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Annual Skills Implementation Plan**" means an annual plan produced for and during the Construction Period (subject to annual review) that translates the relevant Construction Workforce Delivery Strategies and regional skills requirements for that year into implementation activities with regular agreed key performance indicators, in accordance with the relevant Construction Workforce Delivery Strategy, which will:

(a) identify the amounts to be released and allocated from the Asset Skills Enhancement and Capability Fund in respect of a particular Construction Phase with reference to and informed by the relevant Construction Workforce Delivery Strategies, such amounts to be in accordance with the following proportions:

(i) not less than 35% and not more than 45% of the Asset Skills Enhancement and Capability Fund shall be applied towards Asset Skills Enhancement and Capability Initiatives relating to the Workforce Delivery Strategy for the Main Civils Construction Phase;

(ii) not less than 15% and not more than 20% of the Asset Skills Enhancement and Capability Fund shall be applied towards Asset Skills Enhancement and Capability Initiatives relating to the Workforce Delivery Strategy for the Site Operations / Support Services / Enabling Works Phase;

(iii) not less than 35% and not more than 45% of the Asset Skills Enhancement and Capability Fund shall be applied towards Asset Skills Enhancement and Capability Initiatives relating to the Workforce Delivery Strategy for the MEH Phase; and

(iv) not more than 10% of of the Asset Skills Enhancement and Capability Fund shall be applied towards Asset Skills Enhancement and Capability Initiatives relating to the Workforce Delivery Strategy for the Commissioning and Pre-Operational Phase;

(b) and the Sizewell C Employment Outreach Fund that year with reference to and informed by the relevant Construction Workforce Delivery Strategies;

(c) identify the Asset Skills Enhancement and Capability Investments to be provided by SZC Co and/or its Tier 1 Contractors during each Construction Phase, including the estimated cost of each Asset Skills Enhancement and Capability Investment, the intended recipient or class of recipients, and the proposed timing of delivery;

(d) identify in accordance with the relevant Construction Workforce Delivery Strategies, monitoring feedback, and regional skills demands the initiatives, projects and measures to be funded by the Asset Skills Enhancement and Capability Fund and the Sizewell C Employment Outreach Fund that year;

(e) identify in accordance with the relevant Construction Workforce Delivery Strategies and regional skills demands the key performance indicators and monitoring required to test the effectiveness of the distribution of the Asset Skills Enhancement and Capability Fund and the Sizewell C Employment Outreach Fund that year, including the Outreach Key Performance Indicators;

(f) identify in accordance with the relevant Construction Workforce Delivery Strategies and regional skills demands the key performance indicators required to test the effectiveness of Young Sizewell C; and

(g) collect and report labour market intelligence relevant to the distribution of the Asset Skills Enhancement and Capability Fund and the Sizewell C Employment Outreach Fund;

(h) set out the proportion of the Sizewell C Skills Bursary to be made available:

(i) that year;

(ii) for grants:

(A) in excess of £1,000; and

(B) less than £1,000; and

(iii) (if any) in respect of specific locations.

(i) identify the criteria for allocation of grants from the Sizewell C Skills Bursary in excess of £1,000 (having drawn on expertise from members and attendees of ESEWG, training providers and third parties as necessary);

(j) identify the criteria for allocation of grants from the Sizewell C Skills Bursary of less than £1,000 (having drawn on expertise from members and attendees of ESEWG, training providers and third parties as necessary);

(k) identify the providers of skills and training to which the responsibility for allocating funding for grants from the Sizewell C Skills Bursary of less than £1,000 shall be delegated;

"**Apprenticeship**" means [●];

"**Apprenticeship Strategy**" a strategy forming part of each Workforce Delivery Strategy and informing the Annual Skills Implementation Plan which will:

(a) set out the Project's mechanisms for apprenticeship support and enhance/enrich existing outreach to steer people towards regional work/training opportunities relevant to the Project and regional priorities (including construction sector, project management and other support role opportunities);

(b) inform the apprenticeship-related priorities of the Regional Skills Co-ordination Function to deliver an effective and coordinated response to demand for the Project's apprenticeships from local colleges and providers;

(c) provide information with sufficient lead-in time to local education, skills and training providers, and local people seeking apprenticeship opportunities, enabling the regional skills and employment support infrastructure to gear-up to provide the curriculum, support and relevant inspiration activities to match the opportunities during the relevant Phase;

(d) provide information about potential opportunities on the Project during the relevant Phase in the context of wider regional opportunities and focus on promoting roles and skills that members of the ESEWG identify as those that will be required to facilitate the delivery of both the Project and wider regional infrastructure;

(e) communicate the contractual commitments that SZC Co will seek with contractors on the Project in respect of the provision of apprenticeships; and

(f) set out how other commitments and investments in this Schedule will collectively work to achieve apprenticeships, and provide support and information to other areas of this Deed to maximise effectiveness,

in order to encourage and support local providers to deliver as many apprenticeships as practicable during each Phase during the Construction Period and to encourage local people to access the apprenticeship opportunities available;

"**Asset Skills Enhancement and Capability Fund**" means a fund of a maximum of £7,800,000 to be paid in accordance with clause 2.7 of this Schedule to fund Assets Skills Enhancement and Capability Initiatives;

"**Asset Skills Enhancement and Capability Initiatives**" means initiatives to enhance the supply of skills where they are related to both the Project and regional needs and aspirations, by investing in skills and training provision (such as apprenticeships) within the region's existing education (up to the age of 25), further education, training provider and higher education sectors, including:

(a) revenue projects like curriculum development, development and retention of specialist trainers; and

(b) working capital projects, such as equipment to deliver courses, re-fit for existing facilities as required to meet the needs of the workforce at each Phase of the Project during the Construction Period,

with the aims of: expanding, enhancing and developing local skills provision to satisfy joint ambitions of ESEWG members and strengthen the supply of skills related to both the region's aspirations and needs and each WDS requirement at each Phase of the project during the Construction Period (as set out in the Annual Skills Implementation Plans), effectively supporting the skills infrastructure needed to make the 'work ready' individuals supported by the Sizewell C Employment Outreach Fund 'Job Ready', supporting regional objectives and using monitoring information to direct the fund to be most effective;

"**Asset Skills Enhancement and Capability Investments**" means investments to regional skills infrastructure in the form of the provision of equipment or expertise required by the Project and the region, with the aims of:

(a) expanding, enhancing and developing local skills provision to satisfy joint ambitions of ESEWG members and strengthen the supply of skills related to both the region's aspirations and needs and each CWDS requirement at each Construction Phase (as set out in the Annual Skills Implementation Plans);

(b) effectively supporting the skills infrastructure needed to make the 'work ready' individuals supported by the Sizewell C Employment Outreach Fund 'Job Ready';

(c) supporting regional objectives; and

(d) using monitoring information to direct the fund to be most effective;

"**Commissioning and Pre-Operational Phase**" means [●];

"**Construction Phases**" means the Main Civils Construction Phase, the Mechanical, Electrical and Heating (MEH) Phase, the Site Operations / Support Services / Enabling Works Phase, and the Commissioning and Pre-Operational Phase (each a "**Construction Phase**");

"**Economic Review Group**" means the group constituted in accordance with and having the functions ascribed to it by paragraph 2.11;

"**Economic Working Groups**" means the Tourism Working Group, Employment, Skills and Education Working Group and the Supply Chain Working Group;

"**Education and Inspiration Activities**" means [●];

"**Employment, Skills and Education Working Group**" or "**ESEWG**" means the group of that name as established pursuant to paragraph 2.13;

"**Local Supply Chain Skills Programme**" means a programme implemented and funded by SZC Co of skills support for local businesses who engage with the Sizewell C procurement process and ultimately win work on the Project to gain the competencies and capabilities required by the Project (and as such any other major infrastructure project) which shall identify opportunities with local business to cascade the apprentice levy, utilise other funding available and provide early training;

"**Main Civils Construction Phase**" means [●];

"Maximum Outreach Contingency Amount" means the following amounts:

(a) £32,667, on the anniversary of the approval of the first Annual Skills Implementation Plan;

(b) £39,618, on the anniversary of the approval of the second Annual Skills Implementation Plan;

(c) £54,214, on the anniversary of the approval of the third Annual Skills Implementation Plan;

(d) £62,902, on the anniversary of the approval of the fourth Annual Skills Implementation Plan;

(e) £61,859, on the anniversary of the approval of the fifth Annual Skills Implementation Plan;

(f) £55,951, on the anniversary of the approval of the sixth Annual Skills Implementation Plan;

(g) £41,008, on the anniversary of the approval of the seventh Annual Skills Implementation Plan;

(h) £14,596, on the anniversary of the approval of the eigth Annual Skills Implementation Plan;

(i) £8,341, on the anniversary of the approval of the ninth Annual Skills Implementation Plan; or

(j) £3,475, on the anniversary of the approval of the tenth Annual Skills Implementation Plan;

"**Mechanical, Electrical and Heating (MEH) Phase**" means [●];

"**Operational Employment Strategy**" means a strategy for developing the approach to employment during the Operational Phase which shall inform people of the nature and type of roles to be created during the Operational Phase and communicate any opportunities for skills, training and employment initiatives to contribute to the delivery of such roles, to include:

(a) a description of the skills, roles, competencies, and qualifications needed for the Operational Phase;

(b) the opportunity for skills, training, and employment initiatives to contribute to the delivery of the workforce, for the Operational Phase;

(c) links to any relevant social partnerships able to deliver skills and training infrastructure to help the region prepare for the skills required for the Operational Phase;

(d) the measures that each contractor and sub-contractor will undertake to promote the local employment, skills and training benefits of the roles created; and

the Apprenticeship Strategy;

"**Operational Phase**" means [●];

"Outreach Contingency Payment" means a payment from the Sizewell C Outreach Contingency Fund in the amount of the lesser of:

(a) the relevant Maximum Outreach Contingency Amount; or

(b) £800 x (100 / 18) x Number of Additional Sizewell C Employment Outreach Initiatives,

where the "Number of Additional Sizewell C Employment Outreach Initiatives" has been determined by the ESEWG in accordance with paragraph 2.5.1;

"**Outreach Key Performance Indicators"** means the key performance indicators for the Sizewell C Employment Outreach Fund to be set out in the Annual Skills Implementation Plans in order to demonstrate the effectiveness of the Sizewell C Employment Outreach Initiatives and which shall include the number of job starts from worklessness lasting for at least 12 weeks (where the contract for the role is for no less than 12 weeks) supported by the Sizewell C Employment Outreach Initiatives;

"Phases" means the Construction Phases and the Operational Phase (each a **"Phase"**);

"Regional Skills Co-ordination Function" means a function within Suffolk County Council during the Construction Period which shall be responsible for:

(a) ensuring alignment with and of other regional activities;

(b) Co-ordinate and assist SZC Co, contractors and members and invitees of ESEWG to develop initiatives to help ensure a sufficient supply of skills and capabilities are available at the right time to enable the growth of the energy industry in Suffolk;

(c) promoting the creation of inclusive growth by working to ensure provision and opportunities relevant to regional need identified by the Construction Workforce Delivery Strategies and Annual Skills Implementation Plan are made available to the residents of Suffolk;

(d) acting as a transparent and centralised contact and providing links and co-ordination between SZC Co, supply chain, contractors, skills/training providers, and wider regional stakeholders;

(e) Co-ordinating the production of draft Annual Skills Implementation Plan for the agreement of the ESEWG and approval of ERG;

(f) Provide reports on performance to the ESEWG on performance against the agreed key performance indicators set in the relevant Annual Skills Implementation Plan and monitoring of relevant skills and employment indicators;

(g) attending meetings of the ESEWG; and

(h) carrying out such other activities as the ESEWG may consider necessary (acting reasonably) from time to time

"**Regional Skills Co-ordination Function Contribution**" means a financial contribution of £1,300,000 in accordance with clause 2.3 to support the Regional Skills Co-ordination Function;

"**Site Operations / Site Services / Enabling Works Phase**" means [●];

"**Sizewell C Bursary Scheme**" means a bursary scheme aimed at supporting the removal of barriers to training, support and employment pathways into:

(a) the Project; and/or

(b) other local opportunities requiring similar skills to the Project,

for local people that either haven't reached the required entry level requirements or that need some support to successfully complete their course, particularly in areas of relative deprivation;

"**Sizewell C Bursary Scheme Fund**" means a sum of £750,000 in accordance with clause 2.5 to fund the Sizewell C Bursary Scheme;

"**Sizewell C Employment Outreach Initiatives**" means initiatives provided by Suffolk County Council (or in partnership with not-for-profit organisations, where deemed appropriate through Annual Skills Implementation Plan) to be agreed by the ESEWG and approved by the ERG which are intended to support the delivery of measures and/or programmes that increase the pool of "Work Ready" individuals within the region's talent pool or deliver social value by bridging the gap to the labour market and increasing the supply of people ready to access "Job Ready" programmes in relation to:

(a) existing skills and training infrastructure;

(b) outreach programmes;

(c) partnership working with successful third sector organisations; and

(d) the requirements identified by the relevant Construction Workforce Delivery Strategies and Annual Skills Implementation Plan,

with a focus on delivering local priorities and hard-to-reach groups and communities in geographical areas within Suffolk experiencing relative deprivation (as identified through the relevant Annual Skills Implementation Plan) and increasing diversity in the Sizewell C Construction Workforce;

"**Sizewell C Employment Outreach Fund**" means the sum of £1,600,000 payable in accordance with clause 2.4;

"**Sizewell C Employment Outreach Contingency Fund**" means the sum of £400,000 payable in accordance with clause 2.5;

"Sizewell C Jobs Co-ordinator" means a suitably qualified and experienced co-ordinator who shall be based in Suffolk;

"**Sizewell C Jobs Service**" means a service established, funded and run by SZC Co (linked to local or regional infrastructure for employment brokerage such as regional DWP provision where considered effective and relevant by ESEWG) during the Construction Period that builds, maintains and manages a talent pool of local people to drive local employment for the Project (as well as being made available to other related regional projects and employers), which shall:

(a) deliver employment (via a talent pool of relevant skills) needed for the Project;

(b) provide re-brokerage within the Project and its supply chain to reduce churn and promote sustainable careers;

(c) be capable of being accessed by:

(i) local businesses that may be part of the Sizewell C supply chain or offer goods/services needed for the Project; and

(ii) wider regional infrastructure,

where the ESEWG considers (on the basis of the monitoring to be commissioned by SZC Co and acting reasonably) that re-brokerage of Sizewell C Jobs Service users may be beneficial for backfilling vacancies in existing local firms where there is an identified risk of increased labour market churn as a result of the Project making such vacancies harder to fill;

(d) link to appropriate existing activities relating to employment brokerage as well as other measures provided by SZC Co in this Schedule;

(e) offer vacancies created by the Sizewell C supply chain, including apprenticeships; and

(f) generate Labour Market Intelligence for the purposes of Project and Regional analytical benefit, in order to support the effective implementation of other measures set out in this Schedule;

"**Sizewell C Skills Prospectus**" means a prospectus developed by SZC Co and contractors setting out the nature and type of roles to be created during the Construction Period, which will include the number, type and range of employment positions, qualification and competence requirements for each role, skills opportunities, and training opportunities, and promotion of relevant measures provided or funded pursuant to this Schedule, and will provide information for:

(a) people in education and likely to seek entry to the workforce in roles linked to the Project (and wider regionally important skillsets and legacy roles), and to inform inspiration activity at all ages of education;

(b) people who are 'work ready' but not 'job ready' by demonstrating the pathways to employment and opportunities for upskilling and support outreach activities;

(c) people who are 'job ready' who need support to enter the Project (e.g., via the Jobs Service);

(d) training providers, education institutions and regional skills and employment services so as to support them in accessing any relevant funding provided

pursuant to this Deed where outcomes would support the Project's skill demand and regional legacy skills;

(e) businesses and employers seeking to gain skills accreditations, and support to retain employees and win work on the Project; and

(f) agencies and local services who provide information advice and/or guidance to those seeking an apprenticeship or employment, such as DWP, ICANBEA and not-for-profit organisations;

"**Supply Chain Principles**" means the principles ofSZC Co's approach to engaging the local and regional supply chain for the Project, including:

(a) specific measures (such as a Supply Chain Portal, website, engagement process) and processes that have been or will be put in place to support local and regional supply chain engagement to enable businesses in the east of England to compete for opportunities on the Project;

(b) SZC Co's partnership with Suffolk Chamber of Commerce to assist local and regional businesses in successfully contracting for the supply of goods and services and to support the legacy of industrial inward investment arising from the Project;

(c) monitoring and reporting principles; and

(d) details of integration between SZC Co's proposed measures for employment, skills, and education (set out within this Schedule) and supply chain engagement defined as the "Local Supply Chain Skills Programme" in this Schedule;

"**Supply Chain Work Plan**" means a plan, including a list of activities that SZC Co will undertake or procure in order to deliver the **Supply Chain Principles**, to be updated every six months (as appended at Annex [●]);

"**Supply Chain Working Group**" means the group of that name established pursuant to paragraph 4.3 of this Schedule;

[4]"**Construction Workforce Delivery Strategies**" or "**CWDSs**" means the documents (each a "**Construction Workforce Delivery Strategy**" or "**CWDS**") prepared by SZC Co (in collaboration with the main contractors for the Project and regional stakeholders where relevant) setting out in respect of each Construction Phase and the Operational Phase the strategic approach for developing the workforce requirements for the Project and shaping a legacy for the region which will include:

(a) a description of the skills, roles, competencies, and qualifications needed for the relevant Phase;

(b) the opportunity for skills, training, and employment initiatives, such as Young Sizewell C, to contribute to the delivery of the workforce, for the Phase, highlighting where there is legacy benefit for roles identified as needed for the Project and wider regional infrastructure;

(c) links to any relevant social partnerships able to deliver skills and training infrastructure to help the region prepare for the skills required for the relevant Phase;

(d) the measures, including contractual obligations, that each contractor and sub-contractor will undertake to promote the local employment, skills and training benefits of the roles created;

(e) planning for potential vacancies and skills gaps and opportunities for each Phase;

(f) interactivity with labour market intelligence and supply chain data to inform a programme for delivery of the Asset Skills Enhancement and Capability Fund and the Sizewell C Employment Outreach Fund to meet the key needs of the Project that aligns with regional long-term requirements (as determined by the ESEWG

[4] Drafting Note: Order of definitions to be updated.

and making funds available at the right time to meet the 'training windows' required per Construction Phase;

(g) the Sizewell C Skills Prospectus;

(h) Local Supply Chain Skills Programme; and

(i) the Apprenticeship Strategy; and

"**Young Sizewell C**" means a programme for those aged 16 to 21 provided by SZC Co including a suite of measures to support the creation of pathways into jobs, building on and enhancing existing measures in the region which will:

(a) help people understand size and scale of opportunity - creating a pipeline into the Project or to backfill other positions;

(b) provide young people with the first opportunity to see and access apprenticeships on the Project;

(c) provide links to the supply chain through work experience, advice, and information;

(d) work with a regional development team and cross-cut different existing platforms such as DWP, JCP, Councils and Education sector representatives;

(e) be relevant to the region and its skills needs and programmes - for example by using integrated platforms like ICanBeA which would be identified in the relevant Annual Skills Implementation Plan;

(f) generate information and intelligence in order to capture those most at risk of being 'not in education, employment or training', which shall be reported to the Employment, Skills and Education Working Group in order to inform the development of Construction Workforce Delivery Strategies and Annual Skills Implementation Plan, as well as wider regional measures developed outside of the remit of the Project; and

(g) provide support for young people who may require information, advice, and guidance on maximising their opportunities and breaking down barriers to employment.

2. EMPLOYMENT, SKILLS, AND EDUCATION (CONSTRUCTION PERIOD)

2.1 Construction Workforce Delivery Strategy / Strategies

2.1.1 SZC Co shall:

(A) Before Commencement, (in consultation with the Councils) produce or commission a Construction Workforce Delivery Strategy in respect of the Site Operations / Site Services / Enabling Works Phase;

(B) On or before Commencement, provide a copy of such Construction Workforce Delivery Strategy in respect of the Site Operations / Site Services / Enabling Works Phase to the Councils;.

(C) adhere to the Construction Workforce Delivery Strategy in respect of the Site Operations / Site Services / Enabling Works Phase for the duration of the Site Operations / Site Services / Enabling Works Phase.

2.1.2 SZC Co shall (in consultation with the ESEWG) produce or commission a Construction Workforce Delivery Strategy in respect of the following in accordance with paragraph 2.1.3:

(A) the Main Civils Construction Phase;

(B) the MEH Phase; and

(C) the Commissioning and Pre-Operational Phase.

2.1.3 SZC Co shall:

(A) On or before Commencement, prepare and submit a programme for the production of the Construction Workforce Delivery Strategies listed under paragraph 2.1.2 to the Councils for their approval, such programme to ensure that the period of time between the implementation of each Construction Workforce Delivery Strategy and the start of the relevant Construction Phase is sufficient (in the opinion of the Councils acting reasonably) to develop the required training and services for such Construction Phase;

(B) Prior to the first anniversary of Commencement, the ESEWG shall review the programme for the production of Construction Workforce Delivery Strategies approved by the Councils pursuant to paragraph 2.1.3 and shall agree any amendments to the programme as are considered necessary.

(C) SZC Co shall:

(D) prepare the Construction Workforce Delivery Strategies listed in paragraph 2.1.2 in accordance with the programme approved by the Councils under paragraph 2.1.3 or approved by the ESEWG under paragraph 2.1.4; and

(E) implement the relevant Construction Workforce Delivery Strategies under paragraph 2.1.3(B) in accordance with the programme approved by the Councils under paragraph 2.1.3(A) or the ESEWG under paragraph 2.1.4 and throughout the Main Civils Construction Phase, MEH Phase and Commissioning and Pre-Operational Phase (as appropriate).

2.1.4 SZC Co shall:

(A) review each Construction Workforce Delivery Strategy for each Phase at least every three years (in consultation with the ESEWG); and

(B) implement any revised Construction Workforce Delivery Strategy under paragraph 2.1.4(A) throughout the remainder of the Main Civils Construction Phase, MEH Phase and Operational Phase (as appropriate).

2.1.5 Sizewell C Skills Prospectus

(A) As part of the development of the Construction Workforce Delivery Strategies in accordance with paragraphs 2.1.2 and 2.1.3, SZC Co shall produce or commission a Sizewell C Skills Prospectus which shall be submitted with the relevant CWDS in accordance with paragraphs 2.1.2 and/or 2.1.3.

(B) SZC Co shall review the Sizewell C Skills Prospectus at least every three years alongside the review of the relevant CWDS, taking account of:

(1) the content and review process of Construction Workforce Delivery Strategies; and

(2) any reasonable requirement agreed by the Employment, Skills and Education Working Group for use of the Sizewell C Skills Prospectus information by relevant stakeholders and for relevant purposes.

2.1.6 Apprenticeship Strategy

(A) As part of the development of the CWDSs in accordance with paragraphs 2.1.2 and 2.1.3, SZC Co shall produce or commission a Sizewell C Apprenticeship Strategy which shall be submitted with the relevant CWDS in accordance with paragraphs 2.1.2 and 2.1.3.

(B) SZC Co shall review the Apprenticeship Strategy at least every three years alongside the review of the relevant CWDS, taking account of the

following and which shall be submitted with the review of the relevant CWDS in accordance with paragraph 2.1.4:

(1) the content and review process of Construction Workforce Delivery Strategies; and

(2) any requirement agreed by the Employment, Skills and Education Working Group.

(C) During the Construction Period, SZC Co shall work with the members of the ESEWG to enact the initiatives set out within the Apprenticeship Strategy (as may be reviewed and amended from time to time), informed each year by Annual Skills Implementation Plan.

(D) The Apprenticeship Strategy to be submitted pursuant to paragraph 2.1.6(A) shall make provision for a targeted delivery of a minimum of 540 Apprenticeships to Suffolk residents during the Construction Period.

2.2 **Annual Skills Implementation Plan**

2.2.1 Suffolk County Council shall procure that the Regional Skills Coordination Function, in consultation with the ESEWG, shall within 3 months of the adoption of the the Commencement Date, and annually thereafter during the Construction Period on the anniversary of approval of the prior Annual Skills implementation Plan, submit a draft Annual Skills Implementation Plan to the ERG for approval.

2.3 **Regional Skills Co-ordination Function**

2.3.1 On or before Commencement and on each anniversary of the Commencement Date occurring during the Construction Period, SZC Co shall pay Suffolk County Council up to £1,300,000 in:

(A) equal annual instalments; or

(B) annual instalments proposed by Suffolk County Council and approved by the ESEWG,

to be applied by Suffolk County Council following receipt as contributions towards the cost of funding of the Regional Skills Co-ordination Function.

2.3.2 Suffolk County Council shall establish the Regional Skills Co-ordination Function and procure that it shall carry out all obligations allocated to the Regional Skills Co-ordination Function in this Deed.

2.4 **Sizewell C Employment Outreach Fund**

2.4.1 During the Construction Period, subject to paragraphs 1.1.1 and 2.4.2, SZC Co shall pay Suffolk County Council the sum of £1,600,000 in:

(A) equal annual instalments; or

(B) such alternative annual instalments as are approved in the Annual Skills Implementation Plan,

on the date of the approval of each Annual Skills Implementation Plan for the funding of relevant Sizewell C Employment Outreach Initiatives.

2.4.2 Suffolk County Council shall use the Sizewell C Employment Outreach Fund to fund Sizewell C Employment Outreach Initiatives in relation to each Construction Phase in the following proportions, which shall be co-ordinated and agreed by the ESEWG and reflected in each relevant Annual Skills Implementation Plan:

(A) not less than 35% and not more than 45% of the total identified in paragraph 2.4.1 for the Workforce Delivery Strategy for the Main Civils Construction Phase;

(B) not less than 15% and not more than 20% of the total identified in paragraph 2.4.1 for the Workforce Delivery Strategy for the Site Operations / Support Services / Enabling Works Phase.

(C) not less than 35% and not more than 45% of the total identified in paragraph 2.4.1 for the Workforce Delivery Strategy for the MEH Phase; and

(D) not more than 10% of the total identified in paragraph 2.4.1 for the Workforce Delivery Strategy for the Commissioning and Pre-Operational Phase.

2.4.3 Suffolk County Council shall deliver or procure the delivery of the Sizewell C Employment Outreach Initiatives.

2.5 **Sizewell C Employment Outreach Contingency Fund**

2.5.1 During the Construction Period, within [3] months of the first anniversary of the approval of a particular Annual Skills Implementation Plan, the ESEWG shall determine

(A) the number of "Successful Sizewell C Employment Outreach Initiatives", on the basis of the Outreach Key Performance Indicators set out in the relevant Annual Skills Implementation Plan; and

(B) the number of additional Sizewell C Employment Outreach Initiatives required to meet the target of 18% (or such other percentage as may have been approved by the ESEWG in that Annual Skills Implementation Plan), in accordance with the following formula:

Number of Additional Sizewell C Employment Outreach Initiatives	=	18% (or such other percentage as may have been approved by the ESEWG in that Annual Skills Implementation Plan) of the Sizewell Employment Outreach Initiatives funded by the Sizewell C Employment Outreach Fund pursuant to the relevant Annual Skills Implementation Plan	-	Number of Successful Sizewell C Employment Outreach Initiatives

2.5.2 In the event that the ESEWG determines that the Number of Additional Sizewell C Employment Outreach Initiatives is greater than or equal to one, SZC Co shall pay an Outreach Community Payment to Suffolk County Council to deliver or procure the delivery of further Sizewell C Employment Outreach Initiatives in accordance with the current Annual Skills Implementation Plan.

2.5.3 The maximum liability of SZC Co pursuant to this paragraph 2.5 is £400,000 Index Linked.

2.6 **Sizewell C Bursary Scheme**

2.6.1 During the Construction Period, SZC Co shall make available the sum of £750,000 to be applied towards the provision of the Sizewell C Bursary Scheme in accordance with the Annual Skills Implementation Plan this paragraph 2.6.

2.6.2 SZC Co and the Councils agree that applications from individuals for funding from the portion of the Sizewell C Bursary Scheme identified for grants in excess of £1,000 each year, shall be approved on an ad hoc basis by a committee of SZC Co, Suffolk County Council and appropriate not-for-profit organisations selected by SZC Co (which shall have prior experience of management of an

educational bursary and/or grant scheme, knowledge of education in Suffolk, and prior experience of post-16 education).

2.7 **Asset Skills Enhancement and Capability Fund**

2.7.1 During the Construction Period, subject to paragraph 2.7.2 and 1.1.1, SZC Co shall pay Suffolk County Council the Asset Skills Enhancement and Capability Fund in four instalments, each relating to a particular Construction Phase and each to be paid within [●] Working Days of the date that the Employment, Skills and Education Working Group approves the first Annual Skills Implementation Plan relating to that Construction Phase.

2.7.2 Suffolk County Council shall use or shall procure that the Regional Skills Coordination Function shall use each instalment of the Asset Skills Enhancement and Capability Fund to deliver or procure the delivery of the Asset Skills Enhancement and Capability Initiatives relating to the relevant Construction Phase in accordance with the Annual Skills Implementation Plan.

2.7.3 The Regional Skills Coordination Function or Suffolk County Council (as relevant) shall invite applications for the receipt of funding from the the Asset Skills Enhancement and Capability Fund to carry out the achieve the Asset Skills Enhancement and Capability Initiatives in accordance with the Annual Skills Implementation Plan.

2.7.4 In reviewing applications for funding and determining the allocation of such funding, the Regional Skills Coordination Function or Suffolk County Council shall have regard to the following principles, so that the allocation of funding is::

(A) fair, neutral, open, and equitable to those applying for funding;

(B) focussed directly on maximising the number of HB Workers into identified legacy roles required by the Project;

(C) linked to wider regional 'legacy' roles and industrial policy; and

(D) linked to the generation of 'match' funding from wider industrial bodies including the New Anglia Local Enterprise Partnership, UK Government, and relevant industrial training bodies.

2.7.5 The maximum liability of SZC Co pursuant to this paragraph 2.7 is £7,800,000 Index Linked.

2.8 **Asset Skills Enhancement and Capability Investments**

2.8.1 During the Construction Period, SZC Co shall or shall procure that its Tier 1 Contractors shall provide the Asset Skills Enhancement and Capability Investments to Suffolk County Council for each Construction Phase in accordance with the first Annual Skills Implementation Plan relating to that Construction Phase.

2.8.2 Suffolk County Council shall allocate or shall procure that the Regional Skills Coordination Function shall allocate any Asset Skills Enhancement and Capability Investments received pursuant to paragraph 2.8.1 in accordance with the relevant Annual Skills Implementation Plan, having regard to the following principles, so that the allocation of investments is:

(A) fair, neutral, open, and equitable to those applying for funding;

(B) focussed directly on maximising the number of HB Workers into identified legacy roles required by the Project; and

(C) linked to wider regional 'legacy' roles and industrial policy.

2.8.3 The maximum liability of SZC Co and the Tier 1 Contractors pursuant to this paragraph 2.8 shall be £5,000,000 Index Linked.

2.9 **Sizewell C Jobs Service**

2.9.1 Before Commencement, SZC Co shall establish the Sizewell C Jobs Service and shall provide the Sizewell C Jobs Service until the end of the Construction Period.

2.9.2 On or before Commencement, SZC Co shall appoint a Sizewell C Jobs Coordinator and shall ensure that a Sizwell C Jobs Co-ordinator is in place for the duration of the Construction Period.

2.9.3 During the Construction Period, SZC Co shall:

(A) review the scope and implementation of the Sizewell C Jobs Service in-line with the programme of reviews of the relevant CWDS pursuant to paragraph 2.1.4 in order to improve effectiveness and consult with Employment, Skills and Education Working Group on proposed changes to the Sizewell C Jobs Service;

(B) implement any revised Sizewell C Jobs Service following consultation with ESEWG pursuant to paragraph 2.9.3(A) until the end of the Construction Period; and

(C) procure that the Sizewell C Jobs Co-ordinator interacts with existing employment infrastructure such as Job Centre Plus and existing community hubs on a quarterly basis including sharing of job brokerage information, expertise and support and resources (training and materials) in order to assist understanding of the Sizewell C Jobs Service and the roles available.

2.10 **Young Sizewell C**

2.10.1 On or before Commencement, SZC Co shall establish Young Sizewell C and shall provide Young Sizewell C until the end of the Construction Period.

2.10.2 During the Construction Period, SZC Co shall:

(A) review the scope and implementation of Young Sizewell C in-line with the programme of reviews of the relevant CWDS pursuant to paragraph 2.1.4 and shall submit such revisions to ESEWG with the review of the relevant CWDS in accordance with paragraph 2.1.4; and

(B) implement any revisions to Young Sizewell C following consultation with ESEWG pursuant to paragraph 2.10.2(A) until the end of the Construction Period. in order to improve effectiveness.

2.11 **Education and Inspiration Activities**

2.11.1 During the Construction Period, SZC Co shall deliver Education and Inspiration Activities in Suffolk.

2.11.2 SZC Co shall provide a draft programme of Education and Inspiration Activities to the ESEWG each year including the location, recipient, indicative cost and any other relevant information.

2.11.3 The ESEWG shall provide commentary on the draft programme of Education and Inspiration Activities provided pursuant to paragraph 2.11.2 and agree a formal programme that shall be incorporated into the Annual Skills Implementation Plan, including metrics and key performance indicators to measure the effectiveness of Education and Inspiration Activities.[5]

2.12 **Economic Review Group**

2.12.1 On or before Commencement, SZC Co shall establish the Economic Review Group, which shall exist until the end of the Construction Period.

[5] Note: This is for further consideration by the Applicant

2.12.2 The Economic Review Group shall comprise:

(A) one representative of SZC Co;

(B) one representative of Suffolk County Council;

(C) one representative of East Suffolk Council;

or such alternates as may be nominated by those representatives from time to time.

2.12.3 The Economic Review Group shall also invite the following representatives to attend its meetings:

(A) one representative of New Anglia Local Enterprise Partnership;

(B) up to four representatives of the Tier 1 Contractors (including up to one Tier 1 Contractor in respect of each Construction Phase); and

(C) one representative of the Suffolk Chamber of Commerce.

2.12.4 The Economic Review Group shall:

(A) meet no later than three months after the Commencement Date;

(B) consider the effectiveness of measures implemented for education, employment, skills and training set out in this Schedule in accordance with the relevant agreed key performance indicators and using labour market information collected by regional stakeholders as well as generated by the Project's measures;

(C) approve the Annual Skills Implmentation Plan agreed by the ESWG;

(D) consider any requirement for tailoring or further development of measures in response to any education, skills and employment impact identified through monitoring as resulting from the Project;

(E) review and support the implementation of measures – including the distribution of the Employment Outreach Fund and the Asset Skills Enhancement and Capability Fund – using the Construction Workforce Delivery Strategy for each Construction Phase and Annual Skills Implementation Plan;

(F) report (and publish for the community) outcomes including but not limited to the number of apprenticeships, and work starts for local residents;

(G) work directly with regional boards and groups including other large construction and infrastructure projects to identify opportunities for collaboration and investment;

(H) receive reports from the Economic Working Groups;

(I) consider and decide any matter referred to it from the Economic Working Groups regarding outstanding disputes within the relevant Economic Working Group or any matter where the relevant Economic Working Group has failed to reach a decision;

(J) consider and provide guidance to SZC Co or the Social Review Groups in respect of any matter where the Economic Review Group considers there are interfaces between the Economic Working Groups that need a more strategic approach;

(K) report to and refer any matter (including any matter considered by the Economic Review Group pursuant to paragraph 2.12.4(I)) to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or direction.]

2.12.5 SZC Co and the Councils agree that meetings of the Economic Review Group shall:

(A) take place quarterly during the Construction Period (or less frequently where agreed by the Economic Review Group) either virtually or at a convenient location in East Suffolk to be notified by SZC Co to the members of the Economic Review Group from time to time;

(B) be quorate if at least three members (at least one of which is a member representing SZC Co, one is a member representing East Suffolk Council and one is a member representing Suffolk County Council) are present;

(C) be chaired by one of the members representing SZC Co; and

(D) be attended by members or representatives of the Technical Working Groups, third parties or other experts from time to time and as agreed by the Economic Review Group members in order to observe and participate in discussions or present information to the Economic Review Group.

2.12.6 SZC Co shall be responsible for the administration of convening and holding meetings of the Economic Review Group.

2.12.7 The Economic Review Group may make such further administrative arrangements and terms of reference as it considers appropriate for its proper and efficient functioning from time to time, with such further arrangements and terms of reference to be approved by the Delivery Steering Group.

2.12.8 In the event that any of the quorate members of one of the Economic Working Groups refers a matter to the Economic Review Group for urgent resolution, the Economic Review Group shall:

(A) meet as soon as reasonably practicable after the members of the Economic Review Group are notified and in any event within 10 days for the sole purpose of resolving the relevant matter (with such urgent meeting not counting as a meeting of the Economic Review Group required to be held pursuant to paragraph 2.12.5); and

(B) be entitled to vary any of the requirements of this paragraph 2.12 by agreement of the members of the Economic Review Group to facilitate such meeting occurring as soon as reasonably practicable and the early resolution of the relevant matter.

2.12.9 In the event that any of the quorate members of the Economic Review Group considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution it shall notify the members of the Delivery Steering Group accordingly to invoke the urgency process in paragraph 3.8 in Schedule 17.]

2.13 **Employment, Skills and Education Working Group**

2.13.1 On or before Commencement, SZC Co shall establish the Employment, Skills and Education Working Group, which shall exist until the end of the Construction Period.

2.13.2 The Employment, Skills and Education Working Group shall comprise:

(A) one representative of SZC Co;

(B) one representative of Suffolk County Council;

(C) one representative of the Regional Skills Co-ordination Function established by Suffolk County Council;

(D) one representative of East Suffolk Council; and

(E) one representative of New Anglia Local Enterprise Partnership,

or such alternates as may be nominated by those representatives from time to time.

2.13.3 The Employment, Skills and Education Working Group shall agree Annual Skills Implementation Plans provided by the Regional Skills Co-ordination Function.

2.13.4 The Employment, Skills and Education Working Group shall, where deemed appropriate in accordance with the relevant approved Annual Skills Implementation Plan, meet and act in the form of thematic delivery-focussed groups (e.g. employment, young people and apprenticeships, and skills) which direct the implementation of activities within this Schedule, including members of Employment, Skills and Education Working Group.

2.13.5 The Employment, Skills and Education Working Group may invite relevant and appropriate third parties, including Tier 1 Contractors, local education and skills providers, colleges and industry bodies to attend any delivery-focussed groups which are formed in accordance with paragraph 2.10.17.

2.13.6 The Employment, Skills and Education Working Group shall meet on a quarterly basis (or less frequently where agreed by the members of the Employment, Skills and Education Working Group), with such meetings to be:

(A) either virtual or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time;

(B) chaired by the representative of the Regional Skills Co-ordination Function, unless otherwise agreed by the Employment, Skills and Education Working Group; and

(C) quorate if at least three members (at least one of whom is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present.

2.13.7 The Employment, Skills and Education Working Group shall meet no later than three months after the Commencement Date.

2.13.8 The Employment, Skills and Education Working Group shall report to the Economic Review Group.

2.13.9 SZC Co shall be responsible for the administration of convening and holding meetings of the Employment, Skills and Education Working Group.

2.13.10 The Employment, Skills and Education Working Group may make such further administrative arrangements as it considers appropriate for its proper and efficient functioning from time to time, which it shall report to the Economic Review Group.

2.13.11 The Employment, Skills and Education Working Group will review monitoring undertaken on the employment and skills impact of the Project and provide recommendations to the ERG on any identified requirement for mitigating actions.

2.13.12 In the event that any of the quorate members of the Employment, Skills and Education Working Group considers that a matter needs to be referred to the Economic Review Group for urgent resolution, it shall notify the members of the Economic Review Group accordingly to invoke the urgency process in Schedule 7, paragraph 2.12.8.

2.14 **Employment, Skills and Education Monitoring**

2.14.1 SZC Co will provide the ESEWG with the following information on an annual basis (unless more regularly as specified) and any other information requested by the ESEWG (acting reasonably) that can reasonably be provided or funded by SZC Co that would aid the activity of regional stakeholders[6]:

(A) number of Sizewell C Construction Workers based on onboarding data at least every six months;

[6] Where practicable, data will be drawn from on-boarding datasets, Sizewell C Jobs Service Analytics and 6-monthly, longitudinal, statistically significant Workforce Surveys.

(B) estimated proportion of HB Workers and NHB Workers, broken down by District based on Workforce Survey reports every six months;

(C) number of Apprenticeships and number of Suffolk-based and Home-based Apprenticeships as reported by Contractors;

(D) number of HB Workers who were previously unemployed at least every six months;

(E) number of Suffolk residents placed into work by the Sizewell C Jobs Service by duration of continuous employment, and socio-economic and demographic characteristics of those residents which may be practicably and reasonably collected and is considered to provide relevant information on social mobility and social value (to be determined by the ESEWG for each Annual Skills Implementation Plan);

(F) number of people supported by the Sizewell C Jobs Service into further employment outside of the Project at least every six months;

(G) itemised list (by value) of expertise, equipment and services provided by SZC Co and Contractors directly to regional skills and training providers;

(H) itemised list (including costings) of Education and Inspiration Activities undertaken at least every six months;

(I) number of Sizewell C Construction Workers in Apprenticeships and/or other 'earn and learn' training at least every six months;

(J) reasons for, and implications of, any deviation from forecasting set out in any Workforce Delivery Strategy to give a broad outlook of skills needs for the Sizewell C Project for the forthcoming 12 month period (annually at the meeting of the ESEWG prior to that at which each Annual Skills and Implementation is approved) if different from that set out in the Construction Workforce Delivery Strategy; and

(K) analysis from such bespoke third party analytical tools and economic modelling as are used by SZC Co to measure change in labour market churn and any other employment, skills and education indicator reasonably agreed by the ERG to relate to the potential effects of the Project on the labour market.

2.14.2 The Annual Skills Implementation Plan may set out, where agreed by the ESEWG and acting reasonably and proportionately, additional monitoring measures including measures to test the effectiveness of the Annual Skills Implementation Plan, Sizewell C Jobs Service, Sizewell C Bursary, Employment Outreach Fund, and ASEC Fund.

3. EMPLOYMENT, SKILLS AND EDUCATION (OPERATIONAL PHASE)

3.1.1 Prior to the end of the Construction Period, SZC Co shall prepare and submit a Operational Employment Strategy to the ESEWG for its approval.

3.1.2 SZC Co shall implement the Operational Employment Strategy from the start of the Operational Phase until the fifth anniversary of the start of the Operational Phase.

3.1.3 In the event that the value of the Education and Inspiration Activities.provided by SZC Co during the Construction Period (the "Construction Amount") is less than the amount calculated in accordance with the below formula (the "**Target Amount**"):

Target Amount = £100,000 x [Number of years during the Construction Period]

3.1.4 SZC Co shall deliver futher Education and Inspiration Activities prior to the third anniversary of the end of the Construction Period to the value of:

Sum = Target Amount – Construction Amount.

4. SUPPLY CHAIN

4.1 Supply Chain Activities

4.1.1 SZC Co shall implement or procure the implementation of the measures described in the Supply Chain Work Plan (determined by the Supply Chain Principles) with effect from Commencement until the end of the Construction Period.

4.1.2 SZC Co shall provide an updated Supply Chain Work Plan to the Supply Chain Working Group every six months to allow stakeholders to plan wider activities that align with and maximise benefits beyond the Project and that relate to strategic long term legacy benefits of the Project including:

(A) recognition for the Project's regional role as an essential part of Suffolk's Energy Cluster accelerating inward investment of Tier 1 and Tier 2 suppliers who may be working in multiple energy construction projects locally;

(B) opportunities for growth in existing and newly accredited nuclear related businesses associated with supporting the delivery of the Main Civils Construction Phase and MEH Phase;

(C) opportunities for growth in non-nuclear related businesses associated with supporting the delivery of the Project, for example local catering, leisure and retail companies, in order to provide benefits to the local economy and population as well as the nuclear supply chain;

(D) provide inward investment and trade stimulation opportunities to ally with other existing programmes;

(E) research and development and innovation opportunities (such as work on hydrogen and linkages to Freeport East);

(F) work across South West and East of England to assist with knowledge transfer from Hinkley Point C to the Project and to enhance best practice to drive efficiencies;

(G) legacy through companies new to the nuclear and energy supply chain taking opportunities for future growth in the UK new nuclear market as well as the wider global supply chain; and

(H) supporting the Nuclear Sector Deal, the government's Energy White Paper, the Ten Point Plan for a Green Industrial Revolution and Build Back Better in delivering clean growth and achieving a net zero economy.

4.1.3 The Supply Chain Working Group shall review the effectiveness of the measures in the Supply Chain Work Plan at least every six months.

4.1.4 The parties agree that all members of the Supply Chain Working Group shall be provided with and entitled to use any information gained during the review pursuant to paragraph 4.1.2, in regional activities, to allow stakeholders the opportunity to plan wider activities that align with and maximise benefits beyond the Project.

4.2 Supply Chain Monitoring

4.2.1 SZC Co shall provide the Supply Chain Working Group with the following information on an annual basis and any other information requested by the Supply Chain Working Group (acting reasonably) that can reasonably be provided by SZC Co identified in consultation with SZC Co and Tier 1 Contractors that would aid the activity of regional stakeholders as set out at paragraph 4.1.4 and inform the development of Supply Chain Work Plans :

(A) total value of contracts awarded to businesses based in East of England, by District;

(B) value of contracts awarded to businesses based in East of England by work package / sector, by District;

(C) total number and sector of businesses registered on the Supply Chain Portal by completeness of profile (Not Ready, Almost Ready, Ready), by District;

(D) Number of transitions from Not Ready to Almost Ready;

(E) number of PQQs / Contracts applied for by businesses based in East of England by District; and

(F) activities/events undertaken in accordance with the Supply Chain Principles and set out by the Supply Chain Work Plan by District.

4.3 **Supply Chain Working Group**

4.3.1 On or before Commencement, SZC Co shall establish the Supply Chain Working Group, which shall exist until the end of the Construction Period.

4.3.2 The Supply Chain Working Group shall comprise:

(A) one representative of SZC Co;

(B) one representative of the Tier 1 Contractors;

(C) one representative of Suffolk County Council;

(D) one representative of East Suffolk Council;

(E) one representative of New Anglia Local Enterprise Partnership; and

(F) one representative of Suffolk Chamber of Commerce,

or such alternates as may be nominated by those representatives from time to time.

4.3.3 The Supply Chain Working Group may agree to extend invitations to other bodies to attend meetings of the Supply Chain Working Group, where the Supply Chain Working Group agrees there is value for their attendance, including but not limited to, contractors and consortia within the supply chain and relevant representatives of other major construction and infrastructure projects in the region.

4.3.4 The Supply Chain Working Group shall meet at least once per year to enable the Councils, Suffolk Chamber of Commerce and New Anglia Local Enterprise Partnership to:

(A) view and discuss the Supply Chain Work Plan;

(B) view and discuss monitoring information provided by SZC Co on the scale of regional contracts awarded by type, value, and location; and

(C) view SZC Co's supply chain activities in the context of local/regional plans and policies in order to facilitate collaboration and share information and advice.

4.3.5 The Supply Chain Working Group shall meet no later than three months after the Commencement Date.

4.3.6 SZC Co and the Councils agree that meetings of the Supply Chain Working Group shall be:

(A) either virtual or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time;

(B) chaired alternately by Suffolk County Council and East Suffolk Council with the first meeting to be chaired by Suffolk County Council;

(C) quorate if at least three members (one of which is a member representing SZC Co, one is a member representing East Suffolk Council and one is a member representing Suffolk County Council) are present;

4.3.7 The Supply Chain Working Group shall report to the Economic Review Group.

4.3.8 SZC Co shall be responsible for the administration of convening and holding meetings of the Supply Chain Working Group.

4.3.9 The Supply Chain Working Group may make such further administrative arrangements and terms of reference as it considers appropriate for its proper and efficient functioning from time to time, which shall be approved by the Economic Review Group.

4.3.10 In the event that any of the quorate members of the Supply Chain Working Group considers that a matter needs to be referred to the Economic Review Group for urgent resolution, it shall notify the members of the Economic Review Group accordingly to invoke the urgency process in Schedule 7, paragraph 2.12.8.]

5. [ECONOMIC DEVELOPMENT

5.1 Economic Development Function

5.1.1 During the Construction Period and for one year following the end of the Construction Period SZC Co will pay a total sum of up to £1,820,000 to East Suffolk Council in accordance with paragraph 5.1.2 as a contribution towards an Economic Development Function to help to manage relationships between partners (business, business organisations, the Project and other stakeholders), provide co-ordination for business expertise and leadership to businesses in the area that may have a relationship with Sizewell C.

5.1.2 SZC Co will provide the monies referred to in paragraph 5.1.1 in instalments of £140,000 starting on or before Commencement and annually thereafter on the anniversary of Commencement (save that an individual instalment shall only be payable if the Construction Period is ongoing at the time that the relevant instalment is due to be paid and for the avoidance of doubt the obligation on SZC Co to pay any further instalments pursuant to this paragraph shall cease when the Construction Period ends).

5.2 Economic Development Business Support Service

5.2.1 During the Construction Period and for one year following the end of the Construction Period SZC Co will pay a total sum of up to £2,340,000 to East Suffolk Council in accordance with paragraph 5.2.2 as a contribution towards an Economic Development Business Support Service to offer support for businesses in East Suffolk that may have a relationship with Sizewell C.

5.2.2 SZC Co will provide the monies referred to in paragraph 5.2.1 in instalments of £180,000 starting on or before Commencement and annually thereafter on the anniversary of Commencement (save that an individual instalment shall only be payable if the Construction Period is ongoing at the time that the relevant instalment is due to be paid and for the avoidance of doubt the obligation on SZC Co to pay any further instalments pursuant to this paragraph shall cease when the Construction Period ends).

5.3 Business Support Fund

5.3.1 During the Construction Period SZC Co will make available a Business Support Fund of up to £1,000,000 to enable businesses to adjust their methods of operation to work successfully alongside the Project.

5.3.2 East Suffolk Council shall procure that the Economic Development Business Support Service shall:

(A) seek and collate applications from businessesto the Business Support Fund, such applications to include a business plan from the applicant demonstrating the need for such an adjustment and how the funding requested would deliver the adjustment required; and

(B) present such applications to the Economic Review Group for approval; and

(C) make onward payments to such applicants as are approved by the Economic Review Group from the sums paid by SZC Co pursuant to paragraph 5.3.3.

5.3.3 SZC Co shall pay to East Suffolk Council the sum equal to the requested funds in successful applications to the Business Support Fund for onward payment to successful applicants.

SCHEDULE 8
HERITAGE

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used, they shall have the following respective meanings unless otherwise stated:

"**First Leiston Abbey Site**" means the scheduled monument with reference SM 1015687 at Leiston Abbey (first site);

"**Historic Buildings and Monuments Commission for England**" means the body of that name established by the National Heritage Act 1983 or any successor in function;

"**SCC Archaeological Monitoring Contribution**" means the sum of up to £288,750 to be paid and applied in accordance with paragraph 4;

"**Second Leiston Abbey Site**" means the scheduled monument with reference SM 1014520 and Grade I and Grade II listed buildings with references LB1215753, LB 1215754, LB 1216380, and LB 1268290 all located at Leiston Abbey (second site); and

"**Upper Abbey Farm**" means the Grade II listed buildings LB 1216394 and LB 1216655 and associated non-designated structures at Upper Abbey Farm, Leiston IP16 4RQ.

2. UPPER ABBEY FARM

2.1 On or before Commencement, SZC Co shall, following consultation with East Suffolk Council, prepare and submit an application for the relevant consents to carry out works to conserve and enhance the historic significance of Upper Abbey Farm (which shall include works to the wider farmyard to stabilise or remove unstable structures and to remove intrusive vegetation).

2.2 SZC Co shall implement and carry out the works consented pursuant to paragraph 2.1 prior to the first occupation of the Accommodation Campus.

3. LEISTON ABBEY SITES

3.1 First Leiston Abbey Site

3.1.1 On or before Commencement, SZC Co shall pay to East Suffolk Council for onward payment to RSPB the sum of £80,000 to be applied as a contribution towards survey and consolidation of the First Leiston Abbey Site and improved interpretation of the First Leiston Abbey Site, which shall include:

(A) undertaking an assessment of the existing heritage interpretation at the First Leiston Abbey Site;

(B) preparing and implementing a new visitor strategy for the First Leiston Abbey Site;

(C) undertaking a structural survey of the First Leiston Abbey Site;

(D) consolidating and repairing existing buildings at the First Leiston Abbey Site;

(E) engagement and liaison between RSPB and Historic England and such other stakeholders as RSPB considers necessary.

3.1.2 On or before the eighth anniversary of the Commencement Date, SZC Co shall pay to East Suffolk Council for onward payment to RSPB the sum of £20,000 to be applied as a contribution towards refreshing and improving interpretation of the First Leiston Abbey Site prior to the tenth anniversary of the Commencement Date.

3.2 **Second Leiston Abbey Site**

3.2.1 SZC Co shall pay to East Suffolk Council for onward payment to the Historic Buildings and Monuments Commission for England (who may pass such sum to the English Heritage Trust or any equivalent body, as appropriate) the sum of £1,090,224 to be applied as a contribution towards measures for survey and consolidation of the Scheduled Monument SM 1014520 (under the guardianship of the Historic Buildings and Monuments Commission for England) and improved interpretation of the Second Leiston Abbey Site, such sum to be paid in the following instalments:

(A) £654,134 on or before Commencement; and

(B) £436,090 on or before the first anniversary of the Commencement Date.

3.2.2 SZC Co shall pay to East Suffolk Council for onward payment to the Historic Buildings and Monuments Commission for England (who may pass such sum to the English Heritage Trust or any equivalent body, as appropriate, in consultation with Pro Corda Trust, taking into account their respective use of and responsibility for the Second Leiston Abbey Site) the sum of £150,000 to be applied as a contribution towards the development (in consultation with the Pro Corda Trust) and implementation of a landscape and access masterplan for the Second Leiston Abbey Site, such sum to be paid in the following instalments:

(A) £90,000 on of before Commencement; and

(B) £60,000 on or before the first anniversary of the Commencement Date.

4. **SCC ARCHAEOLOGICAL MONITORING CONTRIBUTION**

4.1 SZC Co shall pay the SCC Archaeological Monitoring Contribution to Suffolk County Council in the following instalments:

4.1.1 the sum of up to £82,500 to be used for the purposes of Suffolk County Council monitoring the carrying out of archaeological mitigation measures at the Sites pursuant to the Development Consent Order, to be paid in tranches against the presentation of invoices (and within 30 days of the presentation of such invoices) for reasonable and proper attendance costs at the Sites; and

4.1.2 the sum of up to £206,250 to be used for the purposes of Suffolk County Council reviewing the archaeological written scheme of investigations, evaluation and mitigation reporting prepared by SZC Co pursuant to the Development Consent Order to disseminate the results of the archaeological investigations carried on at each of the Sites, to be paid in tranches against the presentation of invoices (and within 30 days of the presentation of such invoices) for reasonable and proper review costs for each report.

4.2 Suffolk County Council shall:

4.2.1 monitor or procure the monitoring of the archaeological mitigation measures at the Sites; and

4.2.2 review or procure the review of the evaluation and mitigation reporting prepared by SZC Co.

SCHEDULE 9
IMPLEMENTATION PLAN

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Contingent Effects Fund**" has the meaning given in Schedule 16;

"**Fen Meadow Works**" means the Benhall Fen Meadow Works, the Halesworth Fen Meadow Works, and the Pakenham Fen Meadow Works (each as defined in Schedule 11);

"**Freight Management Facility**" means Work No. 13 in Schedule 1 to the Development Consent Order;

"**Green Rail Route**" means Work No.4 in Schedule 1 to the Development Consent Order;

"**Key Environmental Mitigation**" means the Project Accommodation, the Permanent Beach Landing Facility, the Temporary Beach Landing Facility, the Fen Meadow Works, the Marsh Harrier Habitat Improvement Works (if provided for in the Development Consent Order as made by the Secretary of State), the Green Rail Route, the Freight Management Facility, the Park and Rides, the Sizewell Link Road, the Two Village Bypass, Yoxford Roundabout, and Works Nos.15, 16 and 17 in Schedule 1 to the Development Consent Order;

"**Implementation Plan**" means the Phasing Schedule setting out the anticipated dates of commencement and completion of the Key Environmental Mitigation annexed to this Deed at Annex [●] (as the same may be amended from time to time by SZC Co with the approval of the Councils);

"**Marsh Harrier Habitat Improvement Works**" if provided for in the Development Consent Order as made by the Secretary of State, means Work No. 8 in Schedule 1 to the Development Consent Order;

"**Park and Rides**" means Works Nos. 9 and 10 in Schedule 1 to the Development Consent Order;

"Permanent Beach Landing Facility" means the permanent beach landing facility provide for as part of Work No. 1A of the Development Consent Order;

"Planning Group" has the meaning given in Schedule 17;

"Project Accommodation" has the meaning given in Schedule 3;

"**Sizewell Link Road**" means Work No. 12 in Schedule 1 to the Development Consent Order;

"Temporary Beach Landing Facility" means the temporary beach landing facility provide for as part of Work No. 1A of the Development Consent Order;

"**Two Village Bypass**" means Work No. 11 in Schedule 1 to the Development Consent Order; and

"**Yoxford Roundabout**" means Work No. 14 in Schedule 1 to the Development Consent Order.

2. IMPLEMENTATION PLAN

2.1 With effect from the Commencement Date, SZC Co shall use reasonable endeavours to carry out and complete the Key Environmental Mitigation in accordance with the Implementation Plan[7].

2.2 At least three months prior to Commencement of works to construct any Key Environmental Mitigation, SZC Co shall prepare and submit to the Councils a detailed

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implementation programme for that Key Environmental Mitigation which shows how the relevant development will be delivered with other Key Environmental Mitigation.

2.3 SZC Co shall keep the Councils informed of progress in carrying out and completing the Key Environmental Mitigation on at least a quarterly basis demonstrating performance against the Implementation Plan and the detailed implementation programmes previously submitted to the Councils pursuant to paragraph 2.2 and including, where it is anticipated that works to construct any Key Environmental Mitigation will Commence in the quarter following the date of the report, anticipated dates for Commencement of those works.

2.4 SZC Co shall promptly notify the Planning Group of any material anticipated or actual delay to the completion of the Key Environmental Mitigation and, in the event of such a delay arising, shall (in consultation with the Councils via the Planning Group) carry out a detailed review of the Implementation Plan and the relevant detailed implementation programme previously submitted to the Councils pursuant to paragraph 2.2, such review to occur as soon as reasonably practicable.

2.5 In carrying out the review pursuant to paragraph 2.4, SZC Co shall take into account the assessments set out in the Environmental Statement and the Transport Assessment.

2.6 SZC Co shall determine (taking into account the results of the review carried out pursuant to paragraph 2.4 and any reasonable representations of the Councils) the appropriate course of action to be taken in respect of the anticipated or actual delay, including a timetable for the implementation of the appropriate course of action, which shall be determined with the objective of reducing the delay so far as reasonably practicable having regard to the timely delivery of the Project as a whole.

2.7 A copy of the review carried out by SZC Co pursuant to paragraph 2.4 shall be provided by SZC Co to the Planning Group and the Delivery Steering Group within 10 Working Days of completion of such review.

SCHEDULE 10
LEISURE AND AMENITY

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Alde Valley Academy**" means Alde Valley Academy, Seaward Avenue, Leiston, Suffolk. IP16 4BG;

"**Annual Maintenance Payment**" means the sum of £55,000 to be paid by SZC Co to East Suffolk Council in accordance with paragraph 2.4.1;

"**Leiston Leisure Centre**" means the leisure centre located at Red House Lane, Leiston, Suffolk IP16 4LS (including the Leiston Sports Facilities once completed);

"**Leiston Sports Facilities**" means Work No. 5 in Schedule 1 to the Development Consent Order, being a 3G pitch and two multi-use games areas in Leiston to be provided or procured and managed by East Suffolk Council and which are to be available for use by Alde Valley Academy, members of the general public and the Sizewell C Construction Workforce during the Construction Period;

"**Leiston Sports Facilities Works**" means the works to be undertaken or procured by East Suffolk Council to construct the Leiston Sports Facilities as approved by SZC Co pursuant to paragraph 2.1 and East Suffolk Council in accordance with Requirement [12A] in Schedule 2 of the Development Consent Order; and

"**Sports Facilities Design and Works Payment**" means the sum of up to £1,092,000 being East Suffolk Council's reasonable and proper costs associated with the design of the Leiston Sports Facilities Works and preparation of a costed proposal in respect of the same in accordance with paragraph 2.1 of this Schedule and carrying out the Leiston Sports Facilities Works.

2. LEISTON SPORTS FACILITIES

2.1 Design of the Leiston Sports Facilities

2.1.1 SZC Co shall pay £100,000 from the Sports Facilities Design and Works Payment to East Suffolk Council on or before Commencement.

2.1.2 Following receipt of the Sports Facilities Design Payment, East Suffolk Council shall prepare or procure the preparation of the design of the Leiston Sports Facilities Works in consultation with Alde Valley Academy and Suffolk County Council and shall provide to SZC Co for approval a costed proposal for the Leiston Sports Facilities Works (the "**Proposal**").

2.1.3 The Proposal shall include but not be limited to:

(A) a timetable demonstrating that completion of the Sports Facilities Works shall take place in an appropriate timescale having regard to the planned occupation of the Accommodation Campus as set out in the Implementation Plan;

(B) details of layout, scale, means of enclosure, and details of any artificial lighting, drawings and specifications for the Leiston Sports Facilities Works in general accordance with [any documents referenced in Requirement [12A](2)) in Schedule 2 of the Development Consent Order];

(C) details of the physical separation to be provided between the access and use of the Leiston Sports Facilities by Alde Valley Academy and the access and use by the Sizewell C Construction Workforce and members of the public; and

(D) confirmation that Alde Valley Academy has been fully involved in the preparation of the scheme.

2.2 **Construction of the Leiston Sports Facilities**

2.2.1 Within six weeks of approval of the Proposal by SZC Co, SZC Co shall submit details of the layout, scale, and external appearance of the Leiston Sports Facilities to East Suffolk Council for approval in accordance with Requirement [12A] in Schedule 2 of the Development Consent Order.

2.2.2 Within six weeks of East Suffolk Council's approval of the details of the Leiston Sports Facilities in accordance with Requirement [12A] in Schedule 2 of the Development Consent Order, SZC Co shall pay to East Suffolk Council the remainder of the Sports Facilities Design and Works Payment.

2.2.3 East Suffolk Council shall provide and make available the Leiston Sports Facilities in accordance with the timetable in the Proposal, unless otherwise agreed with SZC Co.

2.2.4 East Suffolk Council shall notify SZC Co in advance of completion of the Leiston Sports Facilities.

2.2.5 In complying with its obligations in relation to the provision of the Leiston Sports Facilities, East Suffolk Council shall consult with SZC Co and shall take into account any reasonable representations made by SZC Co.

2.2.6 If all requisite consents for the Leiston Sports Facilities cannot be obtained:

(A) East Suffolk Council shall repay to SZC Co any unspent amount of the Sports Facilities Works Contribution to SZC Co;

(B) SZC Co and East Suffolk Council shall, acting reasonably and in good faith, enter into discussions about the appropriate provision of alternative facilities; and

(C) SZC Co. shall ensure that the monies received pursuant to paragraph (A) are applied to those alternative facilities.

2.3 **Management of the Leiston Sports Facilities**

2.3.1 During the Construction Period, East Suffolk Council shall manage or procure the management of the Leiston Sports Facilities, including bookings in accordance with the management plan prepared and approved in accordance with this paragraph 2.3.

2.3.2 Prior to the first use of the Leiston Sports Facilities, East Suffolk Council shall prepare and submit a management plan in respect of the Construction Period to SZC Co for approval.

2.3.3 The management plan submitted in accordance with paragraph 2.3.2 shall:

(A) set out the proposed hours of use of the Leiston Sports Facilities for:

(1) Alde Valley Academy;

(2) Sizewell C Construction Workforce; and

(3) members of the public;

(B) include a confirmation that Alde Valley Academy has been fully involved in the preparation of the management plan; and

(C) provide that the Sizewell C Construction Workforce shall have access to Leiston Leisure Centre for the use of the bathrooms and changing room facilities, without any payment being required in respect of such access or use.

2.3.4 The Leiston Sports Facilities shall not be used until SZC Co has approved the management plan submitted in accordance with paragraph 2.3.2.

2.4 **Maintenance of the Leiston Sports Facilities**

2.4.1 During the Construction Period, SZC Co shall pay to East Suffolk Council the Annual Maintenance Payment within 10 Working Days of first use of the Leiston Sports Facilities (as notified by East Suffolk Council to SZC Co) and on each anniversary of the date of first use thereafter.

2.4.2 East Suffolk Council shall apply 10% of each Annual Maintenance Payment towards the costs of maintaining the Leiston Sports Facilities during the Construction Period.

2.4.3 East Suffolk Council shall place 90% of each Annual Maintenance Payment in a sinking fund to be used towards any repairs to the Leiston Sports Facilities that East Suffolk Council (acting reasonably) considers are required at the end of the Construction Period.

2.4.4 East Suffolk Council shall:

(A) maintain or procure the maintenance of the Leiston Sports Facilities during the Construction Period; and

(B) following the end of the Construction Period, carry out any repairs to the Leiston Sports Facilities that it considers necessary (acting reasonably).

2.4.5 SZC Co's maximum liability under this paragraph 2.4 is £660,000 Index Linked.

SCHEDULE 11
NATURAL ENVIRONMENT

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Aldhurst Farm**" means the land registered under title number SK360379 and shown edged in red on Plan 3 annexed to this Deed;

"**Aldhurst Farm Carparks**" means improvement works to Aldhurst Farm car park to include provision of 5 additional parking spaces as shown at the location indicated on Plan 3;

"Aldhurst Farm enhancement works" means the enhancement works shown indicatively on Plan 3;

"Aldhurst Farm Planning Application" means an application (including (without limitation) all requisite plans, drawings, supporting documents, reports, statements, and any other information referred to in the application) for full planning permission for the carrying out of the Aldhurst Farm enhancement works (to the extent that planning permission is required for such works) to be submitted to the local planning authority by SZC Co;

"Aldhurst Farm Planning Permission" means a planning permission granted pursuant to the Aldhurst Farm Planning Application that is not subject to a legal challenge, or in the event that it is, the final determination of the relevant court proceedings has resulted in the validity of the planning permission being upheld;

"**Benhall Fen Meadow Works**" means Work No. 7 in Schedule 1 to the Development Consent Order, being landscape and ecological works including earthworks, drainage and associated water control structures which are to provide permanent fen meadow habitat compensation areas to mitigate the loss of fen meadow habitat;

"Deemed Marine Licence" means the deemed marine licence in Schedule 20 of the Order;

"East Anglia" means the counties of Norfolk, Suffolk, Essex, and Cambridgeshire;

"Ecology Working Group" means the group established pursuant to paragraph 17.1;

"Ecology Working Group Governance Role" means the role of the Ecology Working Group as described in the Natural Environment Plans;

"Eel and Migratory Fish Mitigation Measures" means two fish pass systems to be constructed by the Environment Agency within the Alde-Ore estuary to enhance eel passage in the Alde-Ore estuary;

"Environment Co-ordinator" means the environment co-ordinator appointed by SZC Co in accordance with paragraph [10.4];

"Environment Review Group" means the group constituted in accordance with and having the functions ascribed to it by paragraph 15.1;

"Environment Review Group Governance Role" means the role of the Environment Review Group as described in the Natural Environment Plans;

"Environment Working Groups" means the Marine Technical Forum, the Natural Environment Awards Panel, the Water Management Working Group, and the Ecology Working Group, and **"the relevant Environment Working Group"** shall mean any one of these groups;

"European Sites Access Contingency Fund" means the fund to be established by SZC Co in the amount of £[2,000,000] for the purpose of mitigation potential impacts on the Minsmere Area and the Sandlings (Central) Area from the Project to be paid and applied in accordance with paragraph 6;

"European Sites Mitigation Measures" means the measures identified in the MMP for Sandlings (Central) and Alde-Ore Estuary required to reduce the potential impacts of additional recreational disturbance caused by the Project in the Sandlings (Central) Area, such measures to include (as required) additional signage and information boards, fencing, and training and support for wardens;

"Farmland Bird Mitigation Fund" means the fund to be applied by East Suffolk Council and funded by SZC Co in the amount specified in paragraph 12.1 and applied in accordance with paragraph 12;

"Farmland Bird Support Measures" means any or all of the following initiatives:

(a) facilitating habitat provision within arable fields; and

(b) facilitating supplementary winter feeding using grain, at the margins of arable fields during the months of October to March;

"**Fen Meadow Contingency Fund**" means a fund to be established by SZC Co in the amount of £3,000,000 or such reduced sum calculated in accordance with paragraph 8.1;

"Fen Meadow Plan" means the plan submitted to and approved by East Suffolk Council in accordance with Requirement [14A(i)] of the Order and the plan submitted to and approved by Suffolk County Council in accordance with Requirement [14A(ii)] of the Order;

"Fen Meadow Strategy" means the document certified as such by the Secretary of State under article 80 of the Order;

"**Fen Meadow Target Quantum**" means the delivery of 4.14 hectares (or greater) of M22 fen meadow habitat in total across the Fen Meadow Sites as determined by a Quadrat Survey;

"**Habitats Bond**" means a bond or bonds or other form of financial guarantee to be agreed with East Suffolk Council and Suffolk County Council (in respect of the Pakenham Fen Meadow Works) of up to £2,000,000;

"**Habitats Works**" means the Fen Meadow Works and the Marsh Harrier Habitat Improvement Works (if required);

"**Halesworth Fen Meadow Works**" means Work No. 6 in Schedule 1 to the Development Consent Order, being landscape and ecological works including earthworks, drainage and associated water control structures which are to provide permanent fen meadow habitat compensation areas to mitigate the loss of fen meadow habitat;

"**Kenton Hills Carparks**" means improvement works to Kenton Hills car park to include provision of up to 15 additional parking spaces as described in Work No. 1A(cc) of Schedule 1 to the Development Consent Order;

"Land Management and Skills Scheme" means a scheme managed jointly by East Suffolk Council and Suffolk County Council (in respect of the SCHAONB) established for communities and landowners within East Suffolk and part of the SCHAONB located within East Suffolk) to learn skills to sustainably manage landscapes including skills for tree/woodland/traditional orchard planting and management, heathland restoration and management, protection of soil health, sustainable and nature focussed grazing, ditching, and pond building and restoration; and a traditional skills scheme involving funding for anyone to learn traditional skills to manage the landscape including hedge laying, coppicing, pollarding, and fence/hurdle making and using associated tools and machinery; species identification, understanding the evolution of the landscape and forces for change; and appreciating the role of the landscape in delivering ecosystem goods and services and a sustainable and climate resilient natural environment;

"LEMPs" means the Sizewell Link Road Landscape and Ecology Management Plan and the Two Village Bypass Landscape and Ecology Management Plan certified by the Secretary of State as such under article 80 of the Development Consent Order;

"M22 fen meadow habitat" means fen meadow habitat of M22 Juncus subnodulosus – Cirsium palustre fen meadow category within the National Vegetation Classification, as

defined in Rodwell, J.S. (ed.) 1991. British Plant Communities. Volume 2. Mires and heaths. Cambridge University Press; in which the presence of Juncus subnodulosus (blunt-flowered rush) will be used as the key indicator of fen meadow establishment;

"Marine Technical Forum" means the group established pursuant to the Marine Technical Forum Terms of Reference;

"Marine Technical Forum Governance Role" means the role of the Marine Technical Forum as described in the Natural Environment Plans;

"Marine Technical Forum Terms of Reference" means the terms of reference annexed to this Deed at Annex [●], as amended by the Marine Technical Forum from time to time;

"Minsmere and Sandlings (north) Additional Mitigation Measures" means the measures identified in the MMP for Minsmere – Walberswick and Sandlings (North) required to reduce the potential impacts of additional recreational disturbance caused by the Project in the Minsmere Area, , such measures to include (as required) additional signage and information boards, fencing, and training and support for wardens;

"Minsmere and Sandlings (north) Initial Mitigation Measures" means the measures identified in the MMP for Minsmere – Walberswick and Sandlings (North) required upon Commencement to reduce the potential impacts of additional recreational disturbance caused by the Project in the Minsmere Area;

"Minsmere Area" means the area comprised of the northern part of the Sandlings SPA (at North Warren and Aldringham Walks), the Minsmere-Walberswick SPA, the Minsmere-Walberswick Heath and Marshes SAC and the Minsmere-Walberswick Ramsar site as shown on Plan 4;

"MMP for Minsmere – Walberswick and Sandlings (North)" means the monitoring and mitigation plan for the Minsmere Area annexed to this Deed at Annex [●];

"MMP for Sandlings (Central) and Alde-Ore Estuary" means the monitoring and mitigation plan for the Sandlings (Central) Area annexed to this Deed at Annex [●];
"National Trust" has the meaning given in paragraph 1.1 of this Deed;

"Natural Environment Awards Panel" means the group established pursuant to paragraph 18.1 to make decisions on which projects should be funded through the Natural Environment Improvement Fund;

"Natural Environment Improvement Area" means the area shown shaded green on Plan 2 annexed to this Deed and which includes part of the SCHAONB and Suffolk Heritage Coast located within East Suffolk as shown cross-hatched on Plan 2;

"Natural Environment Improvement Fund" means a maximum of £12,000,000 to fund measures to mitigate the landscape and visual effects of the Project by employing projects to deliver sustainable long-term management and maintenance of woodlands, hedges and other established vegetation that contribute to the conservation and enhancement of landscape character and that provide or enhance the size, quality and connectivity of locally characteristic habitats to improve the resilience of wildlife to a changing climate and other pressures such as habitat fragmentation;

"Natural Environment Improvement Project Officer" means an officer appointed and employed by Suffolk County Council as part of the SCHAONB staff team in accordance with paragraph 4.2 of this Schedule to carry out the Natural Environment Improvement Measures;

"Natural Environment Improvement Measures" means the following tasks:

(a) assisting in the promotion and administration of the Natural Environment Improvement Fund;

(b) managing partnership working and the commissioning and oversight of projects funded by the Natural Environment Improvement Fund;

(c) undertaking outreach work including to actively seek out projects and organisations which can deliver benefits that accord with the eligibility criteria of the Natural Environment Improvement Fund;

(d) providing technical expertise, advice and support to applicants and identify opportunities for collaboration;

(e) identifying opportunities to match funding;

(f) promoting the Land Management and Skills Scheme within the community;

(g) carrying out the tasks of the Natural Environment Improvement Project Officer in Paragraph 2 of this Schedule;

(h) raise awareness of the recreational benefits provided at Aldhurst Farm and promote visits to Aldhurst Farm;

(i) attending all meetings of the Natural Environment Awards Panel; and

(j) collaborating with the SZC Natural Environment Implementation Manager;

"Natural Environment Plans" means the Wet Woodland Plan, Wet Woodland Strategy, Fen Meadow Plan, Fen Meadow Strategy, LEMPs, OLEMP, TEMMP, Outline Vessel Management Plan, MMP for Minsmere – Walberswick and Sandlings (North) and MMP for Sandlings (Central) and Alde-Ore Estuary and any other document submitted pursuant to or certified by the Secretary of State under the Development Consent Order which describes the role of the Environment Review Group or Environment Working Groups;

"**Marine Fish Fund"** means the sum of £[500,000] to be used to address materially new or materially different environmental effects on non-migratory fish arising as a result of the Project in accordance with paragraph 9.8;

"OLEMP" means the Outline Landscape and Ecology Management Plan certified by the Secretary of State as such under article 80 of the Development Consent Order;

"Outline Vessel Management Plan" means the Outline Vessel Management Plan certified by the Secretary of State as such under article 80 of the Development Consent Order;

"**Pakenham Fen Meadow Works**" means Work No. 18 in Schedule 1 to the Development Consent Order, being landscape and ecological works including earthworks, drainage and associated water control structures which are to provide permanent fen meadow habitat compensation areas to mitigate the loss of fen meadow habitat;

"Quadrat Survey" means a vegetation survey, using a series of quadrats to determine vegetation type, carried out by a suitably qualified professional in the summer of Year 10 to determine the spatial extent of M22 fen meadow habitat;

"**Recreational Disturbance Avoidance Mitigation Contribution**" means the sum of £150,000 to be used by East Suffolk Council towards mitigating the in-combination recreational disturbance impacts of the Project on the Suffolk Coast RAMS Zone B as defined in the Suffolk Coast RAMS;

"RSPB" has the meaning given in paragraph 1.1 of this Deed;

"Sandlings (Central) Area" means the area comprised of the Sandlings SPA (the area comprising Tunstall Forest and Snape Warren), Alde-Ore Estuary SPA and Alde–Ore Estuary Ramsar site as shown on Plan 5;

"SCHAONB" means the Suffolk Coast and Heaths Area of Outstanding Natural Beauty;

"SCHAONB Partnership" means the Suffolk Coast and Heaths Area of Outstanding Natural Beauty Partnership;

"Smelt Contingency Fund" means the sum of £[250,000] to be used to address the potential effects of the Project on smelt and other migratory fish;

"Smelt Monitoring and Mitigation Plan" means the plan of that name submitted pursuant to a Condition of the Deemed Marine Licence;

"Suffolk Coast RAMS" means the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy dated 23 May 2019, or if superseded, the equivalent strategy;

"Suffolk Coast RAMS Initiatives" means the initiatives to be agreed between East Suffolk Council and SZC Co in order to mitigate potential recreational disturbance impacts associated with the Project and which complement other measures delivered by SZC Co and East Suffolk Council, such initiatives shall fall within one of the following categories identified in the Suffolk Coast RAMS:

(a) hides;

(b) on-site visitor engagement;

(c) screening;

(d) artificial roosts;

(e) path improvements; and

(f) direct contact with local clubs/user groups;

or as otherwise agreed between East Suffolk Council and SZC Co.

"SZC Natural Environment Implementation Manager" means an officer appointed and employed by East Suffolk Council to carry out the SZC Natural Environment Implementation Measures;

"**SZC Natural Environment Implementation Measures**" means the following tasks:

(a) working with planning officers at East Suffolk Council and Suffolk County Council to monitor SZC Co and its partners' and contractors' compliance with relevant landscape schemes and commitments set out in the Development Consent Order;

(b) promoting the Farmland Bird Mitigation Fund within the community, and to landowners in particular; and

(c) working in collaboration with the Natural Environment Improvement Project Officer where required to assist with the co-ordination and implementation of the Natural Environment Improvement Fund;

"TEMMP" means the document certified as such by the Secretary of State under article 80 of the Development Consent Order;

"Wet Woodland Plan" means the plan submitted to and approved by East Suffolk Council [pursuant to Requirement 14B];

"Wet Woodland Strategy" means the document certified as such by the Secretary of State under article 80 of the Development Consent Order;

"Working Groups" has the meaning given in Schedule 17; and

"Year 10" means the 12 months following the tenth (10^{th}) anniversary of Commencement of Work No. 1A in Schedule 1 to the Development Consent Order.

2. NATURAL ENVIRONMENT IMPROVEMENT FUND

2.1 On or before Commencement, SZC Co shall establish the Natural Environment Improvement Fund.

2.2 During the Construction Period and for three years following the end of the Construction Period, the Natural Environment Improvement Project Officer shall invite applications for the receipt of funding from the Natural Environment Improvement Fund to carry out:

2.2.1 projects within the Natural Environment Improvement Area where the proposals meet the criteria of the Natural Environment Improvement Fund set out in paragraph 2.5; and

2.2.2 projects within the administrative area of East Suffolk Council, or by exception elsewhere, located outside of the Natural Environment Improvement Area, where

the proposals otherwise meet the criteria of the Natural Environment Improvement Fund set out in paragraph 2.5.

2.3 A minimum of [40]% of the Natural Environment Improvement Fund shall be allocated to projects within the SCHAONB and Suffolk Heritage Coast located within East Suffolk unless otherwise agreed between SZC Co and the Councils.

2.4 Upon receipt of applications the Natural Environment Improvement Project Officer shall identify and make recommendations to the Natural Environment Awards Panel of projects to be funded in a request made to the Natural Environment Awards Panel.

2.5 The Natural Environment Awards Panel shall consider the request and recommendations of the Natural Environment Improvement Project Officer made under paragraph 2.4, and shall, subject to the applicant meeting one of the criteria at paragraph 2.8, approve the funding of such projects if in the Natural Environment Awards Panel's reasonable opinion the relevant project will:

2.5.1 mitigate the residual landscape and visual impacts of the Project;

2.5.2 conserve and enhance landscape character;

2.5.3 enhance ecology, biodiversity, and wildlife, and improve habitat connectivity and resilience;

2.5.4 not be inconsistent with local and national planning policy or plans, for example new or improved transport infrastructure;

2.5.5 deliver effective outcomes;

2.5.6 not be contradictory to or duplicate agreed mitigation measures set out elsewhere in this Deed or assessed in the Environmental Information; and

2.5.7 be consistent with a not for profit purpose.

2.6 The Natural Environment Awards Panel shall, in addition to the matters set out at paragraph 2.5 and in respect of projects within the SCHAONB and Suffolk Heritage Coast, consider whether the relevant project will conserve and enhance the natural beauty and special qualities of the SCHAONB and Suffolk Heritage Coast and their setting.

2.7 Applications submitted under paragraph 2.2 will be encouraged to demonstrate how their project may meet the following additional criteria:

2.7.1 the project will minimise pollution of the land, air, and water;

2.7.2 the project will encourage community engagement, ownership, or empowerment;

2.7.3 the project will conserve and support cultural heritage;

2.7.4 the project will promote local community action;

2.7.5 the project will make use of local suppliers, products, and services; and

2.7.6 the project will be able to access other funding either in cash or in kind.

2.8 Applications submitted under paragraph 2.2 shall provide sufficient evidence to demonstrate that the applicant falls into at least one of the following criteria:

2.8.1 the applicant is a registered charity;

2.8.2 the applicant is a landowner or group of landowners;

2.8.3 the applicant is a community group, voluntary organisation, social enterprise, or public body; and/or

2.8.4 an individual(s) or business(es) where the project shows a clear benefit to the wider community.

2.9 The Natural Environment Awards Panel shall approve requests for funds for eligible projects of up to £6,466,640 during the Construction Period.

2.10 The Natural Environment Awards Panel shall approve requests for funds for eligible projects of up to £3,566,660 for the period three years following the end of the Construction Period.

2.11 SZC Co shall pay to Suffolk County Council the sum equal to the requested funds in successful applications to the Natural Environment Improvement Fund under paragraph 2.2 for onward payment to the SCHAONB Partnership.

2.12 Suffolk County Council shall procure that the SCHAONB Partnership arranges onward payment to the successful applicants.

2.13 The total payments payable by SZC Co pursuant to this paragraph 2, paragraph 3, and paragraph 4 of this Schedule11 shall not exceed the Natural Environment Improvement Fund.

3. LAND MANAGEMENT AND SKILLS SCHEME

3.1 SZC Co shall pay to East Suffolk Council:

3.1.1 the sum of £25,000 on or before the Commencement Date and on each of the first twelve anniversaries of the Commencement Date during the Construction Period for the purpose of establishing and carrying out the Land Management and Skills Scheme; and

3.1.2 the sum of £25,000 annually on each of the first five anniversaries of the Commencement Date occurring following the end of the Construction Period for the purpose of continuing to carry out the Land Management and Skills Scheme.

3.2 SZC Co's maximum liability under this paragraph 3 shall be £425,000 Index Linked.

3.3 East Suffolk Council shall carry out or shall procure the carrying out of the Land Management and Skills Scheme, save to the extent provided for at paragraph 3.5.

3.4 Provided East Suffolk Council has received the payments in accordance with paragraph 3.1, East Suffolk Council shall pay to Suffolk County Council for onward payment to the SCHAONB Partnership:

3.4.1 the sum of £[●] **within [30] days of receipt of each payment under paragraph 3.1.1** for the purpose of establishing and carrying out the Land Management and Skills Scheme within the **part of the** SCHAONB located in East Suffolk; and

3.4.2 the sum of £[●] within [30] days of receipt of each payment under paragraph 3.1.2 for the purpose of Suffolk County Council or SCHAONB Partnership (as applicable) continuing to carry out the Land Management and Skills Scheme within the part of the SCHAONB located in East Suffolk.

3.5 Suffolk County Council shall carry out or shall procure that the SCHAONB Partnership carry out the Land Management and Skills Scheme within the part of the SCHAONB located in East Suffolk.

4. PROJECT OFFICERS

4.1 SZC Co shall pay to Suffolk County Council for onward payment to the SCHAONB the sum of £[35,000] on or before Commencement and annually on the anniversary of the Commencement date thereafter for the duration of the Construction Period and the following three years for the purpose of employing a Natural Environment Improvement Project Officer.

4.2 Suffolk County Council shall, for the duration of the Construction Period and the following three years:

4.2.1 appoint and employ a Natural Environment Improvement Project Officer; and

4.2.2 procure that the employed Natural Environment Improvement Project Officer shall carry out the Natural Environment Improvement Measures;

4.2.3 or procure that the SCHAONB Partnership do the same.

4.3 SZC Co shall pay to East Suffolk Council the sum of £[35,000] on or before Commencement and annually on the anniversary of the Commencement date thereafter for the duration of the Construction Period and the following three years for the purpose of East Suffolk Council employing a SZC Natural Environment Implementation Manager.

4.4 East Suffolk Council shall, throughout the duration of the Construction Period and the following three years:

4.4.1 employ a SZC Natural Environment Implementation Manager; and

4.4.2 procure that the employed SZC Natural Environment Implementation Manager shall carry out the SZC Natural Environment Implementation Measures.

4.5 SZC Co's maximum liability under this paragraph 4 shall be £525,000 Index Linked.

5. **REVIEW**

5.1 Prior to the end of the Construction Period, SZC Co shall submit proposals to the Environment Review Group for the arrangements to be put in place for the reasonable administration of the Natural Environment Improvement Fund following the end of the Construction Period and, following agreement to those (or amended) proposals, SZC Co shall administer and implement the Natural Environment Improvement Fund in accordance with that agreement.

6. **EUROPEAN SITES ACCESS CONTINGENCY FUNDS**

6.1 With effect from Commencement, SZC Co shall carry out or procure the carrying out of:

6.1.1 monitoring in accordance with the MMP for Sandlings (Central) and Alde-Ore Estuary; and

6.1.2 monitoring in accordance with the MMP for Minsmere – Walberswick and Sandlings (North).

6.2 With effect from Commencement, SZC Co shall carry out or procure the carrying out of the Minsmere and Sandlings (north) Initial Mitigation Measures in accordance with the MMP for Minsmere – Walberswick and Sandlings (North).

6.3 The Environment Review Group shall consider the reports and recommendations provided by the Ecology Working Group pursuant to paragraph 16.5.7 and, in the event that the Environment Review Group decides that it is necessary to provide mitigation that is additional to the Minsmere and Sandlings (north) Initial Mitigation Measures in accordance with the MMP for Sandlings (Central) and Alde-Ore Estuary or the MMP for Minsmere – Walberswick and Sandlings (North), the Environment Review Groupmay:

6.3.1 determine the amount of money that is reasonably required to fund the European Sites Mitigation Measures and approve the use of such monies from the European Sites Access Contingency Fund for the purpose of funding those measures;

6.3.2 determine the amount of money that is reasonably required to fund the Minsmere and Sandlings (north) Additional Mitigation Measures and approve the use of such monies from the European Sites Access Contingency Fund for the purpose of funding those measures, and/or

6.3.3 determine the amount of money that is reasonably required to carry out any alternative measures that the Environment Review Group considers necessary to mitigate the impacts that have been identified and approve the use of such monies from the European Sites Access Contingency Funds for the purpose of funding those measures.

6.4 Where the Environment Review Group considers it necessary to obtain further information from the Ecology Working Group before making any decision pursuant to paragraph 6.2, it may defer its decision until the next meeting of the Environment Review Group, pending the provision of further information by the Ecology Working Group if requested by the Environment Review Group.

6.5 Subject to paragraph 1, SZC Co shall:

6.5.1 use the monies from the European Sites Access Contingency Fund approved by the Environment Review Group in accordance with paragraph 6.2 to carry out or procure the carrying out of the European Sites Mitigation Measures and Minsmere and Sandlings (north) Additional Mitigation Measures (as relevant) in accordance with the MMP for Minsmere – Walberswick and Sandlings (North) and MMP for Sandlings (Central) and Alde-Ore Estuary (as applicable); or

6.5.2 pay to East Suffolk Council the monies from the European Sites Access Contingency Fund approved by the Environment Review Group in accordance with paragraph 1 for onward payment to:

(A) RSPB;

(B) National Trust;

(C) Natural England;

(D) Forestry England; or

(E) Suffolk Wildlife Trust

to be applied towards the carrying out the relevant mitigation measures approved by the Environment Review Group in accordance with the MMP for Minsmere – Walberswick and Sandlings (North) and MMP for Sandlings (Central) and Alde-Ore Estuary (as applicable).

6.6 The use of monies pursuant to paragraph 6.5.1 or payments pursuant to paragraph 1 shall only occur following approval by the Environment Review Group of a request received in writing from the Ecology Working Group detailing the amounts requested to be used or paid (as applicable) and details of the relevant mitigation measures.

6.7 SZC Co's maximum liability pursuant to paragraphs 6.2 and 6.5 shall not exceed the European Sites Access Contingency Fund.

7. RECREATIONAL DISTURBANCE AVOIDANCE MITIGATION

7.1 On or before first occupation of the Accommodation Campus, SZC Co shall pay the Recreational Disturbance Avoidance Mitigation Contribution to East Suffolk Council.

7.2 During the Construction Period and for three years following the end of the Construction Period, East Suffolk Council shall apply te Recreational Disturbance Avoidance Mitigation Contribution towards the Suffolk Coast RAMS Initiatives within within Zone B as identified in the Suffolk Coast RAMS:

7.3 Within 12 months of Commencement, SZC Co shall provide the Kenton Hills Carparks unless otherwise agreed with the Councils.

7.4 Within 12 months of Commencement, SZC Co shall provide the Aldhurst Farm Carparks unless otherwise agreed with the Councils.

8. FEN MEADOW CONTINGENCY FUND

8.1 Subject to clause 1.1.1, SZC Co shall pay to East Suffolk Council the Fen Meadow Contingency Fund at the end of Year 10 unless the Ecology Working Group determines that the Fen Meadow Target Quantum has been met in accordance with paragraph 17.5.4.

8.2 The Fen Meadow Contingency Fund payable pursuant to paragraph 8.1 shall be reduced by the amount set out in Column B in accordance with the quantum of M22 fen meadow habitat delivered as set out in Column A of Table A below:

8.2.1 Table A: Fen Meadow Contingency Fund calculation

Column A: M22 fen meadow habitat delivered[8]	Column B: Percentage reduction of Fen Meadow Contingency Fund
4.14ha or greater	100%
3.5-4.14ha	80%
2.5-3.49ha	60%
1.5-2.49ha	40%
0.75-1.49ha	20%
0.0-0.74ha	0%

8.2.2 Note: For example, if the quantum of M22 fen meadow habitat delivered (as determined by a Quadrat Survey) is 2.5ha, the percentage of the Fen Meadow Contingency Fund payable pursuant to paragraph 8.1 shall be 60% (being a 40% reduction of the Fen Meadow Contingency Fund).

8.3 In the event that at Year 10, any one of the Fen Meadow Sites supports 0.5ha or less of M22 fen meadow habitat, the M22 fen meadow habitat delivered at that site shall not be taken into account when determining whether the Fen Meadow Target Quantum has been met.

8.4 East Suffolk Council shall only apply the Fen Meadow Contingency Fund in consultation with Natural England towards any or all of the following initiatives:

8.4.1 the creation of new fen meadow habitats in East Anglia; and

8.4.2 the improvement of existing fen meadow habitats in East Anglia

(the "**Fen Meadow Initiatives**").

8.5 East Suffolk Council shall carry out or procure the carrying out of the Fen Meadow Initiatives.

9. **EELS AND MIGRATORY FISH MONITORING AND MITIGATION**

9.1 On or before commencement of Work No. 2A-2F (cooling water works), SZC Co shall pay the sum of £500,000 to East Suffolk Council for onward payment to the Environment Agency to fund the Eel and Migratory Fish Mitigation Measures.

9.2 East Suffolk Council shall procure that the Environment Agency carry out of the Eel and Migratory Fish Mitigation Measures following the receipt of the sum in paragraph 9.1.

9.3 On or before commencement of Work No. 2A (cooling water infrastructure and drainage outfall), SZC Co shall establish a Smelt Contingency Fund.

9.4 The Marine Technical Forum shall review the monitoring undertaken in accordance with the Smelt Monitoring and Mitigation Plan and determine whether, in accordance with the

[8] The figures in this column have been updated to reflect that the revised fen meadow quantum is 4.14ha. The Fen Meadow Strategy is updated to reflect the revised fen meadow quantum at Deadline 8.

Smelt Monitoring and Mitigation Plan, further mitigation is required to address materially new or materially different environmental effects on smelt and other migratory fish arising as a result of the Project, in comparison with those assessed in the Environmental Information.

9.5 If the Marine Technical Forum determines that further mitigation is required pursuant to paragraph 9.4 it shall approve the payment of funds from the Smelt Contingency Fund to East Suffolk Council for onward payment to the Environment Agency to carry out the further mitigation in accordance with the Smelt Monitoring and Mitigation Plan.

9.6 On or before commencement of water abstraction pursuant to the Deemed Marine Licence, SZC Co shall establish a Marine Fish Fund.

9.7 The Marine Technical Forum shall review the monitoring undertaken in accordance with [condition 50] of the Deemed Marine Licence and determine whether further mitigation is required to address materially new or materially different environmental effects on non-migratory fish arising as a result of the Project, in comparison with those assessed in the Environmental Information.

9.8 If the Marine Technical Forum determines that further mitigation is required pursuant to paragraph 9.7 it shall invite requests for the receipt of funding from the Marine Fish Fund and, subject to paragraph 9.10, shall approve such requests if in the Marine Technical Forum's reasonable opinion the relevant funds will:

9.8.1 contribute to schemes which support non-migratory fish habitat creation and enhancement; and

9.8.2 address the materially new or materially different environmental effects on non-migratory fish identified through monitoring.

9.9 SZC Co shall pay the sums approved by the Marine Technical Forum to the successful bidders and shall procure that such sums are applied to the relevant schemes.

9.10 The total payments payable by SZC Co from the Marine Fish Fund pursuant to paragraph 9.8 shall not exceed the Marine Fish Fund.

10. ALDHURST FARM ENHANCEMENT WORKS

10.1 SZC Co shall as soon as reasonably practicable following the date of this Deed:

10.1.1 prepare the Aldhurst Farm Planning Application in consultation with the local planning authority; and

10.1.2 submit to the local planning authority in a form conforming in all respects with the requirements of the Town and Country Planning Act 1990 and any other applicable legislation relating to town and country planning at the time the requisite number of copies of the Aldhurst Farm Planning Application and the requisite fees so that the same are received by the local planning authority not later than the date of Commencement.

10.2 SZC Co shall pursue the Aldhurst Farm Planning Application diligently and with all due expedition in the interests of securing the Aldhurst Farm Planning Permission including (but not limited to) submitting to the local planning authority any necessary amendments to the Aldhurst Farm Planning Application and any further planning applications required to authorise the Aldhurst Farm enhancement works.

10.3 In the event that any planning permission granted pursuant to the Aldhurst Farm Planning Application is subject to a legal challenge which results in any such planning permission being quashed, SZC Co shall agree alternative enhancement measures with East Suffolk Council and carry out such measures.

10.4 SZC Co shall implement and carry out the works pursuant to the Aldhurst Farm Planning Permission following the expiry of a period of 50 days following the date of grant of the Aldhurst Farm Planning Permission, subject to the Commencement of Work No. 1A of the Development Consent Order having occurred.

11. ENVIRONMENT CO-ORDINATOR

11.1.1 On or before Commencement, SZC Co shall appoint an Environment Co-ordinator and will ensure that an Environment Co-ordinator is in place until the end of the Construction Period.

11.1.2 During the Construction Period, SZC Co shall procure that the Environment Co-ordinator will:

(A) attend meetings of the Environment Review Group;

(B) seek to resolve issues and problems identified by the Environment Review Group through liaison with other parts of SZC Co, its contractors, and the Environment Working Groups

(C) be responsible for co-ordinating the monitoring data required for reporting to the Environment Review Group:

(D) provide monitoring data for quarterly reporting to the Environment Review Group; and

(E) report to the Environment Review Group on relevant natural environment related issues and actions arising from the Environment Working Groups.

12. FARMLAND BIRD MITIGATION FUND

12.1 On or before the Commencement Date, and annually on or before the first two anniversaries of the Commencement Date, SZC Co shall pay £100,000 to East Suffolk Council to be used to establish the Farmland Bird Mitigation Fund which shall be applied solely towards provision of Farmland Bird Measures in East Suffolk.

12.2 East Suffolk Council shall pay sums from the Farmland Bird Mitigation Fund to landowners (or at its direction any nominee) within 30 days of receipt of requests from a landowner (or at its direction any nominee) for the relevant sum to carry out a Farmland Bird Support Measure, if in East Suffolk Council's reasonable opinion the relevant Farmland Bird Support Measure:

12.2.1 is an effective means to mitigate the potential effects of the Project;

12.2.2 is not in a location which already benefits from an environmental stewardship scheme with the same initiatives as the Farmland Bird Support Measures; and

12.2.3 provides value for money.

12.3 Any sums paid pursuant to paragraph 12.2 shall be applied by landowners (or at its direction any nominee) towards the provision of the relevant Farmland Bird Support Measure and East Suffolk Council shall procure that any landowners in receipt of a sum from the Farmland Bird Mitigation Fund shall carry out the relevant Farmland Bird Support Measure following receipt of such sum.

13. HABITATS BOND

13.1 On or before Commencement, SZC Co shall put in place a Habitats Bond in a form first agreed by East Suffolk Council to provide for the cost of the completion of the Habitats Works in the event of failure by SZC Co to complete the Habitats Works by reason of a Default Event Provided That such Habitats Bond shall cease to be required and shall be cancelled or otherwise revoked and determined promptly following the payment of the Fen Meadow Contingency Fund and completion of any Marsh Harrier Habitat Improvement Works.

14. INFORMAL RECREATION AND GREEN SPACE

14.1.1 Within 6 months of the Commencement Date, SZC Co shall prepare a draft Informal Recreation and Green Space Proposals Plan and shall submit the draft Informal Recreation and Green Space Proposals Plan to Suffolk County Council for its approval in consultation with East Suffolk Council, the Environment Agency, Natural England, and the SCHAONB Partnership.

14.1.2 SZC Co shall carry out the Informal Recreation and Green Space Plan as approved.

15. ENVIRONMENT REVIEW GROUP[9]

15.1 On or before Commencement, SZC Co shall establish the Environment Review Group which shall exist until the obligations comprised at paragraph 8.1 of this Schedule end or three years after the end of the Construction Period, whichever is the later.

15.1.1 The Environment Review Group shall comprise:

15.1.2 one representative to be nominated by East Suffolk Council;

15.1.3 one representative to be nominated by Suffolk County Council;

15.1.4 one representative to be nominated by the Environment Agency;

15.1.5 one representative to be nominated by Natural England; and

15.1.6 up to two representatives to be nominated by SZC Co, one of whom is the Environment Co-ordinator,

(A) or such alternates as may be nominated by those representatives from time to time.

15.2 The Environment Review Group shall also invite a representative of the SCHAONB Partnership to attend meetings.

15.3 SZC Co and the Councils agree that meetings of the Environment Review Group shall:

15.3.1 take place every six months (or more frequently where agreed by the Environment Review Group) either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time,

15.3.2 be quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present;

15.3.3 be chaired by East Suffolk Council;

15.3.4 shall operate (and decisions of the Environment Review Group shall be taken) on a majority voting basis with each member of the Environment Review Group present at an Environment Review Group meeting having one vote PROVIDED THAT in the event that at the conclusion of any such meeting the Environment Review Group has failed to reach a majority decision on any matter that was voted on by the Environment Review Group at that meeting, any member can refer the matter to the Delivery Steering Group within 10 Working Days of the date of the relevant Environment Review Group meeting;

15.3.5 be attended by members or representatives of the Working Groups, third parties or other experts from time to time and as agreed by the Environment Review Group members in order to observe and participate in discussions or present information to the Environment Review Group when specific issues are being discussed, in particular representatives of the Marine Management Organisation, Royal Society for the Protection of Birds and Suffolk Wildlife Trust.

15.4 SZC Co shall be responsible for the administration of convening and holding meetings of the Environment Review Group.

15.5 The Environment Review Group shall:

15.5.1 receive reports from the Environment Working Groups;

15.5.2 consider and decide any matter referred to it from the Environment Working Groups regarding areas of disagreement within the relevant Environment

[9] Note: Discussions on the potential governance of funds and monitoring obligations are ongoing between SZC Co, East Suffolk Council and Suffolk County Council.

Working Group or any matter where the relevant Environment Working Group has failed to reach a decision;

15.5.3 consider and provide guidance to SZC Co and the Environment Working Groups in respect of any matter where the Environment Review Group considers there are interfaces between the Environment Working Groups that need a more strategic approach;

15.5.4 report to and refer any matter which it cannot agree to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or direction or where the Environment Review Group fails to reach a decision;

15.5.5 notify the members of the Delivery Steering Group in order to invoke the urgency process in paragraph 3.8 of of Schedule 17 in the event that any of the quorate members of the Environment Review Group considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution;

15.5.6 review the draft Wet Woodland Plan to enable it to be finalised for approval by East Suffolk Council;

15.5.7 carry out the Environment Review Group Governance Role;

15.5.8 review the monitoring undertaken in accordance with the LEMPs and advise SZC Co on the interventions required in order to deliver the landscape and ecology vision set out in the LEMPs; and

15.5.9 provide guidance to the Ecology Working Group on any issues that are referred to it.

15.6 In the event that any of the quorate members of one of the Environment Working Groups refers a matter to the Environment Review Group for urgent resolution, the Environment Review Group shall:

15.6.1 meet as soon as reasonably practicable after the members of the Environment Review Group are notified and in any event within 10 days for the sole purpose of resolving the relevant matter (with such urgent meeting not counting as a meeting of the Environment Review Group required to be held pursuant to paragraph 15.3); and

15.6.2 be entitled to vary any of the requirements of this paragraph 15 by agreement of the members of the Environment Review Group to facilitate such meeting occurring as soon as reasonably practicable and the early resolution of the relevant matter.

16. MARINE TECHNICAL FORUM

16.1 The Marine Technical Forum shall operate in accordance with the Marine Technical Forum Terms of Reference unless otherwise agreed by the members of the Marine Technical Forum.

16.2 The Marine Technical Forum shall carry out the Marine Technical Forum Governance Role.

17. ECOLOGY WORKING GROUP

17.1 SZC Co shall establish the Ecology Working Group on or before the anticipated date of Commencement notified by SZC Co under Clause 12.1.1, which shall exist until the end of the Construction Period unless otherwise agreed between the members of the Ecology Working Group.

17.2 The Ecology Working Group shall comprise:

17.2.1 one ecologist to be nominated by East Suffolk Council;

17.2.2 one ecologist to be nominated by Suffolk County Council;

17.2.3 one ecologist to be nominated by Natural England; and

17.2.4 one representative to be nominated by SZC Co,

or such alternates as may be nominated by those representatives from time to time as agreed by the members of the Ecology Working Group.

17.3 The Ecology Working Group shall encourage participation at its meetings by representatives of the Royal Society for the Protection of Birds and Suffolk Wildlife Trust from time to time.

17.4 SZC Co shall be responsible for the administration of convening and holding meetings of the Ecology Working Group.

17.5 The Ecology Working Group shall:

17.5.1 meet quarterly (or less frequently where agreed by the Ecology Working Group) either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time, such meetings to be:

(A) chaired by East Suffolk Council; and

(B) be quorate if at least three members (at least one of whom is a member representing SZC Co, one is a member representing East Suffolk Council and one is a member representing Suffolk County Council) are present;

17.5.2 meet no later than three months after the Commencement Date;

17.5.3 review monitoring undertaken in accordance with the TEMMP and OLEMP;

17.5.4 carry out the Ecology Working Group GovernanceRole;

17.5.5 review the Quadrat Survey of the Fen Meadow Sites to:

(A) determine whether the Fen Meadow Target Quantum has been met; and

(B) if the Fen Meadow Target Quantum has not been met, determine the amount of Fen Meadow Contingency Fund payable in accordance with paragraph 8.1;

17.5.6 advise SZC Co on appropriate management measures to be specified within the landscape ecology management plan to be submitted pursuant to Requirement 14 of the Development Consent Order;

17.5.7 report to the Environment Review Group on the effectiveness of the ecological mitigation and monitoring measures which it reviews and, where those measures are not being successful, advise the Environment Review Group on the recommended remedies to ensure that adequate mitigation is delivered;

17.5.8 refer to the Environment Review Group for its determination any matter upon which the members of the Ecology Working Group are unable to agree.

17.6 The Ecology Working Group shall report to the Environment Review Group bi-annually on the expenditure of previous annual contributions from the European Sites Access Contingency Fund and the Minsmere and Sandlings (north) Contingency Fund and the effectiveness of such expenditure unless otherwise agreed by the members of the Ecology Working Group.

17.7 In the event that any of the quorate members of the Ecology Working Group considers that a matter needs to be referred to the Environment Review Group for urgent resolution, it shall notify the members of the Environment Review Group accordingly to invoke the urgency process in paragraph 15.6.]

18. NATURAL ENVIRONMENT AWARDS PANEL

18.1 On or before Commencement, SZC Co shall establish the Natural Environment Awards Panel which shall exist until the obligations in paragraph 2 of this Schedule end, unless otherwise agreed by the members of the Natural Environment Awards Panel.

18.2 The Natural Environment Awards Panel shall comprise:

18.2.1 one representative to be nominated by East Suffolk Council;

18.2.2 one representative to be nominated by Suffolk County Council;

18.2.3 one representative to be nominated by Natural England;

18.2.4 one representative to be nominated by the SCHAONB Partnership; and

18.2.5 one representative to be nominated by SZC Co,

or such alternates as may be nominated by those representatives from time to time as agreed by the above members of the Natural Environment Awards Panel, which shall be referred to as the "Core Members"; and

18.2.6 three additional members to be nominated by agreement of the Core Members, and the term of each additional member's membership shall be determined by the Core Members.

18.3 East Suffolk Council and Suffolk County Council may each invite one further representative to attend meetings of the Natural Environment Awards Panel (the "Non-Voting Members").

18.4 SZC Co shall act as secretariat to the Natural Environment Awards Panel and be responsible for organising the meetings of the Natural Environment Awards Panel.

18.5 The Core Members shall agree the Chair of the Natural Environment Awards Panel which shall rotate between the Core Members.

18.6 The Natural Environment Improvement Project Officer shall attend all meetings of the Natural Environment Awards Panel.

18.7 The Natural Environment Awards Panel shall:

18.7.1 meet either virtually or in a convenient location in East Suffolk or Ipswich no less than once per annum and a maximum of three times per annum (excluding extraordinary meetings where required) unless otherwise agreed by the Core Members of the Natural Environment Awards Panel from time to time, with such meetings to be quorate, if at least three Core Members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present;

18.7.2 meet no later than three months after the Commencement Date;

18.7.3 encourage participation at its meetings by members or representatives of other organisations, groups, and persons with relevant expertise from time to time in order to observe and participate in discussions or present relevant information to the Natural Environment Awards Panel when assessing applications for awards of the Natural Environment Improvement Fund;

18.7.4 refer any matter to the Environment Review Group where members of the Natural Environment Awards Panel are unable to agree on any matter; and

18.7.5 report to the Environment Review Group annually on the expenditure of the previous year's contributions from the Natural Environment Improvement Fund and the effectiveness of such contributions; and

18.7.6 make such other provision as they consider appropriate for the proper and efficient functioning of the Natural Environment Awards Panel.

18.8 The membership of and other provisions for the functioning of the Natural Environment Awards Panel may be amended from time to time with the agreement of SZC Co and the Councils and any such amendments shall be recorded in writing.

18.9 In the event that any of the quorate members of the Natural Environment Awards Panel considers that a matter needs to be referred to the Environment Review Group for urgent resolution, it shall notify the members of the Environment Review Group accordingly to invoke the urgency process in paragraph 15.6.]

SCHEDULE 12
NOISE

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**B1122 Properties**" means those properties listed in Annex G;

"**Noise Mitigation Scheme**" means the scheme appended to this Deed at Annex W; and

"Pro Corda Trust Accommodation" means the residential accommodation at Leiston Abbey, Theberton, Leiston, Suffolk IP16 4TD located in the Grade II listed Retreat House LB 1215754 and in the Guesten Lodge, both as owned and occupied by the Pro Corda Trust.

2. NOISE MITIGATION SCHEME

2.1 Subject to paragraphs 2.2 and 2.3, until the end of the Construction Period, SZC Co shall implement and observe the provisions of the Noise Mitigation Scheme.

2.2 SZC Co, East Suffolk Council and Suffolk County Council agree that SZC Co shall not be required to implement 'Stage 1: Refreshed noise assessment(s)' described in paragraphs 1.2.2 to 1.2.6 of the Noise Mitigation Scheme in respect of the B1122 Properties and Pro Corda Trust Accommodation and that the B1122 Properties and Pro Corda Trust Accommodation shall be considered to be eligible for insulation under the Noise Mitigation Scheme. The remainder of the Noise Mitigation Scheme shall apply to the B1122 Properties and Pro Corda Trust Accommodation as appropriate.

2.3 Notwithstanding paragraph 2.1 and subject to paragraph 2.2, SZC Co, East Suffolk Council and Suffolk County Council agree that SZC Co shall implement and observe the provisions of the Noise Mitigation Scheme in respect of the B1122 Properties until the Sizewell Link Road is completed and opened to traffic, unless they meet the eligibility criteria in the Noise Mitigation Scheme after that date.

2.4 East Suffolk Council shall review any plans, assessments, reports or other documents submitted to it by SZC Co pursuant to the Noise Mitigation Scheme for all aspects except road traffic noise.

2.5 Suffolk County Council shall review any plans, assessments, reports or other documents submitted to it by SZC Co pursuant to the Noise Mitigation Scheme for road traffic noise matters only.

2.6 Where East Suffolk Council or Suffolk County Council's approval is required by the Noise Mitigation Scheme in respect of any assessment, report, plan, or other document, neither East Suffolk Council nor Suffolk County Council shall unreasonably withhold their approval and shall confirm their approval in writing to SZC Co within 28 days of the receipt of the submitted report or plan or within such longer period as may be agreed between SZC Co and East Suffolk Council or Suffolk County Council (as relevant).

2.7 SZC Co shall indemnify Suffolk County Council in respect of any claims made under Section 10 of the Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 arising out of or incidental to the carrying out and use of the Project or any works carried out by SZC Co under this Deed other than those arising out of or in consequence of any negligent act, default or omission of Suffolk County Council or any party acting on behalf of Suffolk County Council PROVIDED THAT SZC Co shall only be required to indemnify Suffolk County Council in accordance with this Deed if:

2.7.1 Suffolk County Council notifies SZC Co as soon as reasonably practicable upon becoming aware of any matter which may become the subject of a claim for indemnity under this paragraph;

2.7.2 Suffolk County Council keeps SZC Co informed of all progress in connection with that matter and of any proposed settlement of it; and

2.7.3 Suffolk County Council does not settle or compromise that matter without the previous written consent of SZC Co, such consent not to be unreasonably withheld or delayed.

SCHEDULE 13
THIRD PARTY RESILIENCE FUNDS

1. **DEFINITIONS AND INTERPRETATION**

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**National Trust Dunwich Heath and Coastguard Cottages**" means Dunwich Heath and the Coastguard Cottages at Dunwich Heath and Beach Coastguard Cottages, Minsmere Road, Dunwich, Suffolk IP17 3DJ;

"**National Trust Dunwich Heath and Coastguard Cottages Resilience Fund**" means the sum of £851,365 in total for the purposes of mitigating the impacts of the Project on the National Trust Dunwich Heath and Coastguard Cottages which is to be paid in accordance with paragraph 2.1;

"**Pro Corda Resilience Fund**" means the sum of £500,000 in total for the purposes of mitigating the impacts of the Project on Pro Corda Trust's activities at Leiston Abbey, Theberton, Leiston, Suffolk IP16 4TD which is to be paid in accordance with paragraph 2.2;

"**Pro Corda Trust**" means the registered charity of that name and whose registered charity number is 1116213 (company number 05829570);

"**RSPB Minsmere**" means the nature reserve RSPB Minsmere, Sheepwash Lane, Saxmundham IP17 3BY; and

"RSPB Resilience Fund" means the sum of £2,520,000 in total for the purposes of mitigating the socio-economic impacts of the Project on RSPB Minsmere which is to be paid in accordance with paragraph 2.3.

2. **THIRD PARTY RESILIENCE FUNDS**

2.1 **National Trust Dunwich Heath and Coastguard Cottages Resilience Fund**

2.1.1 The National Trust Dunwich Heath and Coastguard Cottages Resilience Fund shall be paid by SZC Co to East Suffolk Council for onward payment to the National Trust in the following instalments:

(A) on or before Commencement the sum of £595,955.50; and

(B) on or before the sixth anniversary of the Commencement Date the sum of £255,409.50.

2.1.2 No less than £10,000 of the payment made pursuant to paragraph 2.1.1(A) shall be applied towards the enhanced interpretation of the setting of the National Trust Dunwich Heath and Coastguard Cottages with a focus on consideration of the asset in its wider context as one of a chain of coastguard lookouts along the Suffolk coast.

2.1.3 The National Trust Dunwich Heath and Coastguard Cottages Resilience Fund may only be applied towards any or all of the following initiatives:

(A) additional staff resources;

(B) infrastructure improvements;

(C) other site or visitor enhancements; and

(D) the National Trust Dunwich Heath and Coastguard Cottages' heritage enhancement.

2.2 **Pro Corda Resilience Fund**

2.2.1 The Pro Corda Resilience Fund shall be paid by SZC Co to East Suffolk Council for onward payment to the Pro Corda Trust in the following instalments:

(A) on or before Commencement the sum of £364,000; and

(B) on or before the third anniversary of the Commencement Date the sum of £136,000.

2.2.2 The Pro Corda Resilience Fund may only be applied towards any or all of the following initiatives:

(A) staffing costs to allow for increased supervision;

(B) marketing;

(C) provision of indoor and outdoor sensory spaces suitable for children with autism and other special educational needs and disabilities;

(D) physical security features; and

(E) other measures determined by Pro Corda to increase business resilience.

2.3 **RSPB Resilience Fund**

2.3.1 The RSPB Resilience Fund shall be paid by SZC Co to East Suffolk Council for onward payment to RSPB in the following instalments:

(A) on or before Commencement the sum of £2,142,000; and

(B) on or before the sixth anniversary of the Commencement Date the sum of £378,000.

2.3.2 The RSPB Resilience Fund may only be applied towards provision of any or all of the following:

(A) suitable infrastructure to ensure engagement with visitors on the reserve to mitigate the impact of construction activity;

(B) suitable visitor events and activities to ensure engagement with visitors on the reserve to mitigate the impact of construction activity;

(C) staff and volunteer resource to manage the development, installation and maintenance of the new infrastructure; and

(D) staff and volunteer resource to plan, implement and manage the new events and activities.

SCHEDULE 14
SIZEWELL C COMMUNITY FUND

1. **DEFINITIONS AND INTERPRETATION**

Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Administration Agreement**" means a deed to be entered into between SZC Co and the Suffolk Community Foundation providing for the administration and application of the Sizewell C Community Fund by the Suffolk Community Foundation for the purpose of mitigating the intangible and residual impacts of the Project by enhancing the quality of life of communities within the Area of Benefit;

"**Area of Benefit**" means the geographical areas within the administrative boundary of East Suffolk;

"**Community Action Suffolk**" means the registered charity of that name whose registered charity number is 1150501 and whose company number is 8316345;

"**Community Fund Project Officer**" means the project officer to be appointed by Suffolk Community Foundation to administer the Sizewell C Community Fund;

"**Deed of Transfer**" means a deed to be entered into between SZC Co and the Suffolk Community Foundation providing for the payment of some or all of the Sizewell C Community Fund for the purpose of mitigating the intangible and residual impacts of the Project by enhancing the quality of life of communities within the Area of Benefit;

"**East Suffolk Community Partnerships**" means the eight community partnerships established and funded by East Suffolk Council to facilitate partnership working and collaboration between East Suffolk Council and local communities in East Suffolk;

"**Grants**" means the Open Grants, Small Grants and Strategic Grants to be funded by the Sizewell C Community Fund.

"**Open Grants**" means grants for capital and revenue costs other than Small Grants and Strategic Grants;

"**Oversight Partnership**" has the meaning given in Schedule 17;

"**Panel**" means a decision-making body established by the Administration Agreement and Deed of Transfer to administer the Sizewell C Community Fund;

"**Protected Characteristics**" means disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation;

"**Sizewell C Community Fund**" means a fund of the sum of £23,000,000 to be paid by SZC Co in accordance with paragraph 2 and to exist until the entirety of that sum (including any interest on that sum) has been paid in Grants;

"**Small Grants**" means grants of up to £5,000 available to registered charities, voluntary organisations, social enterprises, or public bodies that operate on less than £100,000 each year;

"Strategic Grants" means grants to target specific impacts of the Project felt within East Suffolk Communities, identified through consultation with communities and their representatives as may be agreed by the Panel;

"**Suffolk Community Foundation**" means the registered charity of that name whose registered charity number is 1109453 and whose company number is 5369725; and

"**Trust Documents**" means the trust deed and any other documentation required to be entered into in the event that SZC Co pursuant to paragraph 2 ceases to pay the Sizewell C Community Fund to the Suffolk Community Foundation in order to establish a charitable trust the purpose of which is to receive and apply the remainder of the Sizewell C Community Fund for the purpose of mitigating the intangible and residual impacts of the Project by enhancing the quality of life of communities within the Area of Benefit.

2. SIZEWELL C COMMUNITY FUND

2.1 The Sizewell C Community Fund shall be for the purpose of mitigating the intangible and residual impacts of the Project on the communities in the Area of Benefit through providing Grants for schemes, measures and projects which promote the economic, social, or environmental well-being of those communities and enhance their quality of life.

2.2 On or before Commencement, SZC Co shall enter into a Deed of Transfer and an Administration Agreement with the Suffolk Community Foundation to provide for the payment and administration of the first instalment of the Sizewell C Community Fund to the Suffolk Community Foundation pursuant to paragraph 2.3.1. Thereafter SZC Co shall enter into a Deed of Transfer and (if necessary) an Administration Agreement in respect of each subsequent instalment of the Sizewell C Community Fund to be paid by SZC Co to the Suffolk Community Foundation pursuant to paragraph 2.3.

2.3 Subject to the following paragraphs of this Schedule 14, SZC Co shall pay the Sizewell C Community Fund to the Suffolk Community Foundation in the following instalments:

2.3.1 an amount equal to £2,000,000 on or before Commencement; and

2.3.2 £1,900,000 annually on each anniversary of the Commencement Date occurring during the Construction Period,

subject to the total amount payable pursuant to this paragraph 2.3 not exceeding £23,000,000, such amounts are to be applied by Suffolk Community Foundation in accordance with the terms of the relevant Deed of Transfer and relevant Administration Agreement for the purpose of mitigating the intangible and residual impacts of the Project by enhancing quality of life of communities within the Area of Benefit.

2.4 SZC Co shall ensure that the Administration Agreement entered into pursuant to paragraph 2.2 shall provide as follows:

2.4.1 the Panel shall comprise of no more than 12 members, with three of those members being SZC Co representatives, two being representatives of Suffolk County Council, two being representatives of East Suffolk Council, one member being a Suffolk Community Foundation representative, and four members being representatives of the general public;

2.4.2 two officers of the Suffolk Community Foundation shall attend each meeting of the Panel;

2.4.3 a Suffolk Community Foundation representative shall act as the chair of the Panel;

2.4.4 the members of the Panel representing SZC Co, the Councils and the Suffolk Community Foundation shall appoint the Panel members who are representatives of the general public and shall invite applications for those positions;

2.4.5 the Panel members who are representatives of the general public shall serve for two years, with the potential for a third year to be reviewed and agreed in respect of each such member jointly by the members of the Panel representing SZC Co, the Councils and the Suffolk Community Foundation;

2.4.6 the application process to become a member of the Panel representing the general public shall be publicised in the Area of Benefit in a manner agreed by the Panel;

2.4.7 the Sizewell C Community Fund may not be applied for any purpose outside the charitable objectives of the Suffolk Community Foundation and that Suffolk Community Foundation shall consult the Panel before changing its charitable objectives to ensure that the purposes of the Sizewell C Community Fund are not thereby prejudiced;

2.4.8 the Suffolk Community Foundation shall appoint a Community Fund Project Officer;

2.4.9 the Suffolk Community Foundation shall use reasonable endeavours to liaise with Community Action Suffolk to help to ensure that potential recipients of Grants have the required skills and capacity to apply to and meet the relevant criteria for the application of the Sizewell C Community Fund;

2.4.10 the Suffolk Community Foundation shall have regard to any reasonable advice provided by the Oversight Partnership in respect of the provision of Strategic Grants;

2.4.11 the Suffolk Community Foundation shall use reasonable endeavours to liaise with the East Suffolk Community Partnerships in respect of:

(A) the promotion of the Sizewell C Community Fund;

(B) assisting communities to identify projects suitable for the receipt of Grants; and

(C) assisting those with Protected Characteristics or projects supporting those with Protected Characteristics in identifying projects suitable for the receipt of Grants and making applications for Grants;

2.4.12 the Suffolk Community Foundation shall report to the Delivery Steering Group on a six-monthly basis on the expenditure of previous contributions from the Sizewell C Community Fund and the effectiveness of such contributions; and

2.4.13 the Suffolk Community Foundation shall be responsible for the administration of convening and holding meetings of the Panel, which shall take place either virtually or in a convenient location in East Suffolk or Ipswich to be identified by the Suffolk Community Foundation from time to time and shall be quorate if at least half of the members of the Panel (at least one of which being a representative of SZC Co, one of which being a representative of one of the Councils and one of which being the representative of the Suffolk Community Foundation) are present.

2.5 SZC Co shall ensure that the Administration Agreement entered into pursuant to paragraph 2.2 shall vest such powers as may be necessary in the Panel so as to enable the Panel to take into account that the degree and severity of impact varies across the geography of the Area of Benefit and that when the criteria for the application of the Sizewell C Community Fund to provide the Grants are developed, they are able to reflect this and give priority to those schemes, measures and projects which:

2.5.1 are located close to the Sites;

2.5.2 minimise the environmental, economic, and social impact, whilst, as appropriate, maximising the environmental, economic, and social benefits of the Project;

2.5.3 are not inconsistent with approved policies or plans of relevant local authorities;

2.5.4 can demonstrate overall value for money in terms of cost and effectiveness;

2.5.5 can demonstrate a contribution to developing and maintaining sustainable communities throughout the Area of Benefit;

2.5.6 complement other measures committed in this Deed;

2.5.7 have been identified as priorities to the communities within parish and/or community plans;

2.5.8 can demonstrate the greatest potential to achieve mitigation of impacts, taking into account value for money;

2.5.9 attract additional funding from other private and public sector sources where possible;

2.5.10 are inclusive and non-discriminatory, fostering equality in-line with the Equality Act 2010 (or as amended); and/or

2.5.11 are provided by a registered charity, voluntary organisation, parish council, social enterprise, or public body.

2.6 On the fourth anniversary of the Commencement Date, SZC Co may review the Suffolk Community Foundation's administration and application of the Sizewell C Community Fund. In undertaking this review SZC Co shall consult with East Suffolk Council and Suffolk County Council and take into account their reasonable representations.

2.7 Paragraph 2.8 shall apply if following a review carried out by SZC Co pursuant to 2.6, SZC Co in its absolute discretion determines that it no longer wishes the Sizewell C Community Fund to be administered and applied by the Suffolk Community Foundation and serves notice on the Suffolk Community Foundation to that effect.

2.8 Where this paragraph 2.8 applies, SZC Co shall following the service of a notice on the Suffolk Community Foundation in accordance with paragraph 2.7:

2.8.1 thereafter cease to make payments to the Suffolk Community Foundation pursuant to paragraph 2.3;

2.8.2 not renew or enter into any new Deed of Transfer or Administration Agreement with the Suffolk Community Foundation;

2.8.3 as soon as reasonably practicable and no later than six months following service of the notice in accordance with paragraph 2.7, complete the Trust Documents to establish a new trust to administer and apply the remainder of the Sizewell C Community Fund for the purposes of mitigating the intangible and residual impacts of the Project by enhancing the quality of life of communities within the Area of Benefit; and

2.8.4 following the establishment of a trust by SZC Co pursuant to paragraph 2.8.3:

(A) pay the remainder of the Sizewell C Community Fund to the trustees of that trust in accordance with paragraph 2.9; and

(B) unless otherwise agreed between the parties in consultation with the Suffolk Community Foundation, procure that any unspent monies previously paid to the Suffolk Community Foundation pursuant to paragraph 2.3 shall be transferred to the trustees of that trust.

2.9 Where paragraph 2.8 applies, SZC Co shall pay the remainder of the Sizewell C Community Fund into the trust established pursuant to paragraph 2.8.3 in the following instalments:

2.9.1 £1,900,000 annually on each anniversary of the Commencement Date occurring during the Construction Period, beginning on the first such anniversary occurring after the last payment made by SZC Co pursuant to paragraph 2.3.2,

subject to the total amount payable pursuant to paragraph 2.3 and this paragraph 2.9 not exceeding £23,000,000, such amounts to be applied by the trustees of that trust in accordance with the Trust Documents for the purpose of mitigating the intangible and residual impacts of the Project by enhancing quality of life of communities within the Area of Benefit.

2.10 In the event that after using reasonable endeavours SZC Co is unable to enter into a Deed of Transfer and an Administration Agreement with the Suffolk Community Foundation pursuant to paragraph 2.2, SZC Co shall establish a new trust established to administer and apply the Sizewell C Community Fund for the purposes of mitigating the intangible and residual impacts of the Project by enhancing the quality of life of communities within the Area of Benefit and all references to the Suffolk Community Foundation in this Schedule 14 shall be deemed to be references to such new trust.

2.11 The maximum liability of SZC Co pursuant to this Schedule 14 is £23,000,000.

SCHEDULE 15
TOURISM

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"**Annual Tourism Fund Implementation Plan**" means the plan directing the annual release of Tourism Fund monies towards Tourism Plans, Projects and Programmes and identifying the split of funding to be apportioned to Tourism Plans, Projects and Programmes under the following indicative categories:

(a) development of Tourism Strategies and Action Plans which may reasonably be considered to be related to effects of the Project during the Construction Period;

(b) marketing and promotion activities for East Suffolk and specific attractions and events within it;

(c) supporting local projects including capital and revenue investment;

(d) supporting existing tourist initiatives and activities run and/or operated by local stakeholders;

(e) supporting initiatives focused on particularly sensitive attractions and/or locations within the SCHAONB;

(f) supporting initiatives that enhance, complement, or promote rights of way and cycleways;

(g) developing monitoring and market research for the prosperity of the tourist sector and into the tourism-related impacts of the Project, including monitoring the visitor economy and visitor behaviour, undertaking future visitor surveys, and market research; and

(h) provision of information on issues and/or perceived effects that may be of concern to potential visitors and that may deter potential visitors from visiting East Suffolk;

"**Economic Review Group**" has the meaning given in Schedule 7;

"**Tourism Fund**" means the fund to be established by SZC Co in the amount of £12,000,006 for the purpose of mitigating potential impacts on tourism from the Project to be paid and applied in accordance with this Schedule 15;

"**Tourism Fund Marketing Manager**" means a marketing manager for the Tourism Fund which may be appointed by East Suffolk Council or commissioned within Suffolk Coast Ltd Destination Management Organisation during the Construction Period;

"**Tourism Fund Principles**" means the following principles with which any initiative to be funded by the Tourism Fund must demonstrate compliance:

(a) mitigates the potential effects of the Project on the tourism economy during the Construction Period by supporting the maintenance, development, and enhancement of the visitor economy in East Suffolk;

(b) enables effective, long-term mitigation for the visitor economy effects of the Project during the Construction Period by promoting a sustainable visitor economy;

(c) demonstrates value for money;

(d) relates to measures and activities that support existing and on-going tourism strategies for East Suffolk;

(e) demonstrates a measurable economic benefit to the tourist economy in East Suffolk; and

(f) does not duplicate or obviate, but complements, other mitigation secured elsewhere in this Deed, based on the terms defined for those mitigations set out in this Deed;

"**Tourism Monitoring Information**" means:

(a) monitoring information across socio-economic, environmental and transport indicators that may be relevant to potential effects on tourism; and

(b) information reported to the Tourism Working Group by the Tourism Programme Manager;

"**Tourism Plans, Projects and Programmes**" means any initiative scoped by the Tourism Programme Manager that meets the Tourism Fund Principles and is defined by the categories of initiatives set out by the Annual Tourism Fund Implementation Plan;

"**Tourism Programme Management**" means the following tasks:

(a) preparation and submission of the Annual Tourism Fund Implementation Plan for approval by the Tourism Working Group;

(b) in accordance with the approved Annual Tourism Fund Implementation Plan, scoping, procurement and implementation of the Tourism Plans, Projects and Programmes by:

(i) promoting the Tourism Fund and Tourism Plans, Projects and Programmes; and

(ii) engaging businesses and organisations to encourage potential applicants to apply for funding from the Tourism Fund;

(c) acting as an interface between regional tourism stakeholders and the Tourism Working Group; and

(d) monitoring and reporting back to the Tourism Working Group on:

(i) the implementation of other mitigation under this Deed relevant to the tourist economy;

(ii) similar funds provided in connection with other developments in East Suffolk;

(iii) opportunities for complementary activities with other mitigation activities elsewhere in this Deed, and risks of duplication of funding;

(iv) the effects of the Project on the tourist economy, as supported by monitoring and market research procured as Tourism Plans, Projects and Programmes by the Tourism Fund or from third parties;

(v) the delivery and effectiveness of funded Tourism Plans, Projects and Programmes; and

(vi) annual and cumulative expenditure from the Tourism Fund;

"**Tourism Programme Manager**" means the tourism programme manager to be appointed by East Suffolk Council during the Construction Period;

"**Tourism Strategies and Action Plans**" means any document produced or commissioned by the Tourism Programme Manager that provides a strategic overview to help guide the Tourism Fund to broad areas of funding that would help to offset the potential risks to the tourist economy related to the Project; and

"Tourism Working Group" means the group of that name established pursuant to paragraph 5.1.

2. TOURISM SUPPORT RESOURCES

2.1 During the Construction Period and for three years following the end of the Construction Period, on the Commencement Date and annually on each anniversary of the

Commencement Date thereafter, SZC Co shall pay East Suffolk Council £200,000 as contributions towards the cost of East Suffolk Council employing a Tourism Programme Manager and a Tourism Fund Marketing Manager during the Construction Period, and supporting resources including review and updates to the Annual Tourism Fund Implementation Plan and the cost of the administration of the Tourism Fund and the Tourism Working Group.

2.2 The maximum liability of SZC Co pursuant to paragraph 2.1 is £3,000,000 Index Linked.

2.3 During the Construction Period, East Suffolk Council shall employ a Tourism Programme Manager.

2.4 East Suffolk Council shall procure that the Tourism Programme Manager carries out the Tourism Programme Management.

3. TOURISM FUND

3.1 During the Construction Period and for three years following the end of the Construction Period, SZC Co shall pay to East Suffolk Council:

3.1.1 on or before Commencement, the sum of £1,000,000 from the Tourism Fund, to be applied for the purposes of supporting the initial development of the Annual Tourism Fund Implementation Plan pursuant to paragraph 4.1 and delivery of the Tourism Plans, Projects and Programmes within the categories set out in the initial Annual Tourism Fund Implementation Plan; and

3.1.2 annually on each anniversary of the Commencement Date thereafter, the sum of £571,429 from the Tourism Fund, to be applied towards Tourism Plans, Projects and Programmes within the categories set out in the Annual Tourism Fund Implementation Plan for the relevant funding period.

3.2 Not less than £500,000 of each payment made pursuant to paragraphs 1.1.1 and 3.1.2 shall be applied solely to funding promotional and marketing activities including visitor experience development, infrastructure asset investment, and destination marketing and promotion.

3.3 Not less than £71,429 of each payment made pursuant to paragraphs 1.1.1 and 3.1.2 shall be applied solely to funding monitoring the impacts of the Project on tourism in East Suffolk and the collection of consistent, robust, longitudinal monitoring data and market research in respect of such impacts.

3.4 The maximum liability of SZC Co pursuant to paragraph 3.1 is £9,000,006 Index Linked.

4. ANNUAL TOURISM FUND IMPLEMENTATION PLAN

4.1 East Suffolk Council shall procure that the Tourism Programme Manager shall produce the first draft Annual Tourism Fund Implementation Plan for the approval of the Tourism Working Group no later than three months following Commencement.

4.2 The Tourism Working Group shall draw upon the Tourism Monitoring Information to review the first Annual Tourism Fund Implementation Plan and shall approve the same within three months of receipt, provided that the split of funding meets the minimum funding amounts set out in paragraphs 3.2 and 3.3.

4.3 Following the approval of the first Annual Tourism Fund Implementation Plan in accordance with paragraph 4.2, East Suffolk Council shall procure that the Tourism Programme Manager shall produce a subsequent draft Annual Tourism Fund Implementation Plan for the approval of the Tourism Working Group before the end of January in each calendar year of the Construction Period and for three years following the end of the Construction Period, and the Tourism Working Group shall draw upon the Tourism Monitoring Information to review and approve such subsequent draft Annual Tourism Fund Implementation Plan before 30 April in that same year, provided that the split of funding meets the minimum funding amounts set out in paragraphs 3.2 and 3.3.

4.4 East Suffolk Council shall procure that the Tourism Programme Manager shall implement each Annual Tourism Fund Implementation Plan approved by the Tourism Working Group pursuant to paragraph 4.2 or paragraph 4.3 (as relevant) from 1 May of that year.

4.5 Where appropriate, the Tourism Working Group and Tourism Programme Manager may determine that particular Tourism Plans, Projects and Programmes may benefit from extending across multiple funding periods and this will be made clear in each of the Annual Tourism Fund Implementation Plans relevant to such periods.

5. TOURISM WORKING GROUP

5.1 On or before Commencement, SZC Co shall establish the Tourism Working Group which shall exist until the end of the Construction Period.

5.2 The Tourism Working Group shall comprise:

5.2.1 one representative in a department or service relevant to economic development and planning/projects to be nominated by East Suffolk Council;

5.2.2 one representative in a department or service relevant to economic development and planning/projects to be nominated by Suffolk County Council;

5.2.3 one representative to be nominated by The Suffolk Coast Limited;

5.2.4 one representative to be nominated by Visit Suffolk;

5.2.5 one representative to be nominated by SCHAONB Partnership;

5.2.6 one representative to be nominated by New Anglia Local Enterprise Partnership; and

5.2.7 two representatives to be nominated by SZC Co,

or such alternates as may be nominated by those representatives from time to time.

5.3 The Tourism Working Group shall:

5.3.1 be chaired by the representatives of East Suffolk Council;

5.3.2 meet bi-annually either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time;

5.3.3 meet no later than three months after the Commencement Date; and

5.3.4 refer to the Economic Review Group for its determination any matter upon which the members of the Tourism Working Group are unable to agree, including but not limited to any failure of the Tourism Working Group to approve a draft Annual Tourism Fund Implementation Plan in accordance with paragraphs 4.2 or 4.3.

5.4 The Tourism Working Group shall report to the Economic Review Group bi-annually on the following matters:

5.4.1 effects of the Project's construction activity on the tourist economy in Suffolk; and

5.4.2 expenditure of previous annual contributions from the Tourism Fund and the effectiveness of such contributions.

5.5 SZC Co and the Councils agree that meetings of the Tourism Working Group shall be quorate if at least three members (at least one of which is a member representing SZC Co and one is a member representing East Suffolk Council and one is a member representing Suffolk County Council) are present.

5.6 SZC Co shall be responsible for the administration of convening and holding meetings of the Tourism Working Group.

5.7 The Tourism Working Group may make such further administrative arrangements and terms of reference as it considers appropriate for the proper and efficient functioning of the Tourism Working Group from time to time, with such further arrangements and terms of reference to be approved by the Economic Review Group.

5.8 In the event that any of the quorate members of the Tourism Working Group considers that a matter needs to be referred to the Economic Review Group for urgent resolution, it shall notify the members of the Economic Review Group accordingly to invoke the urgency process in Schedule 7, paragraph 2.9.7.

SCHEDULE 16
TRANSPORT AND PUBLIC RIGHTS OF WAY

1. DEFINITIONS AND INTERPRETATION

Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"A12 Contribution" means the sum of £2,336,820;

"A12 Scheme" means a contribution towards improvements to the A12 corridor between A12/A14 Seven Hills Interchange and the A12/A1152 Woods Lane Roundabout to enhance highway capacity;

"Abnormal Indivisible Loads" means a vehicle having one or more of the following characteristics on any part of the vehicle combination:

(a) a gross vehicle weight of more than 44,000kg;

(b) an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle;

(c) a width of more than 2.9 metres;

(d) a rigid length of more than 18.65 metres;

(e) the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the side of the vehicle; or

(f) a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.

"AIL Escort Guide" means a risk assessed guide to the types of Abnormal Indivisible Loads requiring police escort, self-escort or no escort when moving by road to and from the SZC Development Site following the first use of the Two Village Bypass and Sizewell Link Road;

"AIL Level Crossing Protocol" means a protocol to enable Abnormal Indivisible Loads to route across the B1122 level crossing and notify the signal controller on their approach to and exit from the level crossing without being required to wait on the B1122;

"AIL Route Scheme" means in respect of each of the AIL Routes, a scheme of such works to street furniture and laybys as may be reasonably required to accommodate the transport of Abnormal Indivisible Loads by road on that AIL Route in accordance with the Construction Traffic Management Plan;

"AIL Routes" means the routes for the transport of Abnormal Indivisible Loads by road identified in the Construction Traffic Management Plan and an "AIL Route" means any one of them;

"AIL Structural Improvements" means in respect of each of the AIL Routes, a scheme of such works as are required to highway structures to accommodate the transport of Abnornal Indivisible Loads by road on that AIL Route in accordance with the Construction Traffic Management Plan;

"AIL Structural Survey" means a detailed audit and structural survey of the highway structures on each of the AIL Routes, including details of any necessary AIL Structural Improvements;

"B1078 Road Safety Improvements" means safety improvements to the B1078, to include the measures set out in paragraph [6.1], as illustrated by the indicative outline design set out in Annex [●];

"B1122 Early Years Scheme" means works to address road safety and to address environmental transport impacts of construction traffic likely to arise prior to first use of Sizewell Link Road on B1122 between and inclusive of Middleton Moor and Therbeton, including:

(a) footway improvement works in Theberton;

(b) installation of a formal pedestrian crossing in Theberton;

(c) installation of village gateways to Middleton Moor and Theberton; and

(d) improvements to road safety at B1122 and Mill Road junction, Middleton;

"**Highway Maintenance Contribution"** means the cost of maintaining in good repair the Maintenance Area during the Construction Period in order to mitigate the impacts of Sizewell C construction traffic using the B1122 during this period, up to a maximum total cost of £585,133 to be used by Suffolk County Council to carry out these works;

"B1122 Corridor Repurposing Budget" means £[●];

"B1122 Corridor Repurposing Scheme" means highway improvements on the B1122 corridor between Yoxford and the access to the SZC Development Site to provide enhanced facilities and connectivity for non-motorised users and local communities up to an estimated cost of up to the B1122 Corridor Repurposing Budget;

"Contingent Effects" means the potential effects of the Project set out in Annex [●], considered on the basis set out in that Annex;

"Contingent Effects Fund" means the sum of £1,645,000 to be used to address Contingent Effects, excluding any costs associated with the design of the Proposed Mitigation by SZC Co, the supervision of the Proposed Mitigation by Suffolk County Council, and any reasonable costs associated with additional data collection;

"Community Safety Working Group" has the meaning given in Schedule 4;

"**Construction Traffic Management Plan**" means the construction traffic management plan attached at Annex [●] to this Deed (as the same may be amended from time to time by SZC Co subject to the approval of the Transport Review Group in accordance with paragraph 4.5.4);

"**Construction Worker Travel Plan**" means the construction worker travel plan attached at Annex [●] to this Deed (as the same may be amended from time to time by SZC Co subject to the approval of the Transport Review Group in accordance with paragraph 4.5.4);

"Delivery Co-ordinator" means the delivery co-ordinator appointed by SZC Co in accordance with paragraph 2.6 and the Construction Traffic Management Plan;

"**Freight Management Facility Access**" means Work No. 13(b) in Schedule 1 to the Development Consent Order;

"**Highway Agreement**" means an agreement pursuant to the Development Consent Order or sections 38 and/or 278 of the 1980 Act that SZC Co enters into with Suffolk County Council in order to carry out works to the highway whether authorised by the Development Consent Order or required by the terms of this Deed;

"**Highway Design and Supervision Fees**" means [●];

"Implementation Plan" has the meaning given in Schedule 9;

"Leiston Cycling and Walking Contribution" means the sum of up to £728,185] to be paid in accordance with paragraph;

"Leiston Cycling and Walking Improvements" means the walking and cycling improvements in Leiston, which shall include the works set out in Annex [●]: [●];

"Leiston Scheme" means transport improvements in Leiston to prioritise walking and cycling as well as enhancement to the public realm in the centre of Leiston, to include the measures set out in paragraph 5.3.2, an outline design of which is set out in Annex [●];

"Leiston Working Group" means a group comprising members of Leiston Town Council, East Suffolk Council, Suffolk County Council and SZC Co, established to define and promote the Leiston Improvement Scheme;

"Local Transport Programme" means a detailed implementation programme prepared by SZC Co for the delivery of the Local Transport Schemes during the Construction Period;

"Local Transport Schemes" means the B1125 Scheme, Leiston Scheme, the Marlesford and Little Glemham Improvement Scheme, the Wickham Market Scheme and the Yoxford Scheme;

"Marlesford and Little Glemham Scheme" means proposed transport improvements in Marlesford and Little Glemham to include the measures set out in paragraph 5.4.2, as illustrated by the indicative outline drawings set out in Annex [●];

"**Marlesford and Little Glemham Working Group**" means a group comprising members of Marlesford and Little Glemham Parish Councils, East Suffolk Council, Suffolk County Council and SZC Co, established to define and promote the Marlesford and Little Glemham Scheme;

"Monitoring Reports" means reports in such format as may be agreed from time to time in accordance with paragraphs 3 and 4.4.1, providing information in relation to the implementation and operation of the Transport Management Plans, including the measurement of Contingent Effects, in accordance with those Transport Management Plans;

"Northern Park and Ride Access" means Work No. 9(b) in Schedule 1 to the Development Consent Order;

"Operational Travel Plan" means a travel plan to manage and monitor operational workforce movements to Sizewell C after the end of the Construction Period in accordance with the Framework Operational Travel Plan (as the same may be amended from time to time pursuant to this Schedule);

"**Framework Operational Travel Plan**" means the framework attached at Annex [●] to this Deed;

"**Other Highway Works**" means Work No.s 15, 16 and 17 in Schedule 1 to the Development Consent Order;

"**Parish Councils**" means Leiston Town Council, Marlesford and Little Glemham Parish Councils, Westleton Parish Council, Wickham Market Parish Council, Middleton Moor Parish Council, Theberton Parish Council, and Yoxford Parish Council;

"**Proposed Mitigation**" means the measures proposed by SZC Co and approved by the Transport Review Group to mitigate the impact of Contingent Effects;

"**Proposed Sum**" means the estimated cost of the Proposed Mitigation to address Contingent Effects, to include the cost of any associated works to services and/or utilities and traffic management;

"**PROW Communications Plan**" means the communications plan to be prepared by the Rights of Way Working Group to set out the range, timing, and duration of communication measures in respect of closures, diversions, and new access points in the existing public rights of way network (as amended from time to time by the Rights of Way Working Group);

"**PROW Fund**" means the fund to be established and funded by SZC Co in the amount of £2,500,000 to be applied by the Rights of Way Working Group in accordance with this Schedule for the purpose of providing financial support for initiatives designed to improve the existing public rights of way network in East Suffolk and to mitigate any potential adverse effects on the existing public rights of way network that might arise from the Project;

"**Public Path Creation Agreement**" means a public path creation agreement pursuant to section 25 of the 1980 Act to dedicate as a bridleway a route linking Public Right of Way E-363/019/0 to Public Right of Way E-363/021/0 so as to create a continuous designated public right of way linking Public Right of Way E-363/019/0 to the accessible 'coastal margin';

"Rights of Way Working Group" means the group of that name established pursuant to paragraph 5.1;

"**Sizewell Link Road**" has the meaning given in Schedule 9;

"**Southern Park and Ride**" means Work No. 10(a)(i)-(viii) and (b) in Schedule 1 to the Development Consent Order;

"**Southern Park and Ride Access**" means Work No. 10(b) in Schedule 1 to the Development Consent Order;

"**Suffolk Local Network Signage Strategy**" means [●], including a strategy to discourage traffic routing through Coddenham;

"**Supplier**" means a person with which SZC Co has entered into a Supply Contract;

"**Supply Contract**" means a contract entered into by SZC Co in respect of the supply of goods or services to the Project requiring the supplier to access one or more of the Sites [●];

"**TMMS**" means the traffic management and monitoring system forming the detailed specification of the delivery management system required in accordance with the Construction Traffic Management Plan;

"**Traffic Incident Management Plan**" means the traffic incident management plan attached at Annex [●] to this Deed (as the same may be amended from time to time by SZC Co subject to the approval of the Transport Review Group in accordance with paragraph 4.5.4);

"Transport Co-ordinator" means the transport co-ordinator appointed by SZC Co in accordance with paragraph 4.3.1 and the Construction Traffic Management Plan;

"Transport Management Plans" means the Construction Traffic Management Plan, Construction Worker Travel Plan, and the Traffic Incident Management Plan;

"Transport Review Group" or "**TRG**" means the group constituted in accordance with and having the functions ascribed to it by paragraph 4;

"**Transport Review Group Members**" means SZC Co, East Suffolk Council, Suffolk County Council, Suffolk Constabulary and National Highways (and a "**Transport Review Group Member**" or "**Member**" shall mean any of them);

"Transport Working Groups" means the Wickham Market Working Group, the Leiston Working Group, the Yoxford Working Group, the Westleton Working Group, the Theberton and Middleton Moor Working Group , the Marlesford and Little Glemham Working Group, the Parish Councils, and the Rights of Way Working Group;

"**Two Village Bypass**" has the meaning given in Schedule 9;

"**B1125 Scheme**" means proposed changes to the highway design and public realm in Westleton to include the measures set out in paragraph 5.5, as illustrated by the indicative outline drawings set out in Annex [●];

"**B1125 Working Group**" means a group comprising members of Westleton Parish Council, East Suffolk Council, Suffolk County Council and SZC Co, established to define and promote the B1125 Scheme;

"**Wickham Market Scheme"** means proposed changes to the highway design and public realm in Wickham Market to include the measures set out in paragraph 5.2.2, an outline design of which is set out in Annex [●];

"**Wickham Market Working Group"** means a group comprising members of Wickham Market Parish Council, East Suffolk Council, Suffolk County Council and SZC Co, established to define and promote the Wickham Market Scheme;

"**Yoxford Scheme**" means proposed changes to the highway design at Yoxford to include the measures set out in paragraph 5.6.2, an outline design of which is set out in Annex [●];

"**Yoxford Roundabout**" has the meaning given in Schedule 9;

"**Yoxford Working Group**" means a group comprising members of Yoxford Parish Council, East Suffolk Council, Suffolk County Council and SZC Co, established to define and promote the Yoxford Scheme.

2. TRANSPORT MANAGEMENT PLANS AND OPERATIONAL TRAVEL PLAN

2.1 On or before Commencement, SZC Co shall submit details of the TMMS for the approval of Suffolk County Council following consultation with East Suffolk Council and National Highways.

2.2 Throughout the duration of the Construction Period, SZC Co shall implement and act in accordance with the:

2.2.1 Construction Traffic Management Plan;

2.2.2 Construction Worker Travel Plan; and

2.2.3 Traffic Incident Management Plan.

2.3 During the Construction Period, SZC Co shall not enter into any Supply Contract in respect of the Project that does not require the Supplier to comply with the Construction Traffic Management Plan, Construction Worker Travel Plan, and Traffic Incident Management Plan.

2.4 At least 6 months before the end of the Construction Period, SZC Co shall submit an Operational Travel Plan for the approval of Suffolk County Council following consultation with East Suffolk Council and National Highways.

2.5 Throughout the five years following the end of the Construction Period, SZC Co shall implement and act in accordance with the Operational Travel Plan, any changes to which from time to time must be approved by Suffolk County Council after consulting East Suffolk Council and National Highways.

2.6 On or before Commencement, SZC Co shall appoint a Delivery Co-ordinator and will ensure that a Delivery Co-ordinator is in place until the end of the Construction Period.

2.7 SZC Co shall procure that the Delivery Co-ordinator will:

2.7.1 manage the delivery management system in accordance with the Construction Traffic Management Plan;

2.7.2 manage and co-ordinate Abnormal Indivisible Load movements;

2.7.3 investigate any non-compliance with the Construction Traffic Management Plan;

2.7.4 plan delivery schedules in accordance with the Project programme and the Construction Traffic Management Plan; and

2.7.5 collate monitoring date for the monitoring reports.

3. MONITORING REPORTS

On or before Commencement, SZC Co shall prepare and submit the proposed format of the Monitoring Reports to Suffolk County Council for its approval, in consultation with East Suffolk Council.

4. TRANSPORT REVIEW GROUP

4.1 Membership of TRG

On or before Commencement, SZC Co shall establish the Transport Review Group which will exist until the end of the Construction Period and comprise:

4.1.1 one representative to be nominated by East Suffolk Council;

4.1.2 one representative to be nominated by Suffolk County Council;

4.1.3 one representative to be nominated by National Highways;

4.1.4 one representative to be nominated by Suffolk Constabulary; and

4.1.5 up to four representatives to be nominated by SZC Co, one of whom is the Transport Coordinator,

or such alternates as may be nominated by those representatives from time to time.

4.2 **[10]Administration and Decision-making of TRG**

4.2.1 SZC Co shall be responsible for convening and holding meetings of the Transport Review Group, subject to the power of any Transport Review Group Member to convene a meeting of the Transport Review Group at any time.

4.2.2 Any Transport Review Group Member convening a meeting of the Transport Review Group which is in addition to the regular quarterly meeting of the Transport Review Group shall give not less than 28 days' notice of the meeting to all Transport Review Group Members, unless that Transport Review Group Member acting reasonably considers that reasons of urgency require a shorter notice period to be given, or all Transport Review Group Members agree to dispense with the notice period.

4.2.3 In the event that any of the quorate members of one of the Working Groups refers a matter to the Transport Review Group for urgent resolution, the Transport Review Group shall:

(A) meet as soon as reasonably practicable after the members of the Transport Review Group are notified and in any event within 10 days for the sole purpose of resolving the relevant matter (with such urgent meeting not counting as a meeting of the Transport Review Group required to be held pursuant to paragraph 3.2.4); and

(B) be entitled to vary any of the requirements of paragraph 3.2.4 by agreement of the members of the Transport Review Group to facilitate such meeting occurring as soon as reasonably practicable and the early resolution of the relevant matter.

4.2.4 The Transport Review Group shall:

(A) with effect from the Commencement Date until the end of the Construction Period, meet:

(1) monthly during the first three months following the Commencement Date; and

(2) thereafter, quarterly,

unless otherwise agreed by the Transport Review Group;

(B) meet either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time;

(C) meet no later than one month after the Commencement Date;

(D) be quorate if:

(1) at least three members (at least one of which is a Transport Review Group Member representing East Suffolk Council, one is a Transport Review Group Member representing Suffolk County Council and one is a Transport Review Group Member representing SZC Co) are present;

(E) be chaired by Suffolk County Council;

(F) operate (and decisions of the Transport Review Group shall be taken) on a majority voting basis with each member of the Transport Review Group (or alternate representative where a member has delegated their vote in writing to an alternative representative of its organisation) present at a Transport Review Group meeting having one vote PROVIDED THAT, where the representative of the Suffolk Constabulary or the representative of National Highways abstains from a decision, one or two representatives of SZC Co (whichever is needed to ensure that SZC Co's representatives do not outnumber the voting representatives of other

[10] Note: The administration of the TRG is subject to ongoing discussions with the Councils.

Transport Review Group Members) shall also abstain from the decision and PROVIDED FURTHER THAT in the event that at the conclusion of any such meeting the Transport Review Group has failed to reach a majority decision on any matter that was voted on by the Transport Review Group at that meeting, any Transport Review Group Member can refer the matter to the Delivery Steering Group for approval within 10 Working Days of the date of the relevant Transport Review Group meeting; and

(G) be attended by members or representatives of the Transport Working Groups, third parties or other experts from time to time and as agreed by the Transport Review Group Members, in order to observe and participate in discussions or present information to the Transport Review Group when specific issues are being discussed.

4.3 **Transport Co-ordinator**

4.3.1 On or before Commencement, SZC Co shall appoint a Transport Co-ordinator and will ensure that a Transport Co-ordinator is in place until the end of the Construction Period.

4.3.2 SZC Co shall notify the Transport Review Group Members within 10 Working Days of any change in the identity of the appointed Transport Co-ordinator.

4.3.3 SZC Co shall procure that the Transport Co-ordinator will:

(A) promote the objectives and benefits of the Transport Management Plans to encourage compliance with its contents;

(B) provide a weekly summary to the Transport Review Group of vehicle trips (by type – i.e. car, LGV, buses, HGV, AILs) to and from the [Main Development Site Accesses etc];

(C) monitor the success of the Construction Traffic Management Plan against the thresholds;

(D) prepare and submit Monitoring Reports to the Transport Review Group on a monthly basis during the first three months following the Commencement Date and thereafter on a quarterly basis;

(E) report to the Transport Review Group on relevant transport related issues and actions from the Transport Working Groups;

(F) propose to the Transport Review Group amendments to the Transport Management Plans where SZC Co considers these necessary or desirable and make any approved amendments to the Transport Management Plans;

(G) implement actions agreed with the Transport Review Group;

(H) seek to resolve issues and problems identified by the Transport Review Group through liaison with other parts of SZC Co, its contractors, and the Transport Working Groups;

(I) upon the reasonable request of the Transport Review Group, provide information in respect of the Contingent Effects; and

(J) if requested by the Transport Review Group, investigate potential unmitigated significant adverse impacts and, if required, put forward recommendations for mitigation to be funded by the Contingent Effects Fund.

4.3.4 During the Construction Period, SZC Co shall procure that the Transport Co-ordinator attends each meeting of the Community Safety Working Group in order to:

(A) provide a quarterly update to the Community Safety Working Group on the monitoring of the Transport Management Plans;

(B) allow the emergency services to provide feedback from a service delivery and emergency response viewpoint;

(C) discuss expected AIL Police Escort requirements for the subsequent quarter; and

(D) provide a review of monitoring data for transport indicators including, but not limited to, traffic incidents and Abnormal Indivisible Loads, and to review the effectiveness of the Transport Management Plans in the context of community safety.

4.3.5 SZC Co shall procure that the Transport Co-ordinator reports to each meeting of the Transport Review Group on relevant transport related issues and actions discussed at the Community Safety Working Group, including providing the minutes of the most recent Community Safety Working Group.

4.4 **Purpose and Role of TRG**

The Transport Review Group shall:

4.4.1 review the format of the Monitoring Reports from time to time and agree any amendments;

4.4.2 review the Local Transport Programme from time to time and agree any amendments;

4.4.3 approve the AIL Escort Guide;

4.4.4 consider Monitoring Reports received from the Transport Co-ordinator, consider any measures proposed by SZC Co or any other Transport Review Group Member in accordance with this Schedule, and make decisions in accordance with paragraph 4.2;

4.4.5 ensure that the aims and objectives of the Transport Management Plans are achieved, by exercising its functions under paragraphs 3.4.1 and 3.5;

4.4.6 agree the amount of any payments due pursuant to this Schedule;

4.4.7 consider the minutes of the Transport Working Groups meetings insofar as they relate to transport matters which have been directed for the attention of the Transport Review Group, including the approval of the Wickham Market Scheme, the Leiston Scheme, the Yoxford Scheme, the B1125 Scheme and the Marlesford and Little Glemham Scheme;

4.4.8 consider and decide any matter referred to it from the Transport Working Groups regarding outstanding disputes within those groups or any matter where those groups have failed to reach a decision;

4.4.9 consider and provide guidance to SZC Co and the Transport Working Groups on any matters where the TRG consider there are interfaces between those groups that need a more strategic approach;

4.4.10 where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the Transport Review Group fails to reach a decision; and

4.4.11 notify the members of the Delivery Steering Group in order to invoke the urgency process in paragraph 3.8 of Schedule 17 in the event that any of the quorate members of the Transport Review Group considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution.

4.5 **[11]Functions in respect of the Transport Management Plans**

4.5.1 In the event that:

(A) a Monitoring Report identifies that any of the targets or limits set out in the Construction Worker Travel Plan or the Construction Traffic Management Plan have not been achieved or have been exceeded, or are not reasonably likely to be achieved or are likely to be exceeded; and

(B) the Transport Review Group considers that mitigation measures are reasonably necessary to address the impact of the shortfalls or exceedances, or reasonably likely shortfalls or exceedances, against targets or limits in the Construction Worker Travel Plan or the Construction Traffic Management Plan, and advises SZC Co to that effect,

then SZC Co shall at the next available meeting of the Transport Review Group (or earlier if agreed by the Transport Review Group Members acting reasonably) propose mitigation measures (including a programme for delivery and, where relevant, a cost estimate) to address the impact of the shortfalls or exceedances, or reasonably likely shortfalls or exceedances, against targets or limits in the Construction Worker Travel Plan or the Construction Traffic Management Plan, for approval by the Transport Review Group.

4.5.2 In the event that:

(A) SZC Co does not submit proposed mitigation measures to the Transport Review Group in accordance with paragraph 3.5.1; or

(B) SZC Co submits proposed mitigation measures to the Transport Review Group in accordance with paragraph 3.5.1 but the Transport Review Group does not approve those mitigation measures,

then any Transport Review Group Member may submit proposed mitigation measures (including a programme for delivery and, where relevant, a cost estimate) to address the impact of the shortfalls or exceedances, or reasonably likely shortfalls or exceedances, against targets or limits in the Construction Worker Travel Plan or the Construction Traffic Management Plan, for approval by the Transport Review Group.

4.5.3 SZC Co shall:

(A) implement any mitigation measures approved pursuant to paragraphs 4.5.1 or 4.5.2 or (in the event of the Transport Review Group failing to reach a majority decision) by the Delivery Steering Group or an Expert appointed pursuant to Clause 8 of this Deed (as relevant), where it is agreed that such mitigation measure will be carried out by SZC Co; or

(B) pay Suffolk County Council's reasonable and proper costs in implementing any mitigation measures approved pursuant to paragraphs 3.5.1 or 3.5.2 or (in the event of the Transport Review Group failing to reach a majority decision) by the Delivery Steering Group or an Expert appointed pursuant to Clause 8 of this Deed (as relevant), where it is agreed that any such mitigation measure will be carried out by Suffolk County Council.

4.5.4 The Transport Review Group may approve any revisions to the Construction Worker Travel Plan or the Construction Traffic Management Plan (as relevant), for the purpose of the better functioning of those plans or the more effective mitigation of any transport impacts of the Project or for any other reason.

[11] Note: SZC Co. Is considering further the process by which identified exceedences or failures of the Construction Worker Travel Plan and Construction Traffic Management Plan.

4.5.5 In the event that following the implementation of the Traffic Incident Management Plan in response to an event or incident, a Transport Review Group Member advises SZC Co of amendments to the Traffic Incident Management Plan that it considers (acting reasonably) would assist with effective incident management, SZC Co shall at the next available meeting of the Transport Review Group report on the advice received and any appropriate revisions to the Traffic Incident Management Plan that SZC Co considers necessary, for approval by the Transport Review Group.

4.5.6 The Transport Review Group shall not be entitled to approve any amendments to the Construction Worker Travel Plan, the Construction Traffic Management Plan or the Traffic Incident Management Plan (except for minor or immaterial variations) unless it has been demonstrated to the reasonable satisfaction of the Transport Review Group that the amendments would not give rise to any materially new or materially different environmental effects in comparison with those assessed in the Environmental Information.

4.6 **Contingent Effects Fund**

4.6.1 The Transport Review Group shall monitor Contingent Effects and, in the event that the Transport Review Group, having considered the matter on the basis set out in Annex [●], decides that it is necessary to provide mitigation, it may:

(A) approve the use of the Proposed Sum from the Contingent Effects Fund for the Proposed Mitigation, or propose the use of such alternative Proposed Sum from these funds as the Transport Review Group reasonably considers necessary to mitigate the impacts identified; or

(B) defer its decision until the next meeting of the Transport Review Group, pending the provision of further information by the Transport Co-ordinator if requested by the Transport Review Group.

4.6.2 The total payments payable by SZC Co to address Contingent Effects shall not exceed the Contingent Effects Fund.

4.7 **Implementation of Proposed Mitigation to address Contingent Effects**

4.7.1 SZC Co shall implement any Proposed Mitigation approved by the Transport Review Group, or (in the case of failure to reach a majority) determination by the Delivery Steering Group or Expert appointed pursuant to Clause 8 of this Deed (as relevant), unless it is agreed by the Transport Review Group that such Proposed Mitigation will be carried out by Suffolk County Council.

4.7.2 Where it is agreed by the Transport Review Group that the Proposed Mitigation approved by the Transport Review Group shall be carried out by Suffolk County Council, Suffolk County Council shall implement the approved Proposed Mitigation.

5. **TRANSPORT WORKING GROUPS**

5.1 **Rights of Way Working Group**

5.1.1 [12][On or before Commencement, SZC Co shall establish the Rights of Way Working Group which shall exist until the end of the Construction Period, unless otherwise agreed by the members of the Rights of Way Working Group.

5.1.2 The Rights of Way Working Group shall comprise:

(A) one representative to be nominated by East Suffolk Council;

[12] Note: Governance arrangements of the Rights of Way Working Group are subject to further consideration and engagement.

(B) two representatives to be nominated by Suffolk County Council, one of whom shall be from the rights of way team and the other from the highways team; and

(C) up to two representatives to be nominated by SZC Co, one of whom shall be the Transport Co-ordinator,

or such alternates as may be nominated by those representatives from time to time as agreed by the members of the Rights of Way Working Group.

5.1.3 The Rights of Way Working Group shall manage and administer the PROW Fund.

5.1.4 The Rights of Way Working Group shall:

(A) meet either virtually or in a convenient location in East Suffolk or Ipswich once every three months for the first two years of the Construction Period and once every six months thereafter during the Construction Period, such meetings to be:

(1) chaired by Suffolk County Council; and

(2) quorate if at least three members (one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present;

(B) meet no later than three months after the Commencement Date; and

(C) refer any matter that cannot be agreed upon to:

(1) the Transport Review Group; or

(2) (with the agreement of the Transport Review Group) the Environmental Working Group.

5.1.5 The Rights of Way Working Group shall report to the Transport Review Group at least once every six months on matters including (but not limited to):

(A) any existing initiatives that the PROW Fund has been applied towards and the effectiveness of such initiatives;

(B) any future initiatives that the Rights of Way Working Group has agreed will be funded by the PROW Fund; and

(C) any material changes to the timing or delivery of the Project that may impact upon any existing or proposed initiatives that have been or are agreed by the Rights of Way Working Group to be funded by the PROW Fund.

5.1.6 SZC Co shall procure that the Transport Co-ordinator will report to each meeting of the Transport Review Group:

(A) any non-Project-related public rights of way issues identified within the community that may have the potential to influence the Project's workforce and infrastructure;

(B) evidenced effects of the Project and its workforce on public rights of way;

(C) use of financial contributions secured pursuant to Schedule 10 of this Agreement to implement public rights of way and cycle measures; and

(D) any material impacts to public rights of way that might arise as a result of changes in Project milestones, and any concerns relating to the delivery of the Project which may affect public rights of way.

5.1.7 SZC Co shall procure that the Transport Co-ordinator provides to the Transport Review Group the minutes of the most recent meeting of the Rights of Way Working Group.

5.1.8 In the event that any of the quorate members of the Rights of Way Working Group considers that a matter needs to be referred to the Transport Review Group for urgent resolution, it shall notify the members of the Transport Review Group accordingly to invoke the urgency process in paragraph 3.2.3.

5.2 **Wickham Market Working Group**

5.2.1 SZC Co shall procure that the Transport Co-ordinator will make arrangements for the Wickham Market Working Group to meet at such intervals as may be agreed between its members, until such time as a detailed design for the Wickham Market Scheme has been approved by Suffolk County Council, with such meetings to be:

(A) virtual or in a convenient location in East Suffolk to be identified by SZC Co from time to time;

(B) chaired by SZC Co; and

(C) quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present.

5.2.2 The Wickham Market Scheme may include some or all of the following:

(A) wider footways, principally along the High Street;

(B) increased number of informal crossing points across the High Street, to enable pedestrians to cross more safely;

(C) reconfiguration of the High Street / Chapel Lane, High Street / Border Cot Lane and High Street / Spring Lane junctions to benefit pedestrians;

(D) improved segregated footpath and cycle track between the River Deben and the B1116 roundabout;

(E) gateway features on the approaches to Wickham Market with the aim of reducing vehicle speeds, delivering improved safety and comfort for pedestrians and cyclists; and

(F) reconfiguration of kerbside parking along the High Street and the installation of build-outs to improve safety at a number of accesses which currently have poor visibility.

5.2.3 SZC Co shall provide updates to the Transport Review Group in relation to the progress of the design and implementation of the Wickham Market Improvement Scheme.

5.2.4 Following approval of the proposed Wickham Market Improvement Scheme by the Transport Review Group, SZC Co will:

(A) undertake the detailed design of the Wickham Market Scheme; and

(B) implement the agreed Wickham Market Scheme prior to practical completion of the Southern Park and Ride.

5.2.5 In the event that any of the quorate members of the Wickham Market Working Group considers that a matter needs to be referred to the Transport Review Group for urgent resolution, it shall notify the members of the Transport Review Group accordingly to invoke the urgency process in paragraph 3.2.3.

5.3 **Leiston Working Group**

5.3.1 SZC Co shall procure that the Transport Co-ordinator will make arrangements for the Leiston Working Group to meet at such intervals as may be agreed between its members, until such time as a detailed design for the Leiston Scheme has been approved by Suffolk County Council, with such meetings to be:

(A) virtual or in a convenient location in East Suffolk to be identified by SZC Co from time to time;

(B) chaired by SZC Co; and

(C) quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present.

5.3.2 The Leiston Scheme may include some or all of the following:

(A) widened footways along Main Street, High Street, Cross Street and Sizewell Road, creating more space for pedestrians;

(B) one-way vehicle traffic on Main Street, High Street and Sizewell Road, with cycling permitted in both directions which will create more pleasant conditions for cyclists using these key routes through the town centre;

(C) modal filters, which motor vehicles cannot pass through but pedestrians and cyclists can, at the eastern end of Cross Street and on Valley Road, thereby reducing the volume of vehicular traffic using those roads and the town centre more generally.

(D) public realm improvements in the new footway space created, which could include new seating or a cycle hub close to Leiston Library or trees along High Street.

5.3.3 SZC Co will provide updates to the Transport Review Group in relation to the progress of the design and implementation of the Leiston Scheme.

5.3.4 Following approval of the proposed Leiston Improvement Scheme, SZC Co shall:

(A) undertake the detailed design of the Leiston Improvement Scheme; and

(B) implement the agreed Leiston Improvement Scheme in accordance with the Local Transport Programme.

5.3.5 In the event that any of the quorate members of the Leiston Working Group considers that a matter needs to be referred to the Transport Review Group for urgent resolution, it shall notify the members of the Transport Review Group accordingly to invoke the urgency process in paragraph 3.2.3.

5.4 **Marlesford and Little Glemham Working Group**

5.4.1 SZC Co shall procure that the Transport Co-ordinator will make arrangements for the Marlesford and Little Glemham Working Group to meet at such intervals as may be agreed between its members, until such time as a detailed design for the Marlesford and Little Glemham Scheme has been approved by Suffolk County Council, with such meetings to be:

(A) virtual or in a convenient location in East Suffolk to be identified by SZC Co from time to time;

(B) chaired by SZC Co; and

(C) quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present.

5.4.2 The Marlesford and Little Glemham Scheme may include some or all of the following:

(A) changes to the speed limits on the A12 in the vicinity of Marlesford and Little Glemham;

(B) re-surfacing of the A12 in the vicinity of Marlesford and Little Glemham with quiet road surfacing;

(C) provision of footways and additional dropped kerb crossing, to enable pedestrians to cross the A12;

(D) improvements to junctions between the A12 and Marlesford Road, Bell Lane and Church Road.

5.4.3 SZC Co will provide updates to the Transport Review Group in relation to the progress of the design and implementation of the Marlesford and Little Glemham Working Group.

5.4.4 Following approval of the proposed Marlesford and Little Glemham Scheme by the Transport Review Group, SZC Co shall:

(A) undertake the detailed design of the Marlesford and Little Glemham Scheme; and

(B) implement the agreed Marlesford and Little Glemham Scheme in accordance with the Local Transport Programme.

5.4.5 In the event that any of the quorate members of the Marlesford and Little Glemham Working Group considers that a matter needs to be referred to the Transport Review Group for urgent resolution, it shall notify the members of the Transport Review Group accordingly to invoke the urgency process in paragraph 3.2.3.

5.5 **B1125 Working Group**

5.5.1 SZC Co shall procure that the Transport Co-ordinator will make arrangements for the B1125 Working Group to meet at such intervals as may be agreed between its members, until such time as a detailed design for the B1125 Scheme has been approved by Suffolk County Council, with such meetings to be:

(A) virtual or in a convenient location in East Suffolk to be identified by SZC Co from time to time;

(B) chaired by SZC Co; and

(C) quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present.

5.5.2 The B1125 Scheme may include some or all of the following:

(A) proposed pedestrian crossing of the A12.

5.5.3 SZC Co will provide updates to the Transport Review Group in relation to the progress of the design and implementation of the B1125 Working Group.

5.5.4 Following approval of the proposed B1125 Scheme by the Transport Review Group, SZC Co shall:

(A) undertake the detailed design of the B1125 Scheme; and

(B) implement the agreed B1125 Scheme in accordance with the Local Transport Programme

5.5.5 In the event that any of the quorate members of the Westleton Working Group considers that a matter needs to be referred to the Transport Review Group for urgent resolution, it shall notify the members of the Transport Review Group accordingly to invoke the urgency process in paragraph 3.2.3.

5.6 **Yoxford Working Group**

5.6.1 SZC Co shall procure that the Transport Co-ordinator will make arrangements for the Yoxford Working Group to meet at such intervals as may be agreed between its members, until such time as a detailed design for the Yoxford Scheme has been approved by Suffolk County Council, with such meetings to be:

(A) virtual or in a convenient location in East Suffolk to be identified by SZC Co from time to time;

(B) chaired by SZC Co; and

(C) quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present.

5.6.2 The Yoxford Scheme may include some or all of the following:

(A) a pedestrian crossing on the A12 north of the junction with the Old High Road.

5.6.3 SZC Co will provide updates to the Transport Review Group in relation to the progress of the design and implementation of the Yoxford Working Group.

5.6.4 Following approval of the proposed Yoxford Improvement Scheme by the Transport Review Group, SZC Co will:

(A) undertake the detailed design of the Yoxford Scheme; and

(B) implement the agreed Yoxford Scheme in accordance with the Local Transport Programme

5.6.5 In the event that any of the quorate members of the Yoxford Working Group considers that a matter needs to be referred to the Transport Review Group for urgent resolution, it shall notify the members of the Transport Review Group accordingly to invoke the urgency process in paragraph 3.2.3.

5.7 **Theberton and Middleton Moor Working Group**

5.7.1 SZC Co shall procure that the Transport Co-ordinator will make arrangements for the Theberton and Middleton Moor Working Group to meet at such intervals as may be agreed between its members, until such time as a detailed design for the B1122 Early Years Scheme has been approved by Suffolk County Council, with such meetings to be:

(A) virtual or in a convenient location in East Suffolk to be identified by SZC Co from time to time;

(B) chaired by SZC Co; and

(C) quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present.

5.7.2 Following approval of the proposed B1122 Early Years Scheme by Suffolk County Council, SZC Co shall implement the agreed B1122 Early Years Scheme in accordance with the Local Transport Programme .

5.8 **Parish Councils**

During the Construction Period, SZC Co shall procure that the Transport Co-ordinator shall provide details of any transport-related issues raised by the Parish Councils to the Transport Review Group at the next meeting of the Transport Review Group.

5.9 **Local Transport Programme**

On or before Commencement, SZC Co shall prepare and submit the Local Transport Programme to Suffolk County Council for its approval, in consultation with East Suffolk Council.

6. **B1078 ROAD SAFETY WORKS**

6.1 On or before the first use of the Southern Park and Ride Site, SZC Co will implement the following road safety improvements, the final scope and design of which are to be agreed with Suffolk County Council, but may include:

6.1.1 **A140/B1078 junction** – improvements including vegetation maintenance to improve visibility for vehicles turning right into the B1078 and left onto the A140 as well as additional signage and road marking, or alterations to existing signage and road marking;

6.1.2 **B1078/B1079 junction, Otley** – improvements including vegetation maintenance to improve forward visibility on the B1078 between Easton and Otley College and the B1079 and additional signage and road markings on the B1078 approach to the B1079; and highlighting the centre warning line of the carriageway with studs to increase driver awareness;

6.1.3 **B1078/Ashbocking Road junction, Ashbocking** – improvements which may include a speed reduction to 50 mph using gateway features and additional signage, including 50 mph repeater signs, to reinforce the new limit and retain the 40 mph limit in Ashbocking; and may include some resurfacing near Stonewall Farm, at Hare and Hounds Corner and at Blacksmiths Corner;

6.1.4 **B1078/B1079 junction, Clopton** – improvements which may include additional signage and a gateway feature at Clopton Corner, together with high friction surfacing on the approaches to the Manor Road and Shop Road junctions; and

6.1.5 **B1078, Charsfield** – improvements which may include the extension of the 30mph speed limit and a gateway feature and additional signage to reinforce the speed limit;

6.2 During the Construction Period, SZC Co shall check the condition of roads signs at the B1078/B1079 junction on a quarterly basis and, where necessary, clean or replace them.

7. HIGHWAY MAINTENANCE CONTRIBUTION

7.1 SZC Co shall:

7.1.1 on or before Commencement, and no less frequently than once every two years during the Construction Period, undertake a deflectograph condition survey of the Maintenance Area; and

7.1.2 Within three months of the end of the Construction Period, undertake a final deflectograph survey of the Maintenance Area.

7.2 In the event that the results of any deflectograph condition survey carried out pursuant to paragraph 7.1 demonstrate, using criteria to be agreed between SZC Co and Suffolk County Council, that maintenance works to the Maintenance Area are required to mitigate the impact of Sizewell C construction traffic, SZC Co shall pay to Suffolk County Council such amount from the Highway Maintenance Contribution as is required (in the reasonable opinion of SZC Co) to carry out those maintenance works.

7.3 Suffolk County Council shall use the Highway Maintenance Contribution to execute or procure the execution of such works as are necessary to make good any damage to the Maintenance Areacaused by Sizewell C construction traffic.

7.4 SZC Co's maximum liability under this paragraph 7 shall be £585,133 Index Linked.

8. A12 CONTRIBUTION

On or before Commencement, SZC Co shall pay Suffolk County Council the A12 MRN Contribution for the purpose of the A12 Scheme.

9. LEISTON CYCLING AND WALKING IMPROVEMENTS

9.1 SZC Co shall pay to Suffolk County Council the Leiston Cycling and Walking Contribution in the following instalments:

9.1.1 on or before Commencement, the sum of £468,185; and

9.1.2 within 20 Working Days of receipt from Suffolk County Council of a copy of a legal agreement entered into between Suffolk County Council and the relevant

landowner for the use of the private path behind the houses at King George Avenue, the sum of £260,000.

9.2 Suffolk County Council shall carry out the Leiston Cycling and Walking Improvements.

10. B1122 CORRIDOR REPURPOSING SCHEME

10.1 Following practical completion of the Sizewell Link Road, SZC Co will implement the B1122 Corridor Repurposing Scheme.

11. SUFFOLK LOCAL NETWORK SIGNAGE

SZC Co shall agree with Suffolk County Council the Suffolk Local Network Signage in respect of each of the Sites and shall implement such Suffolk Local Network Signage agreed with Suffolk County Council prior to the completion of each Site.

12. STRATEGIC HIGHWAY SIGNAGE CONTRIBUTION

On or before Commencement, SZC Co shall pay the Strategic Highway Signage Contribution to Suffolk County Council for onward payment to National Highways.

13. AIL ROUTES

13.1 On or before Commencement, SZC Co shall submit an AIL Structural Survey in respect of each of the AIL Routes to Suffolk County Council for its approval.

13.2 SZC Co shall not transport any Abnormal Indivisible Loads to the SZC Development Site by road along a particular AIL Route prior to the approval by Suffolk County Council (following consultation with National Highway) of the AIL Structural Survey in respect of that AIL Route.

13.3 SZC Co shall not transport any Abnormal Indivisible Loads to the SZC Development Site by road along a particular AIL Route, prior to the completion by SZC Co of the approved AIL Structural Improvements in respect of that AIL Route

13.4 On or before Commencement, SZC Co shall submit details of the AIL Route Scheme in respect of each of the AIL Routes to Suffolk County Council for its approval.

13.5 SZC Co shall not transport any Abnormal Indivisible Loads to the SZC Development Site by road along a particular AIL Route prior to the approval by Suffolk County Council (following consultation with National Highways) of the AIL Route Scheme in respect of that AIL Route.

13.6 SZC Co shall not transport any Abnormal Indivisible Loads to the SZC Development Site by road along a particular AIL Route, prior to the completion by SZC Co of the approved AIL Route Scheme in respect of that AIL Route.

13.7 SZC Co shall not transport any Abnormal Indvisible Loads to the SZC Development Site by road prior to agreeing an AIL Level Crossing Protocol in respect of each of the AIL Routes with Suffolk County Council, Suffolk Constabulary, and Network Rail.

13.8 Prior to the opening of the Two Village Bypass and Sizewell Link Road to the public, SZC Co shall submit the AIL Escort Guide to the Transport Review Group for its approval.

13.9 Following the opening of the Two Village Bypass and Sizewell Link Road to the public, SZC Co shall not transport any Abnormal Indivisible Loads to the SZC Development Site by road prior to the approval of the AIL Escort Guide by the Transport Review Group.

14. HIGHWAY DESIGN AND SUPERVISION FEES

14.1 SZC Co shall pay to Suffolk County Council:

14.1.1 [50%] of the Highway Design and Supervision Fees on or before Commencement; and

14.1.2 [50%] of the Highway Design and Supervision Fees on or before the first anniversary of the Commencement Date,

to be applied to cover the full audit and supervision fees which would apply to transport schemes to be implemented by SZC Co under the Development Consent Order including the Sizewell Link Road, the Two Village Bypass, the Yoxford Roundabout, the Other Highway Works, the Southern Park and Ride Access, the Northern Park and Ride Access, the Freight Management Facility Access, Work No. 1B, Work No. 1C, and Work No. 4A(c) to (e) in Schedule 1 to the Development Consent Order [13]and SZC Co shall not be required by Suffolk County Council to pay fees under agreements made under Article [21] of the Development Consent Order in respect of the audit and supervision of highway works referred to in to this Clause.

14.2 Suffolk County Council shall carry out the audit and supervision of the transport schemes to be implemented by SZC Co under the Development Consent Order.

15. HIGHWAYS AGREEMENTS

15.1 Upon SZC Co's request and without unreasonable delay, Suffolk County Council shall enter into Highway Agreements with SZC Co, provided that the terms of such Highway Agreements are satisfactory to Suffolk County Council, acting reasonably.

15.2 SZC Co and Suffolk County Council agree that a failure to agree the proposed terms of a Highway Agreement [within [●] Working Days], shall be treated as a Dispute to be resolved in accordance with Clause 8.

16. PUBLIC RIGHTS OF WAY

16.1 On or before Commencement, SZC Co shall pay the PROW Fund to Suffolk County Council.

16.2 Suffolk County Council shall only apply the PROW Fund towards any or all of the following initiatives:

16.2.1 [14][physical improvements to the existing rights of way network, creation of new public rights of way, and creation of public rights of way to link existing and/or new public rights of way, including repairs, wayfinding, improving connectivity, provision of new or upgraded gates or signage;

16.2.2 supporting communication measures in relation to closures, diversions, and new access points in accordance with the PROW Communications Plan;

16.2.3 local environmental education; and

16.2.4 legal upgrades to the existing rights of way network,

such initiatives to be identified by the Rights of Way Working Group.]

16.3 Suffolk County Council shall implement or procure the implementation of any initiatives identified by the Rights of Way Working Group.

16.4 SZC Co shall use reasonable endeavours to enter into a Public Path Creation Agreement no later than the end of the Construction Period

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[14] Note: SZC Co is continuing to consider and engage stakeholders on the scope of the PROW Fund and it is expected that specific works may be agreed through the Examination such that a schedule of proposed works to be funded may be appended to the Section 106 Agreement in place of this list of initiatives.

[14] Note: SZC Co is continuing to consider and engage stakeholders on the scope of the PROW Fund and it is expected that specific works may be agreed through the Examination such that a schedule of proposed works to be funded may be appended to the Section 106 Agreement in place of this list of initiatives.

SCHEDULE 17
GOVERNANCE

1. DEFINITIONS AND INTERPRETATION

1.1 Where in this Schedule the following defined terms and expressions are used they shall have the following respective meanings unless otherwise stated:

"Accommodation Working Group" has the meaning given in Schedule 3;

"Community Groups" means the Main Development Site Forum, the Northern Transport Forum and the Southern Transport Forum and "the relevant Community Group" shall mean any one of these groups;

"Community Safety Working Group" has the meaning given in Schedule 4;

"Delivery Steering Group" means the group constituted in accordance with and having the functions ascribed to it by paragraph 2;

"Design Elements" means the following: Skybridges (being Work No. 1A(b)(ii) of Schedule 1 of the Development Consent Order); intermediate level waste store (being Work No. 1A(f) of Schedule 1 of the Development Consent Order); Interim Spent Fuel Store (being Work No. 1A(g) of Schedule 1 of the Development Consent Order); Main Access Control Building (being Work No. 1A(h) and (i) of Schedule 1 of the Development Consent Order); visitor centre (being Work No. 1D(e) or Work No. 1E(e) of Schedule 1 of the Development Consent Order); administrative buildings to include workshops, civils store and general store (Work No. 1D(g) or Work No. 1E(f) of Schedule 1 of the Development Consent Order);

"Ecology Working Group" has the meaning given in Schedule 11;

"Economic Review Group" has the meaning given in Schedule 7;

"Economic Working Groups" has the meaning given in Schedule 7;

"Employment, Skills & Education Working Group" has the meaning given in Schedule 7;

"Environment Review Group" has the meaning given in Schedule 11;

"Environment Working Groups" has the meaning given in Schedule 11;

"Governance Groups" means the Delivery Steering Group, the Review Groups, and the Working Groups;

"Health and Wellbeing Working Group" has the meaning given in Schedule 6;

"**Main Development Site Forum"** means the group established pursuant to paragraph 5.5 to achieve the purpose set out in paragraph 5.12;

"Marine Technical Forum" has the meaning given in Schedule 11;

"Natural Environment Awards Panel" has the meaning given in Schedule 11;

"Northern Transport Forum" means the group established pursuant to paragraph 5.14 to achieve the purpose set out in paragraph 5.21;

"**Oversight Partnership**" means a group in a form to be agreed by East Suffolk Council and Suffolk County Council, established and administered by East Suffolk Council and Suffolk County Council;

"Planning Group" means the group constituted in accordance with and having the functions ascribed to it by paragraph 6.1;

"Review Groups" means the Planning Group, the Transport Review Group, the Social Review Group, the Economic Review Group and the Environment Review Group, and "the relevant Review Group" shall mean any one of these groups;

"Rights of Way Working Group" has the meaning given in Schedule 16;

"**Sizewell Link Road**" has the meaning given in Schedule 9;

"Social Review Group" means the group constituted in accordance with and having the functions ascribed to it by paragraph 6.2;

"Social Working Groups" means the Accommodation Working Group, Community Safety Working Group, and Health and Wellbeing Working Group, and "**the relevant Social Working Group**" shall mean any one of these groups;

"Southern Transport Forum" means means the group established pursuant to paragraph 5.23 to achieve the purpose set out in paragraph 5.30;

"**Suffolk Design Review Panel**" means the group of that name established to promote and encourage high standards in design of the built environment in Suffolk;

"Supply Chain Working Group" has the meaning given in Schedule 7;

"Working Groups" means the Transport Working Groups, Social Working Groups, Environment Working Groups and Economic Working Groups;

"Tourism Working Group" has the meaning given in Schedule 15;

"Transport Review Group" has the meaning given in Schedule 16;

"Transport Working Groups" has the meaning given in Schedule 16; and

"**Water Levels Management Group**" means the group of that name established in accordance with paragraph 7.2 to to consider wider ranging pressures and opportunities for the Sizewell Marshes SSSI, in terms of protection, resilience and future adaptation;

"**Water Management Working Group**" means the group of that name established in accordance with paragraph 7.1;

"**Water Monitoring Plan**" means the water monitoing plan for Work No.1A in Schedule 1 to the Development Consent Order to be approved by East Suffolk Council pursuant to the Development Consent Order;

"**Yoxford Roundabout**" has the meaning given in Schedule 9;

2. GENERAL

2.1 SZC Co shall nominate representatives to attend (or nominate alternates to attend) meetings of and participate in each of the Governance Groups and perform the obligations of such Governance Groups in accordance with this Deed.

2.2 Suffolk County Council shall nominate representatives to attend (or nominate alternates to attend) meetings of and participate in each of the Governance Groups and the Oversight Partnership and perform the obligations of such Governance Groups in accordance with this Deed.

2.3 East Suffolk Council shall nominate representatives to attend (or nominate alternates to attend) meetings of and participate in each of the Governance Groups and the Oversight Partnership and perform the obligations of such Governance Groups in accordance with this Deed.

2.4 The general reporting functions of the Governance Groups shall be as set out in this Deed, which is represented visually in Figure 1 set out in Annex A to this Deed.

3. DELIVERY STEERING GROUP

3.1 On or before Commencement, SZC Co shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the Construction Period.

3.2 The Delivery Steering Group shall comprise:

3.2.1 a service director (or equivalent) from East Suffolk Council;

3.2.2 a service director (or equivalent) from Suffolk County Council; and

3.2.3 up to two representatives to be nominated by SZC Co, including SZC Co's Site Director,

or such alternates as may be nominated by those members from time to time.

3.3 SZC Co and the Councils agree that meetings of the Delivery Steering Group shall:

3.3.1 take place quarterly (or less or more frequently where agreed by the Delivery Steering Group) either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time;

3.3.2 be quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present, unless otherwise agreed by the members of the Delivery Steering Group; and

3.3.3 be attended by members or representatives of the Review Groups or Working Groups, third parties or other experts from time to time and as agreed by the Delivery Steering Group members in order to observe and participate in discussions or present information to the Delivery Steering Group.

3.4 The Delivery Steering Group shall meet no later than three months after the Commencement Date.

3.5 The Delivery Steering Group will be chaired by SZC Co's Construction Director.

3.6 The Delivery Steering Group shall:

3.6.1 consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;

3.6.2 having regard to the above reports, monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;

3.6.3 provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;

3.6.4 decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision;

3.6.5 identify key risks, issues, interdependencies and opportunities for optimising the effectiveness and efficiency of the implementation and delivery of the Project; and

3.6.6 facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

3.7 In the event that the Delivery Steering Group are unable to agree on any matters for its determination, SZC Co and the Councils agree that such a failure to agree may be treated as a Dispute to be resolved in accordance with Clause 8.

3.8 In the event that any of the quorate members of any of the Review Groups refers an urgent matter to the Delivery Steering Group for resolution the Delivery Steering Group shall:

3.8.1 meet as soon as reasonably practicable after the members of the Delivery Steering Group are notified and in any event within 10 days for the sole purpose of resolving the relevant matter; and

3.8.2 be entitled to vary any of the requirements of this paragraph 3 by agreement of the members of the Delivery Steering Group to facilitate such meeting occurring as soon as reasonably practicable and the early resolution of the relevant matter.

3.9 For the avoidance of doubt any urgent meeting of the Delivery Steering Group pursuant to paragraph 3.8 shall not count as the quarterly meeting of the Delivery Steering Group required to be held pursuant to paragraph 3.3.1.

4. OVERSIGHT PARTNERSHIP

4.1 During the Construction Period, East Suffolk Council and Suffolk County Council, acting together via the Oversight Partnership, shall provide advice to the Delivery Steering Group on public sector concerns and priorities.

5. COMMUNITY GROUPS

5.1 SZC Co shall nominate representatives to attend (or nominate alternates to attend) meetings of and participate in each of the Community Groups and perform the obligations of such Community Groups in accordance with this Deed.

5.2 Suffolk County Council shall nominate representatives to attend (or nominate alternates to attend) meetings of and participate in each of the Community Groups and perform the obligations of such Community Groups in accordance with this Deed.

5.3 East Suffolk Council shall nominate representatives to attend (or nominate alternates to attend) meetings of and participate in each of the Community Groups and perform the obligations of such Community Groups in accordance with this Deed.

5.4 **Main Development Site Forum**

5.5 On or before Commencement, SZC Co shall establish the Main Development Site Forum which shall exist until the first anniversary of the end of the Construction Period.

5.6 The Main Development Site Forum shall comprise:

5.6.1 one representative to be nominated by East Suffolk Council to represent the Aldeburgh and Leiston ward;

5.6.2 one representative to be nominated by Suffolk County Council to represent the Leiston division; and

5.6.3 relevant representatives of the Project Team to be nominated by SZC Co, or such alternates as may be nominated by those representatives from time to time.

or such alternates as may be nominated by those representatives from time to time.

5.7 The Main Development Site Forum shall not later than one month after its establishment invite one elected councillor from the following parishes to join the Main Development Site Forum:

5.7.1 Leiston-cum-Sizewell Town Council;

5.7.2 Theberton and Eastbridge Parish Council;

5.7.3 Middleton-cum-Fordley Parish Council;

5.7.4 Aldringham-cum-Thorope Parish Council;

5.7.5 Aldeburgh Town Council; and

5.7.6 Knodishall Parish Council.

5.8 The Main Development Site Forum shall invite representatives from the Office of Nuclear Regulation and the Environment Agency and any other statutory authorities to attend meetings of the Main Development Site Forum.

5.9 The Main Development Site Forum shall:

5.9.1 be chaired by an independent chair recruited and appointed by SZC Co.;

5.9.2 meet quarterly either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time; and

5.9.3 meet no later than three months after the Commencement Date.

5.9.4 meet bi-annually either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time; and

5.9.5 meet no later than three months after the Commencement Date.

5.10 SZC Co shall be responsible for the administration of convening and holding meetings of the Main Development Site Forum.

5.11 The Main Development Site Forum may make such further administrative arrangements and terms of reference as it considers appropriate for the proper and efficient functioning of

the Main Development Site Forum from time to time, with such further arrangements and terms of reference to be approved by the Main Development Site Forum.

5.12 The purpose of the Main Development Site Forum shall be to provide a forum during the Construction Period for discussions between SZC Co and representatives from communities located in the immediately vicinity of the Main Development Site and other third parties (as appropriate) to provide project information of relevant construction issues and progress, enable local elected representatives and other relevant third parties (as appropriate) to ask questions and raise issues of concern, and help inform SZC Co on key issues affecting the local community in the immediate vicinity of the Main Development Site and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

5.13 **Northern Transport Forum**

5.14 On or before Commencement, SZC Co shall establish the Northern Transport Forum which shall exist until the first anniversary of the end of the Construction Period.

5.15 The Northern Transport Forum shall comprise:

5.15.1 one representative to be nominated by East Suffolk Council to represent the Aldeburgh and Leiston ward;

5.15.2 one representative to be nominated by Suffolk County Council to represent the Leiston division; and

5.15.3 relevant representatives of the Project Team to be nominated by SZC Co,

or such alternates as may be nominated by those representatives from time to time.

5.16 The Northern Transport Forum shall not later than one month after its establishment invite one elected councillor from the following parishes to join the Northern Transport Forum:

5.16.1 Darsham Parish Council;

5.16.2 Yoxford Parish Council;

5.16.3 Thorington Parish Council;

5.16.4 Kelsale-cum-Carlton Parish Council;

5.16.5 Sibton Parish Council;

5.16.6 Peasenhall Parish Council;

5.16.7 Saxmundham Parish Council;

5.16.8 Westleton Parish Council; and

5.16.9 Blythburgh Parish Council.

5.17 The Northern Transport Forum shall invite representatives from the Highways Authority and any other statutory authorities to attend meetings of the Northern Transport Forum.

5.18 The Northern Transport Forum shall:

5.18.1 be chaired by relevant representatives of the Project Team to be nominated by SZC Co.

5.18.2 meet bi-annually either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time; and

5.18.3 meet no later than three months after the Commencement Date.

5.18.4 meet bi-annually either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time; and

5.18.5 meet no later than three months after the Commencement Date.

5.19 SZC Co shall be responsible for the administration of convening and holding meetings of the Northern Transport Forum.

5.20 The Northern Transport Forum may make such further administrative arrangements and terms of reference as it considers appropriate for the proper and efficient functioning of the Northern Transport Forum from time to time, with such further arrangements and terms of reference to be approved by the Northern Transport Forum.

5.21 The purpose of the Northern Transport Forum shall be to provide a forum during the Construction Period for discussions between SZC Co and representatives from communities located in the immediately vicinity of the Northern Park and Ride Site, Yoxford roundabout and other highway improvement works Sites, Sizewell Link Road Site (the "Northern Transport Forum Sites") and other third parties (as appropriate) to provide project information of relevant construction issues and progress, enable local elected representatives and other relevant third parties (as appropriate) to ask questions and raise issues of concern, and help inform SZC Co on key issues affecting the local community in the immediate vicinity of the Northern Transport Forum Sites and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

5.22 **Southern Transport Forum**

5.23 On or before Commencement, SZC Co shall establish the Southern Transport Forum which shall exist until the first anniversary of the end of the Construction Period.

5.24 The Southern Transport Forum shall comprise:

5.24.1 one representative to be nominated by East Suffolk Council to represent the Aldeburgh and Leiston ward;

5.24.2 one representative to be nominated by Suffolk County Council to represent the Leiston division; and

5.24.3 relevant representatives of the Project Team to be nominated by SZC Co,

or such alternates as may be nominated by those representatives from time to time.

5.25 The Southern Transport Forum shall not later than one month after its establishment invite one elected councillor from the following parishes to join the Southern Transport Forum:

5.25.1 Hacheston Parish Council;

5.25.2 Wickham Market Parish Council;

5.25.3 Levington Parish Council;

5.25.4 Farnham Parish Council;

5.25.5 Stratford St Andrew Parish Council;

5.25.6 Nacton Parish Council;

5.25.7 Campsea Ashe Parish Council;

5.25.8 Marlesford Parish Council;

5.25.9 Little Glemham Parish Council;

5.25.10 Woodbridge Parish Council;

5.25.11 Melton Parish Council; and

5.25.12 Saxmundham Parish Council.

5.26 The Southern Transport Forum shall invite representatives from the Highways Authority and any other statutory authorities to attend meetings of the Southern Transport Forum.

5.27 The Southern Transport Forum shall:

5.27.1 be chaired by an independent chair recruited and appointed by SZC Co.

5.27.2 meet bi-annually either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time; and

5.27.3 meet no later than three months after the Commencement Date.

5.27.4 meet bi-annually either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time; and

5.27.5 meet no later than three months after the Commencement Date.

5.28 SZC Co shall be responsible for the administration of convening and holding meetings of the Southern Transport Forum.

5.29 The Southern Transport Forum may make such further administrative arrangements and terms of reference as it considers appropriate for the proper and efficient functioning of the Southern Transport Forum from time to time, with such further arrangements and terms of reference to be approved by the Southern Transport Forum.

5.30 The purpose of the Southern Transport Forum shall be to provide a forum during the Construction Period for discussions between SZC Co and representatives from communities located in the immediately vicinity of the Southern Park and Ride Site, Freight Management Facility Site and the Two Village Bypass Site (the **"Southern Transport Forum Sites"**) and other third parties (as appropriate) to provide project information of relevant construction issues and progress, enable local elected representatives and other relevant third parties (as appropriate) to ask questions and raise issues of concern, and help inform SZC Co on key issues affecting the local community in the immediate vicinity of the Southern Transport Forum Sites and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

6. REVIEW GROUPS

6.1 Planning Group[15]

6.1.1 On or before Commencement, SZC Co shall establish the Planning Group which shall exist until three years after the end of the Construction Period.

6.1.2 The Planning Group shall comprise:

(A) one representative to be nominated by East Suffolk Council;

(B) one representative to be nominated by Suffolk County Council; and

(C) up to two representatives to be nominated by SZC Co,

6.1.3 or such alternates as may be nominated by those representatives from time to time.

6.1.4 SZC Co and the Councils agree that meetings of the Planning Group shall:

(A) take place monthly either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time;

(B) be chaired by SZC Co; and

(C) be quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present.

6.1.5 The Planning Group shall meet no later than three months after the Commencement Date.

6.1.6 SZC Co shall be responsible for the administration of convening and holding meetings of the Planning Group.

6.1.7 The Planning Group shall:

(A) report and make recommendations to the Delivery Steering Group, other Review Groups and the Working Groups; and

[15] Note: a Communications sub-group reporting to the Planning Group is intended to be established under this agreement and is subject to further consideration by SZC Co.

(B) refer strategic matters considered by the Planning Group to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or direction.

6.1.8 In the event that the Planning Group cannot agree on any matters or recommendations, any member can refer those matters to the Delivery Steering Group for guidance.

6.1.9 In the event that any of the quorate members of one of the Working Groups refers a matter to the Planning Group for urgent resolution, the Planning Group shall:

(A) meet as soon as reasonably practicable after the members of the Planning Group are notified and in any event within 10 days for the sole purpose of resolving the relevant matter (with such urgent meeting not counting as a meeting of the Planning Group required to be held pursuant to paragraph 6.1.4); and

(B) be entitled to vary any of the requirements of this paragraph 6.1 by agreement of the members of the Planning Group to facilitate such meeting occurring as soon as reasonably practicable and the early resolution of the relevant matter.

6.1.10 In the event that any of the quorate members of the Planning Group consider that a matter needs to be referred to the Delivery Steering Group for urgent resolution it shall notify the members of the Delivery Steering Group accordingly to invoke the urgency process in paragraph 3.8 above.

6.2 **Social Review Group**

6.2.1 On or before Commencement, SZC Co shall establish the Social Review Group which shall exist until the end of the Construction Period.

6.2.2 The Social Review Group shall comprise:

(A) one representative to be nominated by East Suffolk Council;

(B) one representative to be nominated by Suffolk County Council; and

(C) up to two representatives to be nominated by SZC Co,

or such alternates as may be nominated by those representatives from time to time.

6.2.3 SZC Co and the Councils agree that meetings of the Social Review Group shall:

(A) take place every six months during the Construction Period (or more frequently where agreed by the Social Review Group) either virtually or at a convenient location in East Suffolk to be notified by SZC Co to the members of the Social Review Group from time to time;

(B) be quorate if at least three members (at least one of which is a member representing East Suffolk Council, one is a member representing Suffolk County Council and one is a member representing SZC Co) are present;

(C) chaired alternately by Suffolk County Council and East Suffolk Council with the first meeting to be chaired by Suffolk County Council; and

(D) be attended by members or representatives of the Social Working Groups, third parties or other experts from time to time and as agreed by the Social Review Group members in order to observe and participate in discussions or present information to the Social Review Group.

6.2.4 The Social Review Group shall meet no later than three months after the Commencement Date.

6.2.5 SZC Co shall be responsible for the administration of convening and holding meetings of the Social Review Group and shall ensure that minutes of each meeting are taken.

6.2.6 The Social Review Group shall:

(A) receive reports from the Social Working Groups;

(B) consider and decide any matter referred to it from the Social Working Groups regarding outstanding disputes within the relevant Social Working Group or any matter where the relevant Social Working Group has failed to reach a decision;

(C) consider and provide guidance to SZC Co and the Social Working Groups in respect of any matter where the Social Review Group considers there are interfaces between the Social Working Groups that need a more strategic approach; and

(D) report to and refer any matter (including any matter considered by the Social Review Group pursuant to paragraph 6.2.6(B)) to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or direction.

6.2.7 In the event that any of the quorate members of one of the Social Working Groups refers a matter to the Social Review Group for urgent resolution, the Social Review Group shall:

(A) meet as soon as reasonably practicable after the members of the Social Review Group are notified and in any event within 10 days for the sole purpose of resolving the relevant matter (with such urgent meeting not counting as a meeting of the Social Review Group required to be held pursuant to paragraph 6.2.3); and

(B) be entitled to vary any of the requirements of this paragraph 6.2 by agreement of the members of the Social Review Group to facilitate such meeting occurring as soon as reasonably practicable and the early resolution of the relevant matter.

6.2.8 In the event that any of the quorate members of the Social Review Group considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution it shall notify the members of the Delivery Steering Group accordingly to invoke the urgency process in paragraph 3.8 above.

7. WATER

7.1 Water Management Working Group

7.1.1 On or before Commencement, SZC Co shall establish the Water Management Working Group which shall exist until the end of the Construction Period.

7.1.2 The Water Management Working Group shall comprise:

(A) one representative to be nominated by SZC Co;

(B) one representative to be nominated by Suffolk County Council;

(C) one representative to be nominated by East Suffolk Council;

(D) one representative to be nominated by EDF Energy Nuclear Generation Limited;

(E) one representative to be nominated by the Environment Agency;

(F) one representative to be nominated by Natural England;

(G) one representative to be nominated by Suffolk Wildlife Trust; and

(H) one representative to be nominated by the East Suffolk Internal Drainage Board,

or such alternates as may be nominated by those representatives from time to time.

7.1.3 The Water Management Working Group shall:

(A) be chaired by the representative of East Suffolk Council;

(B) meet bi-annually either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time (or at such other frequency as may be agreed by the Water Management Working Group acting reasonably);

(C) meet no later than three months after the Commencement Date; and

(D) refer to the Environment Review Group for its determination any matter upon which the members of the Water Management Working Group are unable to agree.

7.1.4 The Water Management Working Group shall report to the Environment Review Group bi-annually on the following matters:

(A) the results of monitoring undertaken by SZC Co in accordance with the Water Monitoring Plan;

(B) any mitigation carried out by SZC Co pursuant to the Water Monitoring Plan.

7.1.5 SZC Co and the Councils agree that meetings of the Water Management Working Group shall be quorate if at least two members (at least one of which is a member representing SZC Co and one is a member representing East Suffolk Council) are present.

7.1.6 SZC Co shall be responsible for the administration of convening and holding meetings of the Water Management Working Group.

7.1.7 The Water Management Working Group may make such further administrative arrangements and terms of reference as it considers appropriate for the proper and efficient functioning of the Water Management Working Group from time to time, with such further arrangements and terms of reference to be approved by the Environment Working Group.

7.1.8 In the event that any of the quorate members of the Water Management Working Group considers that a matter needs to be referred to the Environment Review Group for urgent resolution, it shall notify the members of the Environment Review Group accordingly to invoke the urgency process in Schedule 11, paragraph 15.6.

7.2 **Water Levels Management Group**

7.2.1 On or before Commencement, SZC Co shall establish a Water Levels Management Group which shall exist until the fifth anniversary of the end of the Construction Period.

7.2.2 The Water Levels Management Group shall comprise of the members of the Water Management Working Group listed in paragraph 7.1.2 and RSPB.

7.2.3 The Water Levels Management Group shall make such administrative arrangements and terms of reference as its members shall agree are appropriate for its proper and efficient functioning from time to time, including:

(A) SZC Co shall be responsible for the administration of convening and holding meetings of the Water Levels Management Group, which shall take place bi-annually either virtually or in a convenient location in East Suffolk or Ipswich to be identified by SZC Co from time to time;

(B) meetings shall take place bi-annually; and

(C) the East Suffolk Internal Drainage Board shall chair any meeting of the Water Levels Management Group which it attends.

8. DESIGN

8.1 Prior to the submission of details pursuant to Requirement 12 of the Development Consent Order for each Design Element, SZC Co shall pay up to £52,800 (index-linked) to East Suffolk Council for onward payment to the Suffolk Design Review Panel to contribute towards the reasonable and proper costs of the Suffolk Design Review Panel for:

8.1.1 its attendance at a site familiarisation visit at the SZC Development Site; and

8.1.2 reviewing and providing written advice in respect of SZC Co's proposed design of the relevant Design Element (including attendance at a meeting to discuss such design),

to be paid in tranches against the presentation of invoices following such attendance, review or advice.

8.2 Upon submission of details pursuant to Requirement 12 of the Development Consent Order for each Design Element, SZC Co shall provide the Councils with a report setting out how the submitted details have had regard to the advice of the Suffolk Design Review Panel.

IN WITNESS WHEREOF THIS DEED HAS BEEN DULY EXECUTED BY THE PARTIES TO THIS DEED ON THE DATE WHICH APPEARS AT THE HEAD OF THIS DOCUMENT

The **COMMON SEAL** of **EAST SUFFOLK COUNCIL** was hereunto affixed in the presence of:)

Authorised signatory

The **COMMON SEAL** of **SUFFOLK COUNTY COUNCIL** was hereunto affixed in the presence of:)

Authorised signatory

Executed as a Deed by **NNB GENERATION COMPANY (SZC) LIMITED** acting by [*insert name of director*] in the presence of

……

(Name of witness)

……

……

……

(Address of witness)

……

(Signature of witness)

……

(Signature of director)

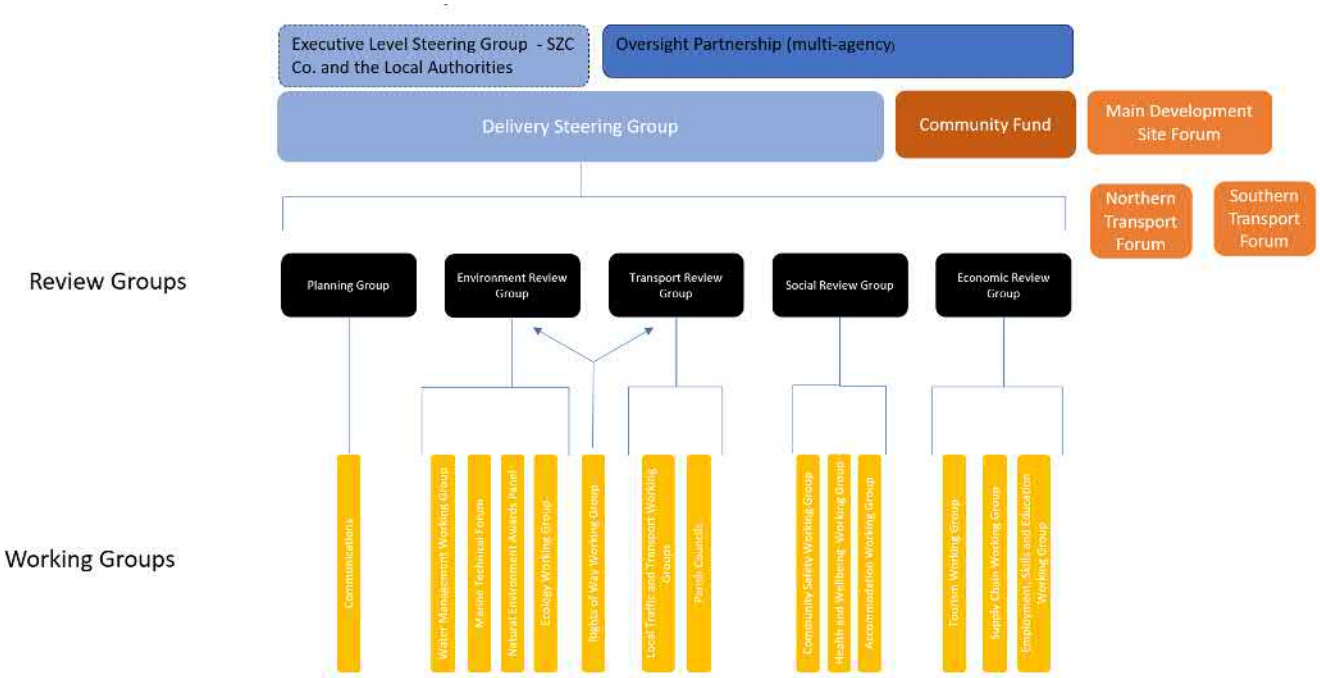
LIST OF PLANS AND ANNEXES

Plans	
Plans	
Plan 1A(a)-(b)	SZC Development Site Plan
Plan 1B	Accommodation Campus Site Plan
Plan 1C	Leiston Sports Facilities Site Plan
Plan 1D	Rail Development Site Plan
Plan 1E	Freight Management Facility Site Plan
Plan 1F	Northern Park and Ride Site Plan
Plan 1G(a)-(d)	Sizewell Link Road Site Plans
Plan 1H	Southern Park and Ride Site Plan
Plan 1I(a)-(b)	Two Village Bypass Site Plans
Plan 1J(a)-(d)	Yoxford roundabout and other highway improvement works Sites Plans
Plan 1K	Benhall Site Plan
Plan 1L	Halesworth Site Plan
Plan 1M	Pakenham Site Plan
Plan 1N	Marsh Harrier Habitat Improvement Site Plan
Plan 2	Natural Environment Improvement Area
Plan 3	Aldhurst Farm Plan
Plan 4	MMP for Minsmere Area
Plan 5	MMP for Sandlings (Central) Area
Annexes	
Annex A	Figure 1: Visual representation of Governance structure
Annex B	Draft Deed of Covenant
Annex C	Pre-Commencement Obligations
Annex D	Financial Contributions Table
Annex E	Health: Key Performance Indicators
Annex F	SZC Supply Chain Work Plan
Annex G	The B1122 Properties

Annex H	Implementation Plan
Annex I	Marine Technical Forum Terms of Reference
Annex J	Operational Travel Plan Framework
Annex K	Construction Traffic Management Plan
Annex L	Construction Worker Travel Plan
Annex M	Traffic Incident Management Plan
Annex N	B1125 Scheme
Annex O	Contingent Effects
Annex P	B1078 Road Safety Improvements
Annex Q	B1122 Corridor Repurposing Scheme
Annex R	Leiston Scheme
Annex S	Marlesford and Little Glemham Scheme
Annex T	Wickham Market Scheme
Annex U	MMP for Minsmere – Walberswick and Sandlings (North)
Annex V	MMP for Sandlings (Central) and Alde-Ore Estuary
Annex W	Noise Mitigation Scheme
Annex X	Yoxford Scheme

ANNEX A

FIGURE 1: VISUAL REPRESENTATION OF GOVERNANCE STRUCTURE[16]



16 Note: the Executive Level Steering Group is already in existence and is not constituted in this Deed. It is shown in Figure 1 for informational purposes only.

ANNEX B

DRAFT DEED OF COVENANT

[20XX]

(1) [EAST SUFFOLK COUNCIL] AND/OR [SUFFOLK COUNTY COUNCIL]

and

(2) NNB GENERATION COMPANY (SZC) LIMITED

and

(3) [ ]

DEED OF COVENANT

in relation to a deed of obligation entered into pursuant to section 1 of the Localism Act 2011 and section 111 of the Local Government Act 1972 relating to Sizewell C, Suffolk

THIS DEED OF COVENANT is made on the day of 20[●]

BETWEEN:

(1) **[EAST SUFFOLK COUNCIL** of East Suffolk House, Station Road, Melton, Woodbridge, England IP12 1RT (the **"Council"**);]

AND/OR

[SUFFOLK COUNTY COUNCIL of Endeavour House, 8 Russell Road, Ipswich, England IP1 2BX (the **" Council"**)] [(together the "**Councils**");

(2) **NNB GENERATION COMPANY (SZC) LIMITED** whose registered office is at 90 Whitfield Street, London, England W1T 4EZ (Company Number 09284825) (**"SZC Co"**); and

(3) [ ] of [ ] **("Recipient").**

WHEREAS:

(A) On [●] 2021 SZC Co and the Council entered into the Principal Deed pursuant to which [SZC Co committed to make one or more payments to the Council to be paid onward to the Recipient subject to the Recipient entering into this Deed] [and] [SZC Co and the Councils committed to establish the Governance Group[s] in which the Recipient is invited to participate].

(B) [17][The Recipient wishes to secure the payment to itself of the Contributions from the Council.

(C) This Deed of Covenant is entered into for the purposes of ensuring that the Recipient receives the Contributions from the Council and applies the Contributions in accordance with the terms of the Principal Deed.]

(D) [18][This Deed of Covenant is [further] entered into for the purposes of ensuring that the Recipient attends and participates in the meetings of the Governance Group[s] and performs the obligations of such Governance Groups as set out in the Principal Deed.]

NOW THIS DEED WITNESSES as follows:

1. **DEFINITIONS AND INTERPRETATION**

1.1 In this Deed the following expressions shall have the following respective meanings unless the context otherwise requires:

[19]["**Contributions**" means the amounts expressed to be payable to the Recipient by the Council pursuant to paragraph[s] [●] of Schedule[s] [●] of the Principal Deed;] [and]

[20]["**Governance Group[s]**" means [*include reference to appropriate governance group]*;] [and]

"**Principal Deed**" means the agreement pursuant to section 1 of the Localism Act 2011 and section 111 of the Local Government Act 1972 in relation to the development of Sizewell C entered into by (1) East Suffolk Council (2) Suffolk Country Council and (3) NNB Generation Company (SZC) Limited [●] 2021.

1.2 In this Deed unless a contrary intention is shown in this Deed, all expressions and phrases shall have the meaning ascribed to them in the Principal Deed.

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17 Drafting Note: To be included where the Principal Deed requires the onward payment of a contribution to the Recipient.

18 Drafting Note: To be included where the Principal Deed requires the participation of the Third Party in a governance group.

19 Drafting Note: To be included where the Principal Deed requires the onward payment of a contribution to the Recipient.

20 Drafting Note: To be included where the Principal Deed requires the participation of the Third Party in a governance group.

1.3 Clause 8 of the Principal Deed shall apply to this Deed as if references therein to "this Deed" were references to this Deed.

2. [21][SZC CO'S COVENANT

2.1 SZC Co covenants with the Recipient that in consideration for the covenants given by the Recipient in this Deed it shall pay the Contributions to the Council in accordance with the terms of the Principal Deed.

3. COUNCIL'S COVENANT

3.1 The Council covenants that, subject to receipt of the Contributions from SZC Co, in consideration for the covenants given by the Recipient in this Deed it shall pay the Contributions to the Recipient in accordance with the terms of the Principal Deed.

4. RECIPIENT'S PAYMENT COVENANT

4.1 Unless otherwise agreed with SZC Co and the Council(s), the Recipient covenants with SZC Co and the Council that prior to receiving any Contribution it shall establish an interest-bearing account or accounts where those Contributions and/or other sums of money that are payable to it pursuant to the Principal Deed shall be held and shall promptly, and in any event within 10 Working Days of the establishment of such account or accounts, notify the account details to SZC Co and the Council.

4.2 The Recipient covenants with SZC Co and the Council that it shall, on receipt of the Contributions or other amounts from the Council payable to it pursuant to the Principal Deed, place the received sums of money in such notified account or accounts.

4.3 Interest accruing to the account or accounts in which the Contributions payable to the Recipient pursuant to the Principal Deed are held shall be retained in that account or accounts and shall only be applied in accordance with the provisions of this Deed for the same purposes as for the Contributions to which the interest relates.

4.4 The Recipient shall provide SZC Co and the Council with copies of all account statements and other correspondence received in relation to the accounts established pursuant to this clause 4.

5. APPLICATION OF CONTRIBUTIONS

5.1 The Recipient covenants with SZC Co and the Council in respect of monies it receives pursuant to this Deed not to spend the relevant monies other than for the purposes specified in the Principal Deed in relation to the relevant Contribution or sum of money.

5.2 The Recipient shall within six months of the date on which the first Contribution is paid to the Recipient pursuant to this Deed and annually thereafter until the Contributions have been spent provide SZC Co and the Council with an annual statement setting out details of the purposes to which the monies have been applied.

5.3 Notwithstanding clause 5.2, SZC Co and the Council shall in any event have the right to audit all expenditure funded from the Contributions or other amounts secured under this Deed and the Recipient covenants with SZC Co and the Council to provide access to all such information and evidence to enable SZC Co or the Council to carry out any such audit.

6. [UNSPENT CONTRIBUTIONS

6.1 If any amount of money paid to the Recipient under this Deed by the Council remains unspent within five years of the date that amount was paid by the Council, the Recipient shall pay any such unspent monies together with any Accrued Interest on those monies to SZC Co or its nominee within 60 Working Days of a request from SZC Co.]

---

[21] Drafting Note: To be included where the Principal Deed requires the onward payment of a contribution to the Recipient.

7. **COMMUNICATIONS**

7.1 The parties agree that where particular mitigation works, projects or benefits are funded from any of the Contributions secured under this Deed:

7.1.1 SZC Co shall have the right to be acknowledged as having funded such works, projects or benefits;

7.1.2 [SZC Co branding and/or corporate images or logos shall be included (at the discretion of SZC Co in writing) in literature or publicity material relating to such works, projects or benefits];

7.1.3 [signage (at the discretion and cost of SZC Co) bearing SZC Co branding and/or corporate images or logos shall be erected or affixed to buildings and other facilities funded out of the Contributions]; and

7.1.4 SZC Co shall have the right to be involved in publicity activities relating to such works, projects or benefits in consultation with the Recipient.

8. [22]**[RECIPIENT'S GOVERNANCE COVENANT**

The Recipient covenants with SZC Co and the Councils: (i) nominate a representative to attend (or nominate an alternate to attend) meetings of the Governance Group[s]; and (ii) to procure that its representative attends and participates in the meetings of the Governance Group[s] and performs the obligations of such Governance Group[s] as set out in the Principal Deed.]

9. **RIGHTS OF THIRD PARTIES**

It is not intended that any person who is not a party to this Deed shall have any right under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Deed.

10. **JURISDICTION**

10.1 This Deed including its construction, validity, performance and enforcement and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) shall be governed by and construed in accordance with English law.

10.2 Each party irrevocably agrees that the courts of England and Wales shall have exclusive jurisdiction to settle any dispute or claim arising out of or in connection with this Deed or its subject matter or formation (including non-contractual disputes or claims).

11. **COUNTERPARTS**

This Deed may be executed in any number of counterparts, each of which is an original and all of which may together evidence the same agreement.

12. **DATE OF DELIVERY**

This Deed is delivered on the date of this Deed.

IN WITNESS whereof the parties hereto have executed this Deed on the date and year first before written

22 Drafting Note: To be included where the Principal Deed requires the participation of the Third Party in a governance group.

[The **COMMON SEAL** of **EAST SUFFOLK COUNCIL** was hereunto affixed in the presence of:)
)
)

Authorised signatory]

[The **COMMON SEAL** of **SUFFOLK COUNTY COUNCIL** was hereunto affixed in the presence of:)
)
)

Authorised signatory]

Executed as a Deed by **NNB GENERATION COMPANY (SZC) LIMITED** acting by [*insert name of director*] in the presence of

……

(Signature of director)

……
(Name of witness)

……

……

……
(Address of witness)

……
(Signature of witness)

[23][Executed as a Deed by **[*RECIPIENT*]** acting by [*name*] in the presence of

……

(Signature of authorised signatory)

……
(Name of witness)

……

……

……
(Address of witness)

……
(Signature of witness)]

[23] Drafting Note: Form of execution by Recipient to be amended as necessary to enable lawful execution.

ANNEX C

[24]LIST OF PRE-COMMENCEMENT OBLIGATIONS

PART A

Payments to be made on or before Commencement of the Project

1. Schedule 3, Paragraph 2.4 (Housing Fund)
2. Schedule 3, Paragraph 2.5 (Housing Fund)
3. Schedule 4, Paragraph 3.1.1(A) (Emergency Services Contribution)
4. Schedule 8, Paragraph 2.1.1 (First Leiston Abbey Site)
5. Schedule 8, Paragraph 2.2.1 (Second Leiston Abbey Site)
6. Schedule 10, Paragraph 2.1.1 (Sports Facilities Design Payment)
7. Schedule 11, Paragraph 3.1 (Land Management and Skills Scheme)
8. Schedule 11, Paragraph 3.4 (Land Management and Skills Scheme - SCHAONB)
9. Schedule 11, Paragraph 4.1 (Natural Environment Improvement Project Officer)
10. Schedule 11, Paragraph 4.3 (SZC Natural Environment Implementation Manager)
11. Schedule 11, Paragraph 6.1 (European Sites Access Contingency Funds)
12. Schedule 14, Paragraph 2.3.1 (Community Fund)
13. Schedule 15, Paragraph 2.1 (Tourism Programme Manager)
14. Schedule 15, Paragraph 3.1.1 (Tourism Fund)
15. Schedule 16, Paragraph 5.1 (B1078 Road Safety Contribution)
16. Schedule 16, Paragraph 7.1.2 (Highway Maintenance Contribution)
17. Schedule 16, Paragraph 9.1.1 (Highway Design and Supervision Fees)
18. Schedule 16, Paragraph 12.1 (PROW Fund)

Governance Groups to be established on or before Commencement of the Project

19. Schedule 3, Paragraph 6.1.1 (Accommodation Working Group)
20. Schedule 4, Paragraph 5.1 (Community Safety Working Group)
21. Schedule 6, Paragraph 4.1 (Health and Wellbeing Working Group)
22. Schedule 7, Paragraph 2.9.1 (Economic Review Group)
23. Schedule 7, Paragraph 2.10.1 (Employment Skills and Education Working Group)
24. Schedule 7, Paragraph 3.3.1 (Supply Chain Working Group)
25. Schedule 11, Paragraph 12.1 (Environment Review Group)
26. Schedule 11, Paragraph 14.1 (Ecology Working Group)
27. Schedule 15, Paragraph 5.1 (Tourism Working Group)
28. Schedule 16, Paragraph 3.1 (Transport Review Group)
29. Schedule 16, Paragraph 4.1 (Rights of Way Working Group)

[24] Note: This Annex will be updated to reflect the changes made in the Schedules.

30. Schedule 17, Paragraph 3.1 (Delivery Steering Group)
31. Schedule 17, Paragraph 6.1.1 (Planning Group)
32. Schedule 17, Paragraph 6.2.1 (Social Review Group)

Other obligations to be satisfied no later than three months prior to the Commencement Date

33. Schedule 2, Paragraph 0 (Requirements Discharge Programme)

Other obligations to be satisfied on or before Commencement of the Project

34. Schedule 3, Paragraph 5.1 (Accommodation Management System)
35. Schedule 4, Paragraph 2,1 (On-site Emergency Response)
36. Schedule 6, Paragraph 2.1 (Sizewell Health)
37. Schedule 7, Paragraph 2.1.1 (Workforce Delivery Strategy – Site Operations / Site Services / Enabling Works Phase)
38. Schedule 7, Paragraph 2.1.3 (Workforce Delivery Strategy Programme)
39. Schedule 7, Paragraph 2.7.1 (Sizewell C Jobs Service)
40. Schedule 7, Paragraph 2.8.1 (Young Sizewell C)
41. Schedule 11, Paragraph 2.1 (Natural Environment Improvement Fund)
42. Schedule 11, Paragraph 11.1.1 (Environment Co-ordinator)
43. Schedule 14, Paragraph 2.2 (Deed of Transfer and Administration Agreement)
44. Schedule 14, Paragraph 2.4 (Administration Agreement)
45. Schedule 14, Paragraph 2.5 (Administration Agreement)
46. Schedule 16, Paragraph 2.1 (TMMS)
47. Schedule 16, Paragraph 3.3.1 (Transport Coordinator)
48. Schedule 16, Paragraph 6.1.1 (Highway Maintenance Survey)
49. Schedule 16, Paragraph 7.1 (AIL Structural Survey)
50. Schedule 16, Paragraph 7.3 (AIL Route Scheme)

PART B

Payments to be made on or before Commencement of particular works

51. Schedule 8, Paragraph 3 (SCC Archaeological Monitoring Contribution)
52. Schedule 10, Paragraph 2.2.2 (Leiston Sports Facilities Works Payment)

Obligations to be satisfied on or before Commencement of particular works

53. Schedule 9, Paragraph 2.2 (Detailed Implementation Programmes)
54. Schedule 10, Paragraph 2.2.1 (Discharge of Leiston Sports Facilities Requirement)

PART C

Obligations requiring compliance prior to Commencement

55. Schedule 1 (Councils' General Obligations)
56. Schedule 8, Paragraph 4.2 (SCC Archaeological Service)
57. [Schedule 10, Paragraph 2.2.3 (Provision of the Leiston Sports Facilities)]
58. Schedule 16, Paragraph 11 (Highways Agreements)
59. Schedule 17, Paragraph 2 (Governance)

ANNEX D

[25]SUMMARY OF FINANCIAL CONTRIBUTIONS

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	Other
Schedule 2, Paragraph 2: East Suffolk Council Officer Support	£1,451,160	East Suffolk Council	£178,409 on or before Commencement £178,409 annually on each anniversary of the Commencement Date during the Construction Period	
Schedule 2, Paragraph 3: Suffolk County Council Officer Support	£1,728,000	Suffolk County Council	£144,000 on or before Commencement £144,000 annually on each anniversary of the Commencement Date during the Construction Period	
Schedule 2, Paragraph 4: SZC Support Contributions	£3,600,000	East Suffolk Council	£150,000 on or before Commencement £150,000 annually on each anniversary of the Commencement Date during the Construction Period	

[25] Note: This Annex will be updated to reflect the changes made in the Schedules.

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
		Suffolk County Council	£150,000 on or before Commencement £150,000 annually on each anniversary of the Commencement Date during the Construction Period	
Schedule 2, Paragraph 5: Noise and Air Quality Monitoring	£[●]	East Suffolk Council	£[] on or before Commencement £[] annually on each anniversary of the Commencement Date during the Construction Period	
Schedule 2, Paragraph X: *Noise and Air Quality Monitoring Contingency*	£348,734.40	East Suffolk Council		*In the event that new legislation is passed requiring additional noise and air quality monitoring and from that date:* *£75,000 on or before Commencement* *£22,916.80 on the first eight anniversaries of the Commencement Date occurring during the Construction Period* *£22,600 on the ninth to twelfth anniversaries of the Commencement Date occurring during the Construction Period*
Schedule 2, Paragraph 6: Public Information Portal	£25,000	East Suffolk Council	£25,000 on or before Commencement	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
Schedule 3, Paragraph 2: Housing Fund	£[●]	East Suffolk Council	£[●] on or before Commencement £[●] annually on or before the first six anniversaries of the Commencement Date £[●] annually on or before the anniversary of the Commencement Date during the Construction Period £[●] annually between the second anniversary of the Commencement Date and the end of the Construction Period	£[●] no later than [one] month following the approval of the Private Housing Supply Plan £[●] annually on the first anniversary to the sixth anniversary of the approval of the Private Housing Supply Plan £[●] no later than [one] month following the approval of the Tourist Accommodation Plan £[●] annually on or before the anniversary of the approval of the Tourist Accommodation Plan during the Construction Period
Schedule 3, Paragraph [●]: Housing Contingency Fund	£10,000,000	East Suffolk Council		£[●]
Schedule 4, Paragraph 3: Emergency Services Contribution	£[●]	Suffolk County Council (for onward payment to the Suffolk Constabulary, Suffolk Fire and Rescue and East of England Ambulance Service Trust)	£[●] on or before Commencement the sum of £[●] to be paid in [●] equal annual instalments beginning on the Commencement Date	£[●] in the following instalments £[●] in tranches against the presentation of an invoice

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
Schedule 4, Paragraph 8: Emergency Services Contingency Contribution	£446,548	*East Suffolk Council* *Suffolk County Council* *Suffolk County Council (for onward payment to Suffolk Constabulary, Suffolk Fire and Rescue and East of England Ambulance Service Trust)*		*Up to £446,548 as and when requested following the occurrence of defined events and subject to approval by by SZC Co*
Schedule 5, Paragraph 2.1: Public Services Resilience Fund (Local Community Safety and Community Health)	£1,601,960	East Suffolk Council	the sum of £[●] within [●] months of the Commencement Date or on or before the [1 May] following Commencement (if earlier); following the first anniversary of the Commencement Date, the sum of £[●] annually on or before each [1 May],	
Schedule 5, Paragraph 2.3 and 2.3.2: Public Services Resilience Fund (Social Care Resilience and School and Early Years Resilience)	£2,077,188	Suffolk County Council	the sum of £17,593 on or before the first anniversary of the Commencement Date the sum of ££114,354within [●] months of the Commencement Date or on or before the [1 May] following Commencement (if	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
			earlier) Provided That the Community Safety Working Group has approved the initiatives to be funded; following the first anniversary of the Commencement Date, the sum of £[●] annually on or before each [1 May] Provided That the Community Safety Working Group has approved the initiatives to be funded,	
Schedule 5, Paragraph 4: School and Early Years Capacity Contribution	£1,920,252	Suffolk County Council		Up to £[●] as and when requested subject to approval by the Social Review Group
Schedule 5, Paragraph 5: School and Early Years Capacity Contingency Contribution	*£2,169,102*	Suffolk County Council		
Schedule 6, Paragraph 3: Residual Healthcare Contribution	£1,112,618	Suffolk County Council	on or before the Commencement Date the sum of £200,000; on or before the second anniversary of the Commencement Date the sum of £200,000; on or before the fifth anniversary of the Commencement Date the sum of £270,000 ;	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
			on or before the seventh anniversary of the Commencement Date the sum of £310,000 ; on or before the ninth anniversary of the Commencement Date the sum of £132,618;	
Schedule 7, Paragraph 2.5: Asset Skills Enhancement and Capability Fund	£7,800,000	Suffolk County Council		In four instalments, each paid within [●] Working Days of the date that the Employment, Skills and Education Working Group approves the first Annual Skills Implementation Plan relating to a particular Construction Phase.
Schedule 7, Paragraph 2.3: Regional Skills Co-ordination Function	£1,300,000	Suffolk County Council	The sum of £85,000 within [●] months of Commencement; and The sum of £85,000 annually thereafter from the first anniversary of the Commencement date to the end of the Construction Period;	
Schedule 7, Paragraph 2.5: Sizewell C Bursary Scheme Fund	£750,000	n/a		Annually in accordance with the relevant Annual Skills Implementation Plan

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	Other
Schedule 7, Paragraph 2.4: Sizewell C Employment Outreach Fund	£1,600,000	Suffolk County Council		In annual instalments during the Construction Period on the date of the approval of each Annual Skills Implementation Plan in amounts to be determined by the ESEWG
Schedule 7, Paragraph [x]: *Sizewell C Employment Contingency Fund*	£400,000	Suffolk County Council		
Schedule 8, Paragraph 3.1: Leiston Abbey Site (First Site)	£100,000	East Suffolk Council (for onward payment to RSPB)	£100,000 on or before Commencement	
Schedule 8, Paragraph 3.2: Leiston Abbey Site (Second Site)	£750,000	East Suffolk Council (for onward payment to Historic England)	£750,000 on or before Commencement	
Schedule 8, Paragraph 4: SCC Archaeological Monitoring Contribution	£288,750	Suffolk County Council		Up to £288,750 against the presentation of invoices
Schedule 10, Paragraph 2: Leiston Sports Facilities	£1,092,000	East Suffolk Council	£[●] on or before Commencement	Up to £[●] within [●] weeks of the approval of details submitted in accordance with Requirement 12A; £55,000 annually during the Construction Period on the date

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
				of the first occupation of the Leiston Sports Faclities
Schedule 11, Paragraph 6.1: Access Monitoring Contributions	£[●]	East Suffolk Council	£[●] on or before Commencement	
Schedule 11, Paragraph 1: European Sites Access Contingency Fund"	*£[●]*	*East Suffolk Council*	*£[●] on or before [Commencement]*	*Up to £[●] in accordance with the MMP for Sandlings (Central) and Alde-Ore Estuary*
Schedule 11, Paragraph ***Error! Reference source not found.****: Minsmere and Sandlings (north) Contingency Fund*	*£[●]*	*East Suffolk Council*		*Up to £[●] in accordance with the MMP for Minsmere – Walberswick and Sandlings (North)*
Schedule 11, Paragraph 2.9: Natural Environment Improvement Fund	£10,033,300	Suffolk County Council (for onward payment to the successful bidders)		Up to £6,466,640 during the Construction Period and £3,566,660 for the period of three years following the Construction Period, when a bid for funding is approved by the Natural Environment Awards Panel
Schedule 11, Paragraph 7: Recreational Disturbance Avoidance Mitigation Contribution	£[●]	East Suffolk Council		Prior to first occupation of the Accommodation Campus
Schedule 11, Paragraph 7.3: Fen Meadow Contingency Fund	*£3,000,000*	*East Suffolk Council*		*At the end of Year 10, unless the Ecology Working Group determines that the Fen*

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
				Meadow Target Quantum has been met
Schedule 11, paragraph 9.1: Eel and Migratory Fish Mitigation Measures	*£[500,000]*	*East Suffolk Council for onward payment to the Environment Agency*		*On or before commencement of Work No. 2A (cooling water infrastructure and drainage outfall)*
Schedule 11, paragraph 9.5: Smelt Contingency Fund	£[●]	East Suffolk Council for onward payment to the Environment Agency		
Schedule 11, paragraph 12.1 Farmland Bird Mitigation Fund	£300,000	East Suffolk Council for onward payment to landowners	On or before the Commencement Date, and annually on or before the first two anniversaries of the Commencement Date, SZC Co shall pay £100,000 to East Suffolk Council to be used to establish the Farmland Bird Mitigation Fund	
Schedule 11, Paragraph 4.1: Natural Environment Improvement Project Officer	£[●]	Suffolk County Council	£[●] on or before [Commencement] and annually thereafter for the duration of the Construction Period and the following three years	
Schedule 11, Paragraph 4.2: SZC Natural Environment Implementation Manager	£[●]	East Suffolk Council	£[●] on or before [Commencement] and annually thereafter for the duration of the	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
			Construction Period and the following three years	
Schedule 11, Paragraph **Error! Reference source not found.** and 3.1: Land Management and Skills Scheme	£[●]	East Suffolk Council	£25,000 on or before Commencement and £25,000 annually thereafter for the duration of the Construction Period and the following five years	
Schedule 11, Paragraph 3.4 and 3.4.2: Land Management and Skills Scheme (SCHAONB)		Suffolk County Council	£[●] on or before Commencement and £[●] annually thereafter for the duration of the Construction Period and the following three years	
Schedule 13, Paragraph 2.1: National Trust Dunwich Heath and Coastguard Cottages Resilience Fund	£[●]	East Suffolk Council (for onward payment to the National Trust)	[●]	[●]
Schedule 13, Paragraph 2.2: Pro Corda Resilience Fund	£500,000	East Suffolk Council (for onward payment to the Pro Corda)	[●]	[●]
Schedule 13, Paragraph 2.3: RSPB Resilience Fund	£[●]	East Suffolk Council (for onward payment to RSPB)	[●]	[●]
Schedule 14, Paragraph 2: Sizewell C Community Fund	£23,000,000	Paid to and applied by the Suffolk Community	£2,000,000 on or before Commencement	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
		Foundation (or an alternative trust)	£1,900,000 annually on each anniversary of the Commencement Date occurring during the Construction Period	
Schedule 15, Paragraph 3: Tourism Fund	£9,000,006	East Suffolk Council	£1,000,000 on or before Commencement	£571,429 annually on each anniversary of the Commencement Date during the Construction Period and for three years therefafter
Schedule 15, Paragraph 2: Tourism Support Resources	£3,000,000	East Suffolk Council	£200,000 on the Commencement Date and thereafter annually during the Construction Period and for three years therefafter	
Schedule 16, Parargaph 7.2: Highway Maintenance Contribution	£585,133	Suffolk County Council		In the event that the results of any deflectograph condition survey demonstrate that the Maintenance Area requires maintenance works.
Schedule 16, Paragraph 8: A12 Contribution	£2,300,000	Suffolk County Council	£2,300,000 on or before Commencement	
Schedule 16, Paragraph 14: Highway Design and Supervision Fees	£[●]	Suffolk County Council	£[●] on or before Commencement £[●] on or before the first anniversary of the Commencement Date	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	**Other**
Schedule 16, Paragraph 16: PROW Fund	£2,500,000	Suffolk County Council	£2,500,000 on or before Commencement	
Schedule 16, Paragraph 4.6: Contingent Effects Fund	*£1,640,000*	*n/a*		*Up to £1,640,000 as and when requested by the Transport Review Group*
TOTALS				
Including contingency	£[●]			
Excluding contingency	£[●]			

ANNEX E

HEALTH AND WELLBEING: KEY PERFORMANCE INDICATORS

The key performance indicators for the Project on which the Health and Wellbeing Working Group shall report to the Social Review Group are out lined below. This represents the minimum set of key performance indicators that will be used. The Health and Wellbeing Working Group may agree additional measures from time to time.

Part 1: SZC Co shall provide the following information:

- Total Sizewell Health appointments
- Sizewell Health appointments in respect of the following:
  - Treatment services
  - Health surveillance
  - Fitness for work
  - GP and OH physician
  - Case management
  - Drug and alcohol testing
  - Pre-placement
  - Physio
  - Display Screen Equipment
- On-site GP appointments:
  - Total
  - Non-home-based referrals to local GP
  - Homebased
- GP Onward Referrals and Investigations:
  - Private prescriptions
  - Private x-ray
  - Private ophthalmology
  - Private blood tests
  - Private physio
- Treatment interventions:
  - Non-home based referrals - hospital
  - Home-based referrals - hospital
  - Ambulance call-outs (and conveyance)
- Sizewell C Construction Workforce:
  - Total number of construction workers
  - Home-based / non-home-based split
  - Total number of dependants / families (including age for workforce children)
- Health and Wellbeing Incidents - So far as it is appropriate for SZC Co to share the following information with the Health and Wellbeing Working Group and at the sole discretion of SZC Co:
  - Number of incidents resulting in the need for medical intervention
  - Summary of preventative initiatives such as health promotion campaigns, training events being undertaken (if any)

- Analysis of incidents and measures being taken to avoid or reduce the risk of future incidents (if any)

Part 2: The Health and Wellbeing Officer shall provide the following information:

- Population Health - to include but not be limited to:
  - Identification of opportunities to align other mitigation measures, such as the Community Fund, with the ambitions of the Suffolk and North East Essex Integrated Care System to promote improved health and wellbeing and reduce health inequalities.
  - Review of population health data and trends to identify change in local circumstance and healthcare provision.
  - Explore how collaboration with the Project could deliver positive change aligned to wider population health campaigns / initiatives such as the Integrated Care System Anchor Programme.

- The usage and effectiveness of the Residual Healthcare Contribution.

ANNEX F

SZC SUPPLY CHAIN WORK PLAN

Suffolk Chamber of Commerce

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The Voice of Business

20210601-SZC Supply Chain Work Plan Jun-Dec 2021

1 June 2021

SZC Co Supply Chain Personnel

SUFFOLK CHAMBER OF COMMERCE – SIZEWELL C SUPPLY CHAIN ENGAGEMENT WORK PLAN JUN- DEC 2021

Introduction

1. Suffolk Chamber of Commerce (SCoC) is uniquely positioned between SZC Co and the Suffolk local and regional supply chain and has been commissioned by SZC Co to conduct Supply Chain Engagement. SCoC is required to communicate with supply chain providers and deliver events on behalf of SZC Co. The following document articulates the strategy that SCoC Supply Chain Engagement Team will apply in order to maintain and manage supply chain communication and the approach to event delivery.

Background

2. SCoC developed and built the local/regional supplier data portal www.sizewellcsupplychain.co.uk. Local supply chain engagement activity has identified local suppliers and their capability and encouraged enrolment on to the data portal to deliver a consolidated database of service providers to SZC Co. SCoC Supply Chain Co-ordinator maintains the portal to ensure accurate and timely information to Tier 1 and Tier 2 contractors regarding supply chain capability in order that, when searching the portal, they are able to map work packages to local and regional service providers.

KPI

3. The necessity to include KPI is recognised as a way of measuring progress and supporting the team's accountability for meeting specific outputs. However, until such time as the Final Investment Decision (FID) is made by SZC Co, specific metrics will not be applied to the team. Once FID is made by SZC Co and the viability and authorisation for the project has been confirmed by HMG, the Head of SZC Supply Chain Engagement, in consultation with the SZC Senior Supply Chain Lead, specific metrics will be laid out.

Work Plan

4. This Work Plan is designed to be used as a framework for the Suffolk Chamber of Commerce's Supply Chain Engagement Team to focus their outputs in support of the Sizewell C Project. This document is neither rigid nor comprehensive and may need to be flexible in response to changing circumstances in project progression. This document is

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agnostic of leadership changes but will be supportive as a handover document as required. The Work Plan is not linked to KPIs.

5. The activities within this plan or neither time-barred nor programmed but represent a reasonable snap-shot of Business as Usual (BAU) for the Sizewell C Supply Chain Engagement team.

6. In consultation with the Sizewell C Senior Supply Chain Lead, this document should be refreshed every 6 months to ensure that tactical delivery of the over-arching strategic aims of the Sizewell C Project are maintained by the Sizewell C Supply Chain Engagement Team.

7. The key outputs of this work plan are as follows:

a. **Supply Chain Engagement**. It is essential to the continuing viability of the local and regional supply chain that the breadth of capabilities and the number of registered companies on the supply chain database, continues to increase. Increasing breadth, capability and volume maximises the opportunities for local and regional businesses to win work at Sizewell C. To support this goal, SCoC will conduct gap analysis on all portal capabilities to assess areas of need and conduct targeted engagement to ensure that businesses with under-represented capabilities can be attracted to register.

b. **Stakeholder Management**. As an extension of the existing remit, there remains the requirement for SCoC to conduct continued relationship management with existing Supply Chain Portal registered businesses and positive engagement with the local business community maintain their interest in, and understanding of, the Sizewell C Project.

c. **Stakeholder Mapping**. In order to support the SCoC's engagement role it is important to have a profound understanding of the local and regional business landscape. Mapping this landscape will be a force multiplier to this understanding and highlight all organisations that will play a role as stakeholders as the project progresses. These include, but are not limited to, other county and regional Chambers and membership organisations who we can mutually support to help understand the opportunities. The stakeholder map will be a live document that will keep being added to.

d. **Work Package Supplier Matching**. To support the delivery of a local and regional supply chain, the SCoC will undertake work package supplier matching services on behalf of the project. Throughout the project, SCoC will be presented with work packages by Civil Works and MEH alliance companies. SCoC will interrogate the supply chain portal to match registered companies with the necessary capabilities to those work packages before present a return to the requester. This service maximises the exposure of local and regional companies to the civil works alliance and increases the opportunity for them to win contracts.

e. **Supply Chain Analysis**. In response to a supplier matching request, to present the civil works or MEH alliance with a comparative understanding of company capabilities, SCoC will conduct an analysis of the breadth of fields related to each company. This analysis will help present an understanding of each company in terms of size, scalability, turnover and breadth of capabilities. This analysis presents an indicative understanding of each company only and should not be used for suitability assessment purposes.

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f. **Communications:** SCoC will conduct engagement of local companies via a range of marketing and communications mechanisms to sign up to the Sizewell C supply chain portal, participate in Sizewell C supply chain related events/training/education/adviser sessions.

i. In addition, SCoC agrees to actively publicise local business 'Good News Stories' arising from their participation in SZC and/or the Associated Developments[26].

ii. In consultation with SZC Co, the SCoC Supply Chain Engagement team will support SZC Co in actively publicising local business 'good news' stories arising from their participation in SZC and/or associated developments. Existing communication channels will be used, such as Chamber Voice, joint media releases and social media, whilst other interactive platform use will be explored.

g. **Event Planning and Delivery**[27]: SCoC agrees to organise and deliver targeted events articulated in Annex A. This series of events will bring together the buyer and supplier communities, building their networks and creating opportunities for organisations to discuss research and collaboration for the nuclear new build contracts.

h. **Skills:** Whilst this area sits with Suffolk County Council, and the FE and HE institutions, the SCoC can support by way of running a series of skills events, including:

i. Apprenticeships and School fairs – meet SZC Co and T1s – careers of the future.

ii. Recruitment fairs, be that direct opportunities for people to hear from T1s regarding skills needs and job opportunities.

8. Concurrent to the above defined activity, and the fundamental role of SCoC, will be supporting and advising the local and regional business community with regards to preparedness to support the Sizewell C Project. SCoC will also use our pivotal position between the local and regional business community and Sizewell C, to draw together key stakeholder organisations for mutually beneficial engagement opportunities.

GBH DAVIES
Head of SZC Supply Chain Engagement
Suffolk Chamber of Commerce

Annex:

A. Proposed SZC Supply Chain Engagement Events

[26] The Hinkley Point C project may be referenced as a case study of what has been achieved in that region to promote the positive benefits the project will/can bring.
[27] Dependent upon changing Covid-19 restrictions, SCoC will investigate substituting physical events with webinars or recorded interviews ffor use on the portal.

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Annex A to
20210601- SZC Supply Chain Work Plan Jun-Dec 2021
Dated 1 June 2021

PROPOSED SZC SUPPLY CHAIN ENGAGEMENT EVENTS

1. To support the local and regional supply chain, SCoC will deliver events[28] that advise the local and regional business community how to align themselves to be in a more advantageous position to be able to win contracts in support of the Sizewell C Project . These events will be spread throughout the year[29] and will continue to increase awareness and understanding regarding the requirements to support the Sizewell C Supply Chain.

2. Some events such as Meet the Buyer events should be timed to coincide with strategic milestones or the programme of works as per the TORPS. An example of these time sensitive events is the necessity to deliver a Meet the Buyer event for the Site Services work packages. Site services are those elements of the project that will support the daily running of the construction site and must be in place prior to construction beginning.

3. It is recommended that the following time Sensitive Events are delivered by the end of Q4 2021.

a. **Meet the Buyer - Site Services**
- Catering requirements (Suffolk Larder)
  - Exploring opportunities for caterers/producers
  - Partnership working event with key SZC Co speaker.
- Modular Accommodation
- Accommodation Services (Host)
- Logistics Requirements
  - Freight consolidation
  - Control tower and geo-fencing
  - Movement limitations
- Bussing Services
  - Hydrogen Bussing
  - Park and Ride

b. **Meet the Buyer – Early Works**
- Advance Works
- Ecology
- Archaeology
- UXO Clearance
- Site Establishment

[28] All events are subject to SZC Co Approval
[29] Events will not necessarily be delivered in the order in which they are displayed in this annex.

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- Piling
- 132Kw Electircal System
- Heras Fencing

- Associated Development
  - Park and Ride
  - Yoxford Roundabout
  - 2-Villages bypass

4. Many of these events are not time sensitive and could be delivered at an even tempo throughout the year to support the broader understanding of the project.

5. There are opportunities for SCoC to deliver related interest events using local businesses to provide additional expertise. Whilst it is unlikely that there will be a budget to pay for this support there will be opportunities for those supporting companies to present their expertise in a way they might win contracts with those companies in the audience.

6. Additional, none time-sensitive events could include:

a. **Is Your Company Ready to Secure Work at Sizewell C**?

- Introduction from SZC Co
- T1 Contractor to provide speaker to articulate how that company procures/standards required.
- Miles Vartan of Vartan Consultancy. Regulatory alignment: ISO standards and how to achieve them.
- SZC Supply Chain Engagement Manager to define capability assessments and how a company is validated.
- Q&A channelled through the facilitator

b. **Energy Security**[30]

- Keeping the lights on
- The road to net zero
- Creating a carbon zero town in Suffolk

c. **Fit 4 Nuclear – The Hallmark of Business Excellence**

- Including nuclear capability, nuclear standards, pricing
- Talk to a company that has achieved F4N
- Take examples from the experience at HPC

d. **The NSAN Nuclear Readiness Programme**

- Including nuclear quality requirements
- Case study from a local company who has undertaken the NSAN NRP
- Course delivery and financing

[30] This could possibly be run as a joint event with EEEGR

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e. Women in Nuclear
- Achieve diversity to help the industry thrive.
- Ambassador network – mentoring, coaching, role models, inspire
- Apprentices, Graduate to senior team members release the potential of women in nuclear

f. Understanding NEC3 Contracts

g. Your Road Map to Net Zero

h. Creating Winning Partnerships – Creating a Joint Venture
- Understanding the legal governance
- Financing a Joint Venture

i. Strong bids and winning tenders workshop
- Are you fit to bid?
- Raise your game
- Science and art of writing bids and tendering

j. Follow our lead
- Hearing from companies that have been through the process eg Birketts, Poundfield Products, Ovivo, Ardent

k. Routes to market
- Business development training
- Help SMEs to focus on the opportunities
- Preparation of Post FID work business development work packages including offering "Tender ready" and "Quality requirements" seminars for local businesses.

ANNEX G

B1122 PROPERTIES

The following properties are the "B1122 Properties":

1 ROOKERY COTTAGES, MIDDLETON ROAD, YOXFORD, IP17 3LG
2 ROOKERY COTTAGES, MIDDLETON ROAD, YOXFORD, IP17 3LG
ROOKERY COTTAGE, MIDDLETON ROAD, YOXFORD, IP17 3LF
SUNNY PATCH, MIDDLETON ROAD, YOXFORD, IP17 3LF
THE OLD BARN, MIDDLETON ROAD, YOXFORD, IP17 3LG
1 HOPTON YARD, MIDDLETON ROAD, YOXFORD, IP17 3LG
2 HOPTON YARD, MIDDLETON ROAD, YOXFORD, IP17 3LG
3 HOPTON YARD, MIDDLETON ROAD, YOXFORD, IP17 3LG
4 HOPTON YARD, MIDDLETON ROAD, YOXFORD, IP17 3LG
HONEYCROFT, MIDDLETON ROAD, YOXFORD, IP17 3LG
1 MIDDLETON ROAD, YOXFORD, IP17 3LH
2 MIDDLETON ROAD, YOXFORD, IP17 3LH
3 MIDDLETON ROAD, YOXFORD, IP17 3LH
4 MIDDLETON ROAD, YOXFORD, IP17 3LH
2 BEVERICHE MANOR COTTAGES, MIDDLETON ROAD, YOXFORD, IP17 3LJ
1 BEVERICHE MANOR COTTAGES, MIDDLETON ROAD, YOXFORD, IP17 3LJ
TOLLGATE, MIDDLETON MOOR, MIDDLETON, SAXMUNDHAM (IP17 3LN)
THE COTTAGE, MIDDLETON MOOR, MIDDLETON, SAXMUNDHAM
SUNCOT, MIDDLETON MOOR, MIDDLETON, IP17 3LN
WESTVIEW, MIDDLETON MOOR, MIDDLETON, IP17 3LN
2 MIDDLETON MOOR, MIDDLETON, IP17 3LN
1 MIDDLETON MOOR, MIDDLETON, IP17 3LN
DUTHIE COTTAGE, MIDDLETON MOOR, MIDDLETON, IP17 3LN
DAISY COTTAGE, MIDDLETON MOOR, MIDDLETON, IP17 3LN
THE WILLOWS, MIDDLETON MOOR, MIDDLETON, IP17 3LN
WHITE HOUSE, MIDDLETON MOOR, MIDDLETON, IP17 3LN
WILLOW COTTAGE, MIDDLETON MOOR, MIDDLETON, IP17 3LN
MOOR FARMHOUSE, MIDDLETON MOOR, MIDDLETON,
MALLARDS, MIDDLETON MOOR, MIDDLETON, IP17 3LN
THATCHED HOUSE, MIDDLETON MOOR, MIDDLETON, SAXMUNDHAM
CROSSROADS COTTAGE, YOXFORD ROAD, MIDDLETON, IP17 3LR
GARDEN HOUSE, YOXFORD ROAD, MIDDLETON, IP17 3LR
GARDEN HOUSE FARM, MIDDLETON, SAXMUNDHAM (IP17 3LU)
PINE TREE COTTAGE, MILL STREET, MIDDLETON, IP17 3LU
GOLDEN ACRES, LEISTON ROAD, MIDDLETON, IP17 3LY
HILL COTTAGE, LEISTON ROAD, MIDDLETON, IP17 3LY

ROSE COTTAGE, LEISTON ROAD, MIDDLETON, SAXMUNDHAM, IP17 3LY
ROSEATE COTTAGE, LEISTON ROAD, MIDDLETON, SAXMUNDHAM, IP17 3LY
HILL FARM, LEISTON ROAD, MIDDLETON, IP17 3NA
VALLEY FARM HOUSE, LEISTON ROAD, MIDDLETON, IP17 3NA
ANNESONS COTTAGE, ANNESONS CORNER, MIDDLETON, IP17 3NB
1 CORONATION COTTAGES, ANNESONS CORNER, MIDDLETON,
2 CORONATION COTTAGES, ANNESONS CORNER, MIDDLETON,
5 PUMP COTTAGES, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RA
4 PUMP COTTAGES, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RA
3 PUMP COTTAGES, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RA
2 PUMP COTTAGES, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RA
1 PUMP COTTAGES, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RA
OLD MANOR HOUSE
3 IVY COTTAGE, LEISTON ROAD, THEBERTON,
2 IVY COTTAGE, LEISTON ROAD, THEBERTON,
1 IVY COTTAGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RX
MANOR COTTAGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RX
WEYHILL, MAIN ROAD, THEBERTON, LEISTON (IP16 4RX)
HILLSIDE, MAIN ROAD, THEBERTON, LEISTON (IP16 4RX)
CROSSTREES, MAIN ROAD, THEBERTON, LEISTON (IP16 4RX)
THE BUNGALOW, MAIN ROAD, THEBERTON, LEISTON (IP16 4RX)
THE COTTAGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU
THE COACH HOUSE, THEBERTON, LEISTON (IP16 4RU)
YEW TREE HOUSE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU
FORGE COTTAGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU
THE OLD FORGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU
COOBER PEDY, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU
SUNNY HILL, THEBERTON, LEISTON (IP16 4RU)
FLINT COTTAGE, LEISTON ROAD, THEBERTON, LEISTON
ALDE HOUSE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU
FOUR SEASONS, THEBERTON, LEISTON (IP16 4RU)
WALNUT COTTAGE, THEBERTON, LEISTON (IP16 4RU)
FIELD VIEW, LEISTON ROAD, THEBERTON, IP16 4RU
THE GRANARY, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RX
GLEBE HOUSE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RX
BARDS HOUSE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU
MILL REACH, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU
MILL COTTAGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU
1 DOUGHTY WYLIE CRESCENT, THEBERTON, LEISTON, IP16 4RT
15 DOUGHTY WYLIE CRESCENT, THEBERTON, LEISTON, IP16 4RT
16 DOUGHTY WYLIE CRESCENT, THEBERTON, LEISTON (IP16 4RT)
MOLES MEADOW, MIDDLETON, SAXMUNDHAM, IP17 3LU

MILL LODGE, MILL STREET, MIDDLETON, IP17 3LX
THE OLD THATCHED HOUSE, CHURCH ROAD, THEBERTON, LEISTON, IP16 4SA
MIDDLETON CROSSING, MIDDLETON ROAD, YOXFORD, IP17 3LG
CHURCH COTTAGE, CHURCH ROAD, THEBERTON, IP16 4SA

ANNEX H

IMPLEMENTATION PLAN

Assumed Year *			2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Key milestone dates	Start	End	Yr -1	Yr 0	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12
Assumed Final Investment Decision (FID)		Q3/4-22		FID												
Main Development Site - Construction Phases **																
Sizewell B relocated facilities works ***	Q1-21	Q4-24														
Pre-commencement and enabling works	Q2-22	Q2-23														
Phase 1: Site Establishment and preparation for earthworks	Q1-23	Q1-25														
Phase 2: Bulk earthworks	Q1-25	Q3-27														
Phase 3: Main civils	Q3-25	Q2-32														
Phase 4: Mechanical and electrical installation	Q1-26	Q4-33														
Phase 5: Commissioning and land restoration	Q1-30	Q4-34														
Main Development Site: Mitigation																
Desalination plant****	Q3-22	Q4-23														
Permanent Beach Landing Facility	Q3-23	Q2-25														Onwards
Marine Bulk Import Facility	Q3-23	Q2-25														
Accommodation Campus	Q3-23	Q3-25														
Caravan Park	Q4-22	Q4-23														
Lover's Lane works	Q3-22	Q4-23														Onwards
Green Rail Route	Q4-22	Q1-24														
Branch Line/Other Rail Improvements	Q2-23	Q4-23														Onwards
Fen meadow compensation areas (Initial Habitat Establishment)	Q2-22	Q2-23														
Marsh harrier habitat improvement area	Q2-22	Q2-23														
Offsite Associated Development																
Pre-commencement and enabling works	Q2-22	Q2-23														
Friday Street Roundabout	Q1-23	Q2-23														Onwards
Two Village Bypass	Q1-23	Q4-24														Onwards
Sizewell Link Road	Q1-23	Q4-24														Onwards
Yoxford A12 Junction	Q2-23	Q2-24														Onwards
Freight Management Facility	Q2-23	Q2-24														
Northern Park and Ride	Q2-23	Q3-24														
Southern Park and Ride	Q2-23	Q3-24														
A12/A144 Junction	Q1-23	Q4-23														Onwards
Other Highway Improvements	Q4-22	Q4-23														Onwards

Unit 1 operational

Unit 2 operational

Construction **Habitat establishment works** **Removal**
Operational **Operational/Removal** **Reinstatement**

Notes:

* Dates noted above assume DCO being granted April 2022 and free of legal challenge

** Please note that the Construction phases are shown for illustrative purposes only. The sequence of construction works, as set out in the Construction Method Statement, are secured by Requirement 8 of Schedule 2 of the Draft Order.

*** It has been assumed that pre-FID works would be undertaken pursuant to planning permission reference DC/19/1637/FUL & DC/20/4646/FUL issued by East Suffolk Council

**** Removal of the desalination plant will take place prior to the end of construction.

Annex I

Marine Technical Forum Terms of Reference

Sizewell Marine Technical Forum (SZC MTF) – Terms of Reference[1]

1. Aim

1.1. The Sizewell C Marine Technical Forum (SZC MTF) will help facilitate good environmental regulation of Sizewell C by providing all parties with a high level of confidence that the environment is being properly protected.

1.2. Environmental regulators, in consultation with statutory conservation Agencies (jointly referred to in this document as the 'statutory environmental bodies'), would need to determine and enforce a number of regulatory permits and licences (which together with relevant DCO Requirements [would be expected to] form the SZC 'obligations'). These will address protecting those aspects of the marine and coastal environment that have the potential to be impacted by SZC. NNB Genco (or its successor)[2] will need to satisfy the obligations, and the statutory environmental bodies will regulate and assess compliance as appropriate. This effort will include monitoring of certain operational and natural processes and environmental trends that may be affected by the construction and operation of SZC. NNB Genco will provide the relevant regulator with data and other relevant information required [by] [to inform] the obligations, which may be supplemented for compliance assessment purposes by the regulator's own data and information.

1.3. The obligations [contain] [are expected to contain] a variety of conditions and specifications including those for the prevention, minimisation, control, mitigation and/or remediation of potentially harmful environmental impacts associated with the construction and operation of SZC on the marine and coastal environment. Implementation of the obligations will be the responsibility of NNB Genco, informed as necessary by statutory environmental bodies own monitoring (the monitoring effort by NNB Genco to fulfil the obligations will be managed by a Marine Technical Working Group (MTWG) within NNB Genco).

1.4. The MTF is primarily focussed on identifying the information and practical requirements for successful specification, planning, implementation and reporting of all forms of marine and coastal monitoring associated with SZC that are needed for the proper protection of the environment and compliance with UK law. To do this, its dialogue must necessarily encompass all relevant design, construction, commissioning and operational aspects of the development (including the removal of temporary structures) that are, or will be, subject to planning and environmental regulatory scrutiny and permissions. The monitoring topics to be considered, and hereafter included under the general heading 'marine monitoring', are expected to include measurement and modelling of coastal hydrodynamics, sediment transport and coastal erosion matters, as well as effluent and cooling water quantity and quality, resultant receiving water quality, fisheries protection and ecological issues etc.

1.5. The key aim of the MTF is to provide a means whereby the nature of the marine monitoring, the results and their outcomes can be readily discussed, seeking agreement or consensus between NNB Genco and the statutory environmental bodies, and clarity on any points of difference. The MTF will seek a common view whilst respecting the independence of the statutory environmental bodies so that relevant advice to NNB Genco may be distilled, and that statutory environmental bodies' consultations and decision making may be best informed.

1.6. In advance of the DCO, the SZC MTF will seek to develop a shared understanding of the status and sufficiency of the marine studies advanced by NNB Genco, the assessments of project impact based upon these studies and the proposed means of mitigation, in order both to facilitate advice given by its members to the Planning Inspectorate and inform their own procedures. The aim in this context will be to assist both in the development of statements of common ground (SOCG) between NNB Genco and the statutory environmental bodies and the formulation of requirements for consideration by the Planning Inspectorate.

In confidence

[1] Text in [blue] refers to the pre-DCO context alone and in [red] post-DCO.

[2] This caveat, 'or its successor', applies to all subsequent references to 'NNB Genco'.

1.7. Whilst all parties shall aim for constructive dialogue based on relevant accountabilities, with a view to sharing knowledge and building mutual trust, all views expressed and conclusions drawn by the MTF shall be without prejudice to the statutory regulatory roles performed by MTF member organisations and shall not be binding upon them. These discussions will be facilitated by the Chair of the SZC MTF with the intention of both minimising and delimiting residual issues in the form of the SOCG in advance of the relevant regulatory submissions allied with the DCO and relevant submissions to regulators.

1.8. It is envisaged that the MTF would continue to convene throughout the period of SZC construction, commissioning and initial operations, and that this or a similar process will then be maintained by the SZC site operator. An existing entity, the Sizewell Shoreline Management Group (established under covenant between the Sizewell A (SZA) and Sizewell B (SZB) land owners), maintains a Beach Management Plan on the Sizewell frontage involving a number of monitoring activities. When appropriate, it is envisaged that the relevant shoreline management arrangements and associated monitoring and contingency measures relevant to a combined SZA, SZB and SZC site interest will be unified within a common frame of governance.

1.9. These arrangements would inform and supplement the statutory requirement for NNB Genco to consult with the relevant statutory environmental bodies when developing DCO and allied Environmental Permitting and Marine Licence submissions and subsequently discharging obligations.

2. Purpose

2.1 The SZC MTF exists to facilitate open and transparent dialogue between NNB Genco and the statutory environmental bodies (and their advisors) relating to detailed design of SZC and marine monitoring. This will cover:

a) The design and delivery of SZC,
b) SZC obligations and regulatory concerns,
c) Considerations of environmental information or outputs and their dissemination so that:
   - Operational and environmental monitoring by NNB Genco and/or statutory environmental bodies is informed and can be shaped throughout the design, construction and operational phases of SZC, and monitoring plans can be modified in the light of knowledge gained or technical issues arising;
   - Relevant information is shared between NNB Genco, statutory environmental bodies and the wider community.

3. Membership

3.1. The MTF will be chaired by an appointee of NNB Genco supported by a technical secretariat (who will represent the MTWG, see 1.3 above) from within NNB Genco.

3.2. In order to constitute the MTF, the Chairperson and secretariat will welcome and encourage the participation of nominated technical representatives from Natural England, the Environment Agency, Marine Management Organisation, and the Coastal Authority, together with consultants working on their behalf, in order that they may observe and participate in discussions. Additional participation may be encouraged with the agreement of MTF members when specific issues are being discussed. Participation by any of the statutory environmental bodies will be subject to their resources being available.

3.3 The Chairperson and secretariat, in consultation with the statutory environmental bodies, will agree upon and invite an appropriately balanced group with expertise from NNB Genco and the statutory environmental bodies to form the MTF. Composition of the MTF may vary to the degree judged necessary by NNB Genco and the MTF at any given stage of the project, providing the necessary expertise to address the overall objectives.

4. Duties of the Chairperson

4.1. The Chairperson (or a member of the secretariat in the Chairperson's absence) will chair all meetings of the MTF.

4.2. The Chairperson (or a member of the secretariat in the Chairperson's absence) will ensure that a record is kept of the topics of discussion and the views expressed.

In confidence

4.3. The Chairperson will ensure that the focus of the MTF is maintained and that all outputs are impartial, balanced and rigorous.

4.4. The Chairperson will prepare an annual report, detailing activities and progress over the course of the year.

4.5. At times to be agreed by MTF and NNB Genco, the Chairperson will make public a summary of the topics discussed and conclusions drawn.

5. Tasks

5.1 All MTF members shall (subject to adequate resources being available) provide sufficient information to properly inform the work of the MTF, and allow the MTF members to:

a) Review, to an appropriate timetable, and sufficiently in advance of the DCO application and environmental permit applications, reports/information provided for this purpose by NNB Genco relevant to aspects of coastal processes, marine water quality and marine ecology likely to be affected by the SZC project;
b) In tandem with this review process, discuss relevant means of mitigation and contingency associated with residual effects or uncertainties so as to inform both NNB Genco's consideration of statements in mitigation, and relevant conditions and requirements, ensuring that recommendations and considerations of the MTF that might influence these requirements and conditions are properly recorded;
c) Consider specific marine monitoring proposals by NNB Genco or statutory environmental bodies associated with specific plans relevant to SZC;
d) Agree a programme of work in order to secure a), b) and c) above sufficiently in advance of DCO submission, and other relevant submissions to regulators;
e) Pre Environmental Permit and DCO submission, ensure that recommendations and considerations of the MTF that might influence design are properly recorded;
f) Post DCO, agree a programme of work for the MTF against a schedule of the obligations;
g) Post DCO, review the strategy, approach and effectiveness of specific coastal and marine monitoring by NNB Genco;
h) Post DCO, review technical data, reports and recommendations and consider the effectiveness of measures implemented to deal with potential impacts, including review of the efficiency of any changes made to the design and/or operation of those measures in light of monitoring findings ensuring that recommendations and considerations of the MTF that might influence these measures are properly recorded;
i) Identify key risks, issues, interdependencies and opportunities for optimising the effectiveness and efficiency of marine monitoring; and
j) Provide advice on the action(s) that should be taken.

6. Reporting arrangements

6.1. The Chairperson will provide an annual report on the activities of the MTF to NNB Genco and the MTF.

6.2. Reports for external publication or dissemination relating to the activities of the MTF will first be approved by the MTF.

6.3. Notes of the meetings shall be taken and issued to the MTF by NNB Genco for agreement.

7. Information Sharing

7.1. There shall be the presumption that all information will be made available for public disclosure, wherever practicable.

8. Meetings

8.1. The frequency and dates of meetings will be proposed by the Chairperson and secretariat for agreement by MTF members. Initially NNB Genco and the MTWG will provide a short-term timetable of meeting dates and topics to be discussed, together with an indication of written material to be provided, but in the longer term the meeting schedule will evolve with the work of, and through agreement with, MTF members. Meetings may be in person or via telecon.

In confidence

8.2. Meetings of the MTF will receive direct reports of monitoring activities and proposals either from the secretariat or invited presentations from those carrying out these activities.

8.3. Core meetings of the MTF will involve all members plus the Chairperson (or secretariat in the absence of a Chairperson). Subgroups of the MTF will meet or congregate via telephone conference when necessary in order to deal with specific actions arising within the MTF, reporting on progress to the MTF at the next opportunity.

8.4. Papers for consideration by the MTF will be co-ordinated and issued by the secretariat in consultation with the Chairperson. As a principle, sufficient time shall be allowed for comments to be made on papers provided for that purpose. Where an engagement protocol has already been agreed between NNB Genco and any of the MTF members, this will serve as the minimum standard applicable to these activities. As a preliminary indication, subject to that protocol: papers of a technical nature (e.g. survey methods, survey results etc.) will be issued at least three weeks in advance of the meeting, or three weeks in advance of written comments being provided. For other papers of a non-technical nature the timescale will be two weeks. In the event that it is not possible to keep to this timescale the Chairperson will notify the MTF and either agree to postpone the meeting or proceed with the meeting and agree to receive written comments within 3 weeks of the date of the meeting. Written comments arising from discussions at the meeting will normally be required within 3 weeks of the meeting.

8.5. NNB Genco shall be responsible for arranging meetings or telephone conferences of the MTF or MTF subgroups where agreed appropriate. Proformas will be maintained in order to ensure consistency of style and content of agendas, recorded outcomes and actions.

8.6. NNB Genco shall be responsible for establishing regular telecons in order to maintain an informal dialogue on progress as and when required.

8.7. From time to time NNB Genco as the lead organisation for MTF, acting on its own behalf or on the advice of the MTF, may make such further arrangements as it considers appropriate for the proper and efficient functioning of the MTF. Any such arrangement would be carried out in consultation with the statutory environmental bodies.

9. Constitution

9.1. Any changes to these Terms of Reference shall be subject to agreement by the MTF.

These ToR are as agreed between representatives of NNB Genco, Environment Agency, Natural England, the Suffolk Coastal Authority and the Marine Management Organisation at a meeting of the SZC MTF chaired by Mr Chris Chubb (HPC MTF Chairperson), held at the Environment Agency and Natural England's offices in Norwich on 23rd April 2015.

In confidence

ANNEX J

OPERATIONAL TRAVEL PLAN FRAMEWORK

ANNEX K

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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Glossary of Terms

Term	Definition
Abnormal Indivisible Load (AIL)	A vehicle having one or more of the following characteristics on any part of the vehicle combination: i. a gross vehicle weight of more than 44,000kg; ii. an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle; iii. a width of more than 2.9 metres; iv. a rigid length of more than 18.65 metres; v. the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the side of the vehicle; or vi. is a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.
Heavy Goods Vehicle (HGV)	A goods vehicle >3.5 tonnes and ≤ 44 tonnes gross vehicle weight (maximum allowable total weight when loaded).
Heavy Duty Vehicle (HDV)	HGVs and buses
Light Goods Vehicle (LGV)	A goods vehicle with a maximum gross weight of up to 3.5 tonnes.
Early years	For freight traffic this is defined as the construction period up until the Sizewell link road and two village bypass are available for use

1 INTRODUCTION

1.1 Background

1.1.1 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

1.1.2 Once operational, Sizewell C will be able to generate enough electricity to supply approximately six million homes in the United Kingdom (UK). The Sizewell C Project will also generate significant economic benefit for the local area.

1.1.3 SZC Co. recognises that the scale of the Sizewell C Project means that care needs to be taken with the way in which it is designed, constructed and operated.

1.1.4 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation (DoO). All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and DoO set out the status of each Level 1 document.

1.1.5 The **Construction Traffic Management Plan** (**CTMP**) (Annex K of the DoO Doc Ref. 8.17(G)) is a Level 1 document and a draft version accompanied SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. This is an updated **CTMP** Annex K of the DoO 8.17(G)) to be submitted at Deadline 8. The final **CTMP** Annex K of the DoO 17(G)) will be annexed to the **DoO** (Doc Ref. 8.17(G)) and the implementation of the **CTMP** Annex K of the DoO 8.17(G)) is secured through an obligation in the **DoO** (paragraph 2 of Schedule 16 of the current draft of the **DoO** (Doc Ref. 8.17(G)).

1.1.6 Where approvals are required, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions

(including approvals) should be made. Any updates to these further documents or details must be approved by the same body or governance group and through the same consultation and procedure as the original document or details.

1.1.7 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [REP3-011].

1.1.8 For the purposes of this document the term 'SZC Co.' refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

1.2 Scope

1.2.1 This **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) sets out SZC Co.'s proposals to manage freight traffic during the construction period of the Sizewell C Project.

1.2.2 This **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) deals with the management of all freight traffic (i.e. heavy goods vehicles (HGVs), light goods vehicles (LGVs), and abnormal indivisible loads (AILs)) during the construction period of the Sizewell C Project.

1.2.3 This following elements of the construction traffic shall be managed through this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)):

- HGV movements to/from the main development site from the wider highway network, including the use of the freight management facility;
- HGV movements between the main development site and the Land East of Eastland Industrial Estate (LEEIE);
- HGV movements to/from the associated development sites during their construction and decommissioning;
- LGV movements to/from the main development site and postal consolidation facility; and
- AIL movements to/from the main development site.

1.2.4 The suite of management documents to be implemented for the Sizewell C construction works to complement the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) are as follows:

- **Construction Workforce Travel Plan** (**CWTP**) (Annex L of the DoO Doc Ref. 8.17(G)) ; and
- **Traffic Incident Management Plan** (**TIMP**) (Annex M of the DoO Doc Ref. 8.17(G)).

1.2.5 The implementation of the **CWTP** (Annex L of the DoO Doc Ref. 8.17(G)) (Doc Ref. .8(and the **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)) (are also secured through the **DoOeed** (Doc Ref. 8.17(GG)).

1.3 Objectives

1.3.1 The objectives of this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) are to:

- Minimise the volume of freight traffic associated with the construction of Sizewell C, so far as reasonably practicable.
- Maximise the safe and efficient movement of materials required for Sizewell C, so far as reasonably practicable.
- Minimise the impacts both for the local community and visitors to the area using the road network, so far as reasonably practicable.

1.4 Structure of plan

1.4.1 The remainder of this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) is structured as follows:

- **Section 2** sets out the management structure for the **CTMP;**
- **Section 3** summarises the freight movements expected to be generated by the Sizewell C Project during the construction period;
- **Section 4** summarises the proposed measures to manage HGV movements to/from the main development site during the construction period as well as the proposed management of HGVs between the LEEIE and main development site;
- **Section 5** summarises the proposed measures to manage HGV movements to/from associated development sites during their construction and decommissioning;

- **Section 6** summarises the proposed measures to manage LGV movements during the construction period;
- **Section 7** summarises the proposed measures to manage AIL movements to/from the main development site during the construction period;
- **Section 8** deals with monitoring and review of the **CTMP**; and
- **Section 9** deals with compliance and enforcement of the **CTMP**.

2 MANAGEMENT STRUCTURE

2.1 Introduction

2.1.1 Management structure for the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) and the responsibilities of each stakeholder.

2.2 Management structure

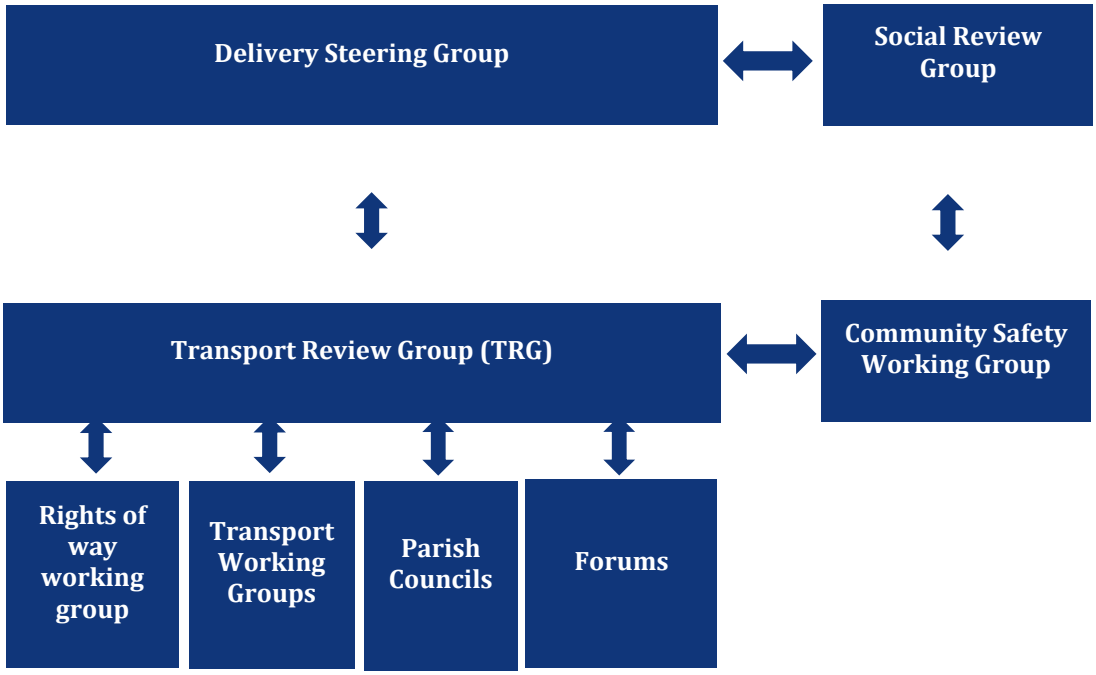
2.2.1 The overall management and implementation of the **CTMP** shall be the responsibility of SZC Co.

2.2.2 A number of groups are established under the DoO for the construction period of Sizewell C. The following groups and individuals shall be involved with the **CTMP**:

- Delivery Steering Group;
- Transport review group (TRG);
- Transport co-ordinator;
- Delivery co-ordinator;
- Community Safety Working Group;
- Rights of Way Working Group;
- Transport working groups and parish councils; and
- main development site forum, northern transport forum and southern transport forum.

2.2.3 **Figure 2.1** below shows the relationship between the TRG and other relevant working groups or sub-groups.

Figure 2.1 – Relationship between the TRG and other relevant groups



2.3 Delivery steering group

2.3.1 On or before commencement, SZC Co. shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the construction period. The Delivery Steering Group shall meet on a quarterly basis, or different frequency as agreed by the members.

2.3.2 The Delivery Steering Group shall comprise:

- a service director (or equivalent) from ESC;
- a service director (or equivalent) from SCC; and
- up to two representatives to be nominated by SZC Co, including SZC Co's Site Director.

2.3.3 The scope of the Delivery Steering Group shall be to:

- consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;

- monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;
- provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;
- decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision;
- identify key risks, issues, interdependencies and opportunities for optimising the effectiveness and efficiency of the implementation and delivery of the Project; and
- facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

2.3.4 Should the Transport Review Group refer an urgent matter to the Delivery Steering Group for resolution, the Delivery Steering Group shall meet as soon as reasonably practicable to resolve the relevant matter.

2.3.5 In the event that the Delivery Steering Group is unable to agree on any matters for its determination, it may be treated as a Dispute to be resolved in accordance with Clause 8 of the **DoO** (Doc Ref. 8.17(G)).

2.4 Transport review group

2.4.1 On or prior to commencement, SZC Co. shall establish a Transport Review Group (TRG) with members taken from the key transport stakeholders and SZC Co. The establishment of the TRG is secured through an obligation in the **DoO** (Doc Ref. 8.17(GG)) (paragraph 3 of Schedule 16).

2.4.2 The scope of the TRG in relation to the **CTMP** is as follows:

- receive monitoring reports from SZC Co. relating to the implementation and operation of the **CTMP** and approve amendments to the monitoring report format if required;
- monitor the implementation of and compliance with the **CTMP**;
- agree actions from the transport co-ordinator for the continued implementation of the **CTMP**;

- consider the case for, and approve amendments to the **CTMP** put forward by the transport co-ordinator;
- consider the use of the Contingent Effects Fund if unmitigated significant adverse transport impacts arising from the monitoring require mitigation;
- advise SZC Co. on potential enhancements to the **CTMP**;
- consider the Community Safety Working Group and Public Rights of Way Working Group meeting minutes with respect to transport and any actions arising from the meetings for the TRG;
- consider the minutes of the Transport Working Group meetings insofar as they relate to transport matters which have been directed for the attention of the TRG;
- consider and decide any matter referred to it from the Transport Working Groups regarding outstanding disputes within those groups or any matter where those groups have failed to reach a decision;
- consider and provide guidance to SZC Co. and the Transport Working Groups on any matters where the TRG consider there are interfaces between those groups that need a more strategic approach;
- consider the views and opinions with regards to transport of the parish councils, forums and local community when carrying out its role;
- where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the TRG fails to reach a decision; and
- notify the members of the Delivery Steering Group in the event that the TRG considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution.The TRG shall have further duties with regards to the **CWTP** (Annex L of the DoO Doc Ref. 8.17(G)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)), which are set out in those documents.

2.4.3 The TRG members with voting rights shall comprise:

- the transport co-ordinator;
- one representative to be nominated by SCC;
- one representative to be nominated by National Highways;
- one representative to be nominated by East Suffolk Council;
- one representative to be nominated by Suffolk Constabulary; and
- three representatives, in addition to the transport co-ordinator, to be nominated by SZC Co.

2.4.4 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC, National Highways and Suffolk Constabulary nominated TRG representatives shall be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.

2.4.5 All members of the TRG must participate in the TRG and perform the obligations of the governance group. Schedule 17 paragraph 2 of the **DoO** (Doc Ref. 8.17(G)) requires this of ESC, SCC and SZC Co. and the Deed of Covenants with National Highways and Suffolk Constabulary will also require this. If required from time to time, TRG representatives from SCC, ESC, National Highways and Suffolk Constabulary shall be able to nominate an alternative representative from their authority if they are unable to attend a TRG meeting. Should a TRG member abstain from a vote, SZC Co. must cancel or withdraw one of its votes so that the TRG can proceed as far as practical by consensus.

2.4.6 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could be either specialist representatives from SCC, ESC, National Highways or Suffolk Constabulary or other specialist representatives from bodies such as transport providers, other emergency services and lead contractors. However, these invitees will not have any voting rights.

2.4.7 The TRG must be formed on or prior to commencement of construction and must meet every month for the first 3 months of the construction period and every 3 months thereafter during the construction period unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

2.5 Transport co-ordinator

2.5.1 A transport co-ordinator must be appointed by SZC Co. and be in place on or before commencement of construction and throughout the construction period of the Sizewell C Project. The transport co-ordinator must be responsible for the management of the **CTMP** and the other transport management plans (i.e. **CWTP** (Annex L of the DoO Doc Ref. 8.17(G)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(G))). The appointment of the transport co-ordinator is secured through the **DoO** (Doc Ref. 8.17(G)) (paragraph 3 of Schedule 16).

2.5.2 The transport co-ordinator must have the following transport-related responsibilities related to the **CTMP**:

- promote the objectives and benefits of the **CTMP** to encourage compliance with its contents;
- monitor the success of the **CTMP** against the thresholds;
- report the monitoring of the **CTMP** to the TRG to allow consideration of appropriate actions as required;
- report to the TRG on transport related feedback from the Community Safety Working Group, Rights of Way Working Group, Transport Working Groups, parish councils, forums and local community;
- implement actions agreed with the TRG;
- propose **CTMP** updates to the TRG as required and make any approved amendments;
- if requested by the TRG, investigate potential unmitigated significant adverse transport impacts and, if required, put forward recommendations for mitigation to be funded by the Contingent Effects Fund;
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

2.5.3 The transport co-ordinator role must be appointed at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they must sit outside of the SZC Co. delivery team.

2.6 Delivery co-ordinator

2.6.1 In addition to the recruitment of the transport co-ordinator role, SZC Co. must appoint a delivery co-ordinator for the duration of the construction of the Sizewell C Project. This appointment is secured through an obligation in Schedule 16 of the **DoO** (Doc Ref. 8.17(G)). SZC Co. must also employ a delivery team to assist the delivery co-ordinator with the delivery of the **CTMP** on a day-to-day basis as well as assist with the implementation of the **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)) (in the event of an incident in the Incident Management Area, as defined in the **TIMP.**

2.6.2 In relation to the **CTMP** the delivery co-ordinator and the delivery team must be responsible for:

- managing the delivery management system (DMS) in accordance with the **CTMP**;
- managing and co-ordinating AIL movements;
- investigating any non-compliance of the **CTMP**;
- planning delivery schedules in accordance with the Project programme and the **CTMP**; and
- collating monitoring data for the monitoring reports.

2.7 Other groups

a) Community Safety Working Group

2.7.2 There will be a need for synergy between the activities of the TRG and the Community Safety Working Group, which the emergency services will sit on.

2.7.3 In order to minimise overlap and resource demand on the emergency services, the Community Safety Working Group must be attended by the transport co-ordinator in order to facilitate an on-going transport agenda item that will provide a quarterly update on the monitoring of the transport management plans. With respect to the **CTMP**, the Community Safety Working Group shall be able to provide the transport co-ordinator with any feedback of the effectiveness of the **CTMP** in the context of freight traffic, including AILs, and community safety.

2.7.4 The minutes of the Community Safety Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

b) Rights of Way Working Group

2.7.5 On or before commencement, SZC Co. shall establish the Rights of Way Working Group which shall exist for the duration of the construction period, unless otherwise agreed by the members of the Rights of Way Working Group.

2.7.6 The minutes of the Rights of Way Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

2.7.7 The Rights of Way Working Group shall report to the TRG at least once every six months on matters including (but not limited to):

- any existing initiatives that the Public Rights of Way (PRoW) Fund has been applied towards and the effectiveness of such initiatives;
- any future initiatives that the Rights of Way Working Group has agreed will be funded by the PRoW Fund; and
- any material changes to the timing or delivery of the Project that may impact upon any existing or proposed initiatives that have been or are agreed by the Rights of Way Working Group to be funded by the PRoW Fund.

2.7.8 In the event that the Rights of Way Working Group considers that a matter needs to be referred to the TRG for urgent resolution, it shall notify the members of the TRG to invoke the urgency resolution process.

2.7.9 The transport co-ordinator shall report to each TRG meeting:

- any non-Project-related PRoW issues identified within the community that may have the potential to influence the Project's workforce and infrastructure;
- evidenced effects of the Project and its workforce on PRoW;
- use of financial contributions to implement PRoW and cycle measures; and

- any material impacts to PRoW that might arise as a result of changes in Project milestones, and any concerns relating to the delivery of the Project which may affect PRoW.

c) Transport Working Groups

2.7.10 The following transport working groups have already been or must be established under the DoO on or prior to commencement of construction:

- the Wickham Market working group;
- the Leiston working group;
- the Marlesford and Little Glemham working group;
- the Theberton and Middleton Moor working group;
- the B1125 working group; and
- the Yoxford working group.

2.7.11 The working groups will be sub-groups of the TRG, once the TRG is formed, and the transport co-ordinator must report to the TRG on a quarterly basis providing a summary of the progress of the transport schemes being developed in consultation with the working groups and any issues for the attention of the TRG.

2.7.12 The working groups shall continue to meet at a frequency agreed by the individual working groups until the detailed design of the scheme concerning each working group has been approved by SCC, at which point the working group will be disbanded.

d) Parish councils

2.7.13 The parish councils already meet on a regular basis and they will form a key link between the TRG and the wider community and provide an indication of the transport related issues that are of concern to the general public.

2.7.14 The parish councils must be provided with the contact details of the transport co-ordinator and would be able to raise any transport related issues with them, a summary of which must be provided by the transport co-ordinator to the TRG as part of the TRG meeting agenda pack of information for consideration by the TRG.

e) Forums

2.7.15 A main development site forum, northern transport forum and southern transport forum will be established on commencement of construction. The forums will form the key link between the TRG and the wider community and provide an indication of any transport related issues that are impacting the general public. The forums will meet within the first three months from the commencement date and thereafter on a quarterly basis.

2.7.16 The purpose of the forums will be to provide project information of relevant construction issues and progress, enable the forums to ask questions and raise issues of concern, and help inform SZC Co. on key issues affecting the local community and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

2.7.17 The minutes of the forum meetings must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

2.8 Transport liaison and communication with other stakeholders and the wider community

2.8.1 Prior to commencement of construction SZC Co. must establish an email notification process whereby interested parties and stakeholders can register for email notifications with regards to transport updates for the Sizewell C Project during the construction period. In addition, SZC Co. will set up a twitter feed for the Sizewell C construction period. The email notification and twitter feed will provide transport related updates for the Sizewell C Project during the construction period. It will include, but not be limited to, programme updates for planned highway improvements, details of any road closures, diversions or other temporary traffic management measures and timing of any Special Order and VR1 AIL movements by road and the proposed AIL route to be utilised.

2.8.2 SZC Co. must provide Royal Mail with no less than one month's notice of any road closures, diversions or other temporary traffic management measures being put in place that may affect the local highway network, with particular regard to Royal Mail's operational facilities as shown in the plan included as **Appendix 1** of this **CTMP**. The Royal Mail notification process will be incorporated into the email notification process set out above.

2.8.3 In addition, SZC Co. has a Sizewell C information office within Leiston as well as a freephone community number that is already established and will continue to operate throughout the construction period. Any member of the public can either visit the information office in Leiston or call the freephone

number to raise any concerns with regards to the Sizewell C Project. A summary of transport related issues raised by the local community will be included by the transport co-ordinator in the monitoring reports.

2.8.4 SZC Co. communication team will regularly review transport related issues raised by the local community and will notify the TRG in the event that SZC Co. considers that a matter needs to be referred to the TRG for urgent resolution. Likewise, any member of the TRG shall be able to call an emergency TRG meeting to discuss any urgent matter that needs resolving, which could include issues raised by the local community. The TRG notification process is detailed in Section 8 of this **CTMP**.

3 FREIGHT MOVEMENTS

3.1.1 This section summaries the freight movements that are estimated to occur during the construction of the Sizewell C Project, in terms of types of vehicles, estimated number of movements and routing. Further detail is provided in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)).

3.2 Vehicle classification

3.2.1 The vehicle classifications referred to in this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) are defined as follows:

- An HGV is defined as all goods vehicles, other than AILs, exceeding a maximum gross weight of 3.5 tonnes (t) (maximum allowable total weight when loaded). These include medium goods vehicles, which have a maximum gross weight between 3.5t and 7.5t. It should be noted that SZC Co. has chosen to adopt a very broad definition of HGVs for the **CTMP**, which is any goods vehicle greater than 3.5t. This is much broader than is conventionally the case as an HGV driving licence is only required for vehicles over 7.5t. SZC Co.'s proposed management measures for HGV movements therefore capture a proportion of freight vehicles that would not normally be classified as HGVs.

- An LGV is defined as a van with a maximum gross weight of up to 3.5t.

- An AIL is a vehicle that has one or more of the following characteristics on any part of the vehicle combination:

  - a gross vehicle weight of more than 44,000kg
  - an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle
  - a width of more than 2.9 metres
  - a rigid length of more than 18.65 metres
  - the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the site of the vehicle; or
  - a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.

- Road based AILs fall into three principal classifications:
  - Special order for the heaviest, widest or longest loads. Any AIL greater than 150 tonnes gross vehicle weight or over 6.1m wide or over 30m long is classified as a Special Order load.
  - Special type General Order (STGO) for loads not in the Special Order category, but which are over the weight limit for the number of axles, wider than 4.3m or longer than 27.5 m. STGO are sub-divided into three categories (Cat 1, 2 or 3) depending on the gross weight and axle weight. A further STGO category is used for loads over 5m wide, which are referred to as VR1 loads.
  - Construction and Use (C&U) for loads that are not in the STGO category but do not qualify as an HGV movement due to their size (width, length or overhang).

3.3 Freight movements

a) HGV movements

3.3.2 During the early years[1], prior to the implementation of the two village bypass and Sizewell link road, SZC Co. estimates there would be up to 600 two-way heavy duty vehicle (HDV, which include HGVs and buses) movements per day (i.e. 300 HDV movements in each direction) travelling from the wider highway network to/from the main development site. It is envisaged that prior to the proposed main development site roundabout access being operational, the majority (circa 75%) of the HGVs travelling to/from the main development site will route via the Sizewell B entrance, with the remaining HGVs accessing/egressing the main development site via the secondary site entrance.

3.3.3 In addition, during the early years, there will be up to 280 two-way HGV movements per day (i.e. 140 HGV movements in each direction) shuttling between the Land East of Eastlands Industrial Estate (LEEIE) and the main development site. Prior to the main development site access being operational, the HGVs routing between the LEEIE and the main development site will access the main development site via the secondary site entrance.

3.3.4 During the peak construction period, once the two-village bypass and Sizewell link road are operational, the number of HGVs travelling from the wider highway network to/from the main development site on the busiest

[1] The definition of early years is provided at the beginning of this document

day would be 700 two-way HGV movements (i.e. 350 HGV movements in each direction). On a typical day it is expected that there would be 500 two-way HGV movements per day (i.e. 250 HGV movements in each direction).

3.3.5 In addition, there would be up to 140 two-way HGV movements per day (i.e. 70 HGV movements in each direction) shuttling between the LEEIE and the main development site at peak construction.

3.3.6 At peak construction the majority of HGVs would access/egress the main development site via the main site access roundabout on the B1122. However, it is likely that the secondary site entrance would continue to be used by some HGVs from the LEEIE and would remain available to be used as an alternative access in the event of an event or incident disrupting the use of the main site access roundabout.

3.3.7 During the construction of the associated development sites, there would be the following peak number of HGV two-way movements per day routing to/from each of the associated development sites:

- Two village bypass – 120 two-way HGVs per day;
- Sizewell link road – 200 two-way HGVs per day;
- A12 / B1122 roundabout, Yoxford – 20 two-way HGVs per day;
- Northern park and ride – 42 two-way HGVs per day;
- Southern park and ride – 42 two-way HGVs per day; and
- FMF – 42 two-way HGVs per day.

b) LGV movements

3.3.8 LGVs will undertake small-scale deliveries to the main development site during the early years of construction.

3.3.9 During the early years there are estimated to be up to 250 two-way LGV movements per day (i.e. 125 LGV movements in each direction) to/from the main development site.

3.3.10 During the peak construction period, once the two-village bypass and Sizewell link road are operational, LGVs would undertake small-scale deliveries to the main development site and postal deliveries would be required to use the postal consolidation facility located at the southern park

and ride site, instead of going to the main development site. The number of LGV movements estimated to be generated per day during the construction peak are:

- Total: 700 two-way LGV movements per day (350 deliveries):
  - main development site: 75% (525 two-way LGV movements); and
  - postal consolidation facility: 25% (175 two-way LGV movements).

3.3.11 4 two-way LGV movements per day (2 LGVs each way) are expected to transfer the consolidated postal deliveries between the postal consolidation facility and the main development site via the A12 and Sizewell link road.

c) AIL movements

3.3.12 There are two types of AILs to be delivered for the Sizewell C Project:

- Permanent equipment required for the power station; and
- Temporary construction equipment required for the construction of the main development site.

d) Permanent equipment AILs

3.3.13 There is a need to deliver a number of large AILs to the main development site, which are permanent elements of the power station. These are referred to as 'permanent equipment' AILs within this **CTMP**. There are forecast to be 389 permanent equipment AILs delivered to the main development site during the construction period.

3.3.14 A permanent beach landing facility (BLF) is proposed to be constructed at the main development site to provide the ability to deliver the permanent equipment AILs by sea throughout the construction period to remove heavy and oversized loads from the road network. The permanent BLF will also be used infrequently during the operational phase for the delivery of AILs.

3.3.15 Once construction of the permanent BLF is complete, annual campaign periods (approximately April to October) are expected for a total of approximately four years, which would result in approximately 400 beach landings at the permanent BLF within the course of the construction period.

e) Temporary construction AILs

3.3.16 In addition to the permanent equipment AILs, there will also be a need for temporary equipment (e.g. excavators, cranes, dump trucks etc) to be delivered for the construction of the main development site, which are referred to as temporary construction AILs within this **CTMP**.

3.3.17 With regards to the temporary construction AILs, as a worst case, these have all been assumed to be transported by road in order to agree robust police escort requirements with Suffolk Constabulary, which is summarised in **Section 7** of this **CTMP**. However, SZC Co. shall adhere to the Department for Transport's water preferred policy, which requires Special Order and VR1 loads to be delivered via a coastal or inland waterway route instead of road, where it is feasible.

3.3.18 The precise number of temporary construction AILs per year required for the construction period of the Sizewell C Project is not known at this stage but the most accurate data available is from Hinkley Point C for the construction to date and this has been used to inform this **CTMP**.

3.3.19 **Table 3.1** provides a summary of the category of Hinkley Point C temporary construction AIL two-way movements (i.e. both in and out of the site) completed during the years 2017 – 2020:

- the 2017 and 2018 AIL data from Hinkley Point C is considered to be representative of the early years of the Sizewell C Project, prior to the delivery of the Sizewell link road and two village bypass (i.e. these will all route along the existing A12 (north or south) and the B1122); and
- the 2019 and 2020 AIL data from Hinkley Point C is considered to be representative of the peak construction period of the Sizewell C Project once the Sizewell link road and two village bypass are operational.

Table 3.1 – Category of temporary construction AILs forecast for Sizewell C (two-way movements)

AIL Category	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y3 (HPC 2019)	Y4 (HPC 2019)
Special Order	2	7	6	1
VR1	31	20	3	1

AIL Category	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y3 (HPC 2019)	Y4 (HPC 2019)
STGO 3	169	189	454	243
STGO 2	308	202	470	312
STGO 1	55	141	191	122
C&U	1,598	432	429	399
Total	**2,163**	**991**	**1,553**	**1,078**

3.3.20 **Table 3.1** shows that there are expected to be 2-33 Special Order/VR1 AIL movements per year to/from the main development site, which equates to 0.2-2.7% of annual temporary construction AILs. The vast majority of the AILs are expected to be classified as STGO or C&U loads.

3.3.21 **Table 3.2** provides a breakdown of the widths of the temporary construction AILs.

Table 3.2 – Width of temporary construction AILs forecast for Sizewell C (two-way movements)

AIL Width	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y3 (HPC 2019)	Y4 (HPC 2019)
>5.0m	31 (1.4%)	24 (2.4%)	9 (0.6%)	0 (0%)
>4.4m – 5.0m	14 (0.6%)	21 (2.1%)	3 (0.2%)	15 (1.4%)
>3.5m – 4.4m	1,005 (46%)	67 (7%)	119 (8%)	83 (8%)
>2.9m – 3.5m	953 (44%)	661 (67%)	931 (60%)	635 (59%)
≤ 2.9m	160 (7%)	218 (22%)	491 (32%)	345 (32%)
Total	**2,163**	**991**	**1,553**	**1,078**

3.3.22 **Table 3.2** shows that 0.8 – 4.5% of the temporary construction AILs are expected to be >4.4m wide. In year 1, 46% of the temporary construction AILs are forecast to be 3.5-4.4m wide, which reduces to 7 or 8% in subsequent years. In year 1, 51% of the temporary construction AILs are forecast to be 3.5m wide or less, which increases to 89-92% in subsequent years.

3.3.23 **Table 3.3** summarises the number of days that temporary construction AIL movements occur on as well as the average and maximum number of AIL movements.

Table 3.3 – Frequency of temporary construction AIL movements

	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y1 (HPC 2017)	Y2 (HPC 2018)
Number of days AIL movements occur	280	207	258	244
% days with AIL movements	77%	57%	70%	67%
Average AIL movements on days they occur	7	5	6	4
Average AIL movements per day (365 days)	6	3	4	3
Maximum AIL movements per day	23	20	26	17
Total	**2,163**	**991**	**1,553**	**1,078**

3.3.24 It can be seen from **Table 3.3** that 57–77% of the days may have temporary construction AIL movements. On the days that the AIL movements occur there is expected to be an average of 4-7 AIL movements with a peak of 26 movements in a day. However, as shown in **Table 3.2**, the majority of these AILs will be 3.5m wide or less.

3.3.25 The management of AILs is summarised in **Section 7** of this **CTMP**.

3.4 HGV origins and routes

a) HGV origins

3.4.2 For concrete making materials, the strategy is to replicate, as far as practical, experience at Hinkley Point C. The bulk materials are proposed to be delivered by rail or sea except for smaller quantities, specialist materials or more reactive material requirements, which are better suited to road.

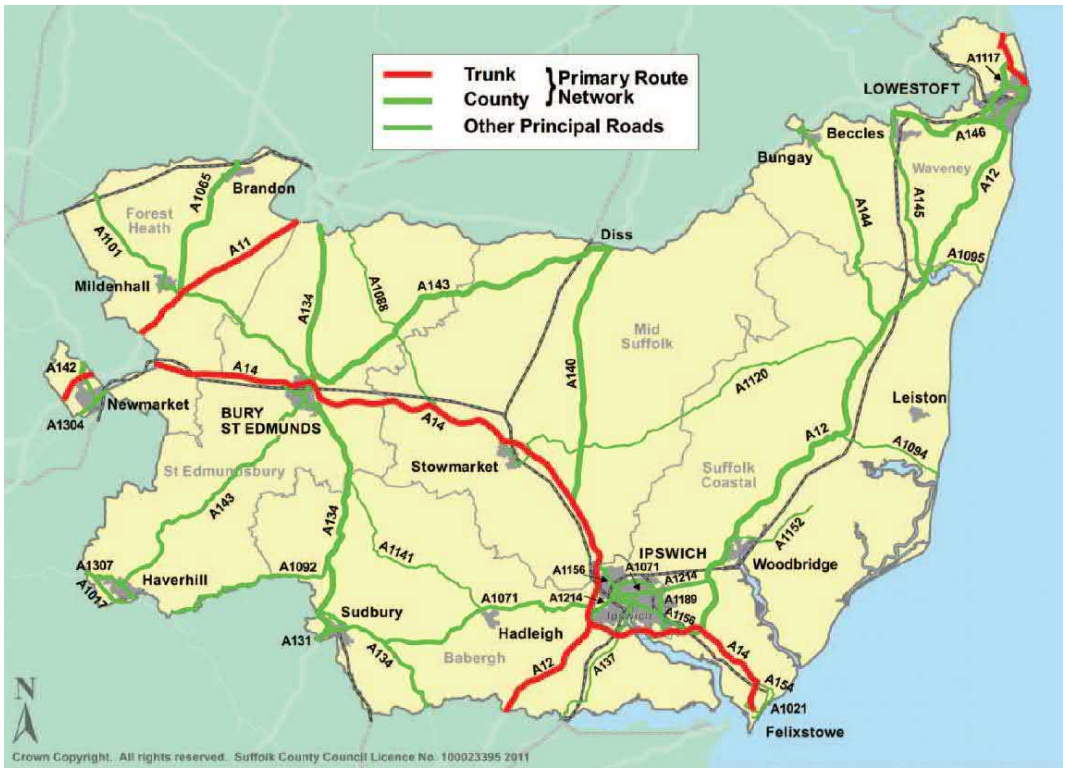
3.4.3 SZC Co. has been working with the Suffolk Chamber of Commerce to develop the local supply chain. As such, there is expected to be some HGVs originating from the local area. This could include items such as consumables, general stores, catering/food supplies, skips, small plant etc. The monitoring of all HGV movements during the construction period, including any from the local area, is summarised in **Section 4** of this **CTMP.**

3.4.4 It is envisaged that the majority of HGVs would arrive from the A12 (south), with a small proportion arriving from the north via the A12 (north) or A145.

b) Suffolk principal transport network

3.4.5 SCC's Local Transport Plan Part 1 (Ref 3.1) provides information on Suffolk's highway network. **Plate 3.1** shows the trunk, county, and other principal roads in Suffolk. The A14 and A12 south of the A14 form part of the trunk road network and are managed by National Highways. In the vicinity of the Sizewell C main development site, the A12, A144 and A145 all form part of the County primary route network.

Plate 3.1: Trunk, county and other principal roads in Suffolk



c) Sizewell C construction HGV routes

3.4.6 This section of the **CTMP** summarises the proposed HGV routes to and from the main development site during the construction period of the Sizewell C Project. The proposed HGV routes utilise trunk and county roads that form part of the primary route network as set out in **Plate 3.1**. The exception to this is the B1122, which is classified as a zone distributor route (i.e. a road within a zone serving as a route directly to a location).

3.4.7 During both the early years and peak of the construction period, HGVs arriving from the south will be required to route via the Strategic Road Network (SRN) on their journey to/from the main development site (with the exception of using the local highway network between their origin and their nearest access to the SRN). The SRN in the vicinity of the freight management facility is identified on **Plates 3.2** and **3.3**.

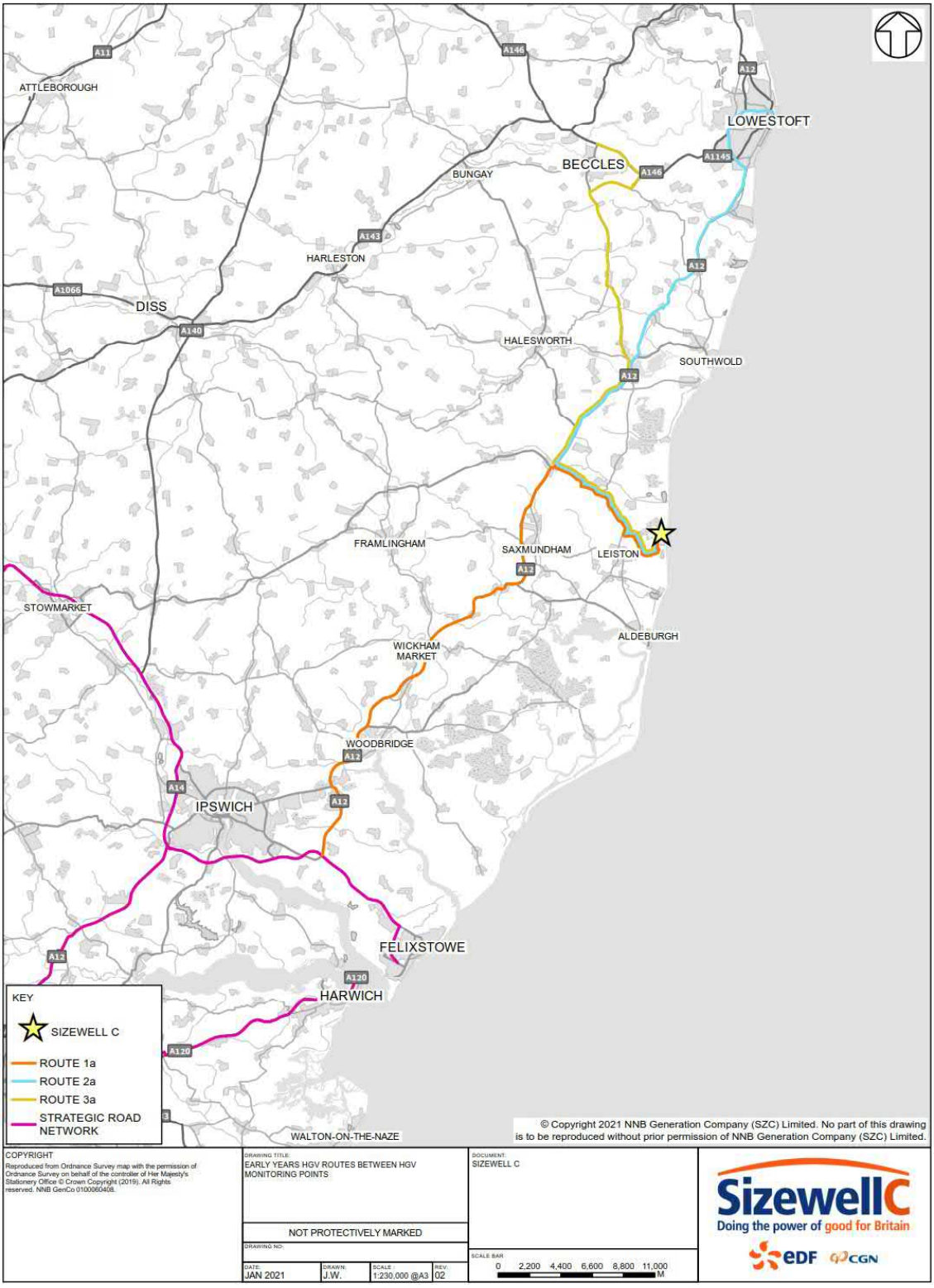
3.4.8 In terms of the HGV routes on the local highway network, HGVs to and from the main development site must use the following HGV routes during the early years, which are illustrated in **Plate 3.2**:

- **Route 1a:** HGV route from the A12/A14 junction at Seven Hills via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

- **Route 2a:** HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

- **Route 3a:** HGV route from Beccles (at A145/A146 junction) to Sizewell B via the A145 to the A145/A12 junction, then along the A12, to the A12/B1122 junction, and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

Plate 3.2 – Early Years HGV routes prior to two village bypass and Sizewell link road



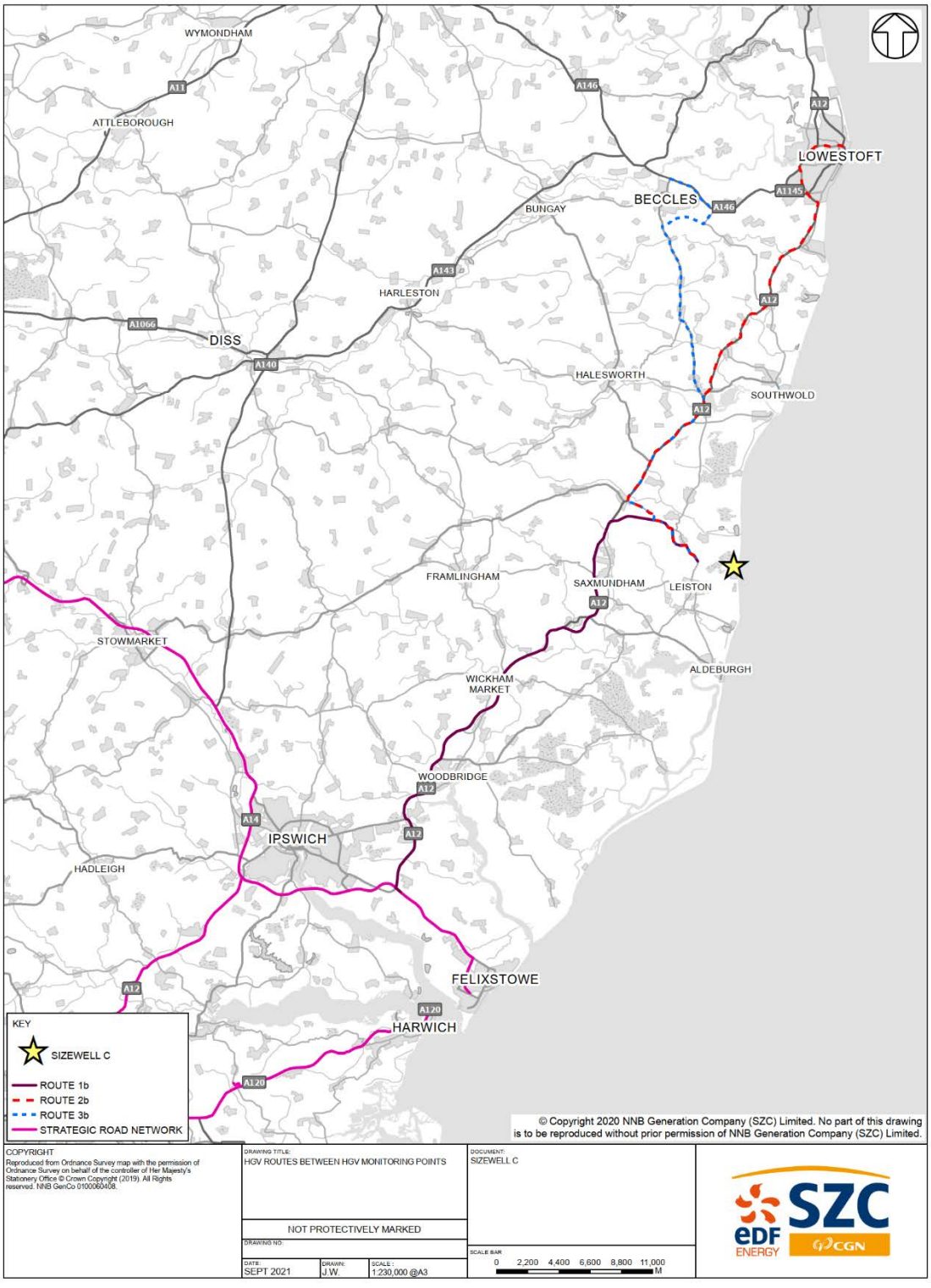
3.4.9 In terms of the HGV routes on the local highway network once the two village bypass and Sizewell link road are operational, HGVs to and from the main development site must use the following HGV routes, which are illustrated in **Plate 3.3**:

- **Route 1b:** HGV route from the A12/A14 junction at Seven Hills via the A12 (two village bypass) to the junction of A12/Sizewell link road and then along the Sizewell link road to the main development site.

- **Route 2b:** HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 to the Middleton Moor link road, which connects to the Sizewell link road and then along the Sizewell link road to the main development site.

- **Route 3b:** HGV route from Beccles (at A145/A146 junction) via the A145 to the A145/A12 junction, then along the A12 to the A12/B1122 junction, and then along the B1122 to Middleton Moor link road which connects to the Sizewell link road and then along the Sizewell link road to the main development site.

Plate 3.3 – Peak construction period HGV routes once two village bypass and Sizewell link road are operational



3.5 AIL origins and routes

3.5.1 The vast majority of the permanent equipment AILs will originate from Europe. The temporary construction AILs will primarily originate from the UK from a wide number of sources. SZC Co. shall adhere to the Department for Transport's water preferred policy, which requires Special Order and VR1 loads to be delivered via a coastal or inland waterway route instead of road, where it is feasible. The permanent BLF will be utilised for the delivery of AILs by sea in accordance with the water preferred policy.

3.5.2 With regards to road based AIL movements, an extract of the National Highways map of preferred routes for high and heavy AIL movements (Ref 3.2) is provided as **Plate 3.4** below.

Plate 3.4 – Highways England heavy load route

3.5.3 Lowestoft to Sizewell forms heavy load route 100 (HR100), which is Category D with 260te gross on 12 axles and 295te gross on 14 axles.

3.5.4 Wynns, an AIL specialist consultancy, has been commissioned by SZC Co. to undertake an assessment of the AIL routes. Consideration has been given to AIL routes from the north and south of the main development site.

3.5.5 The AIL route from the south will be as follows:

- Road based AILs that originate from the south of the main development site would route via the A14/A12 Seven Hills junction, A12 (south) and the B1122 in the early years and the Sizewell link road once operational.

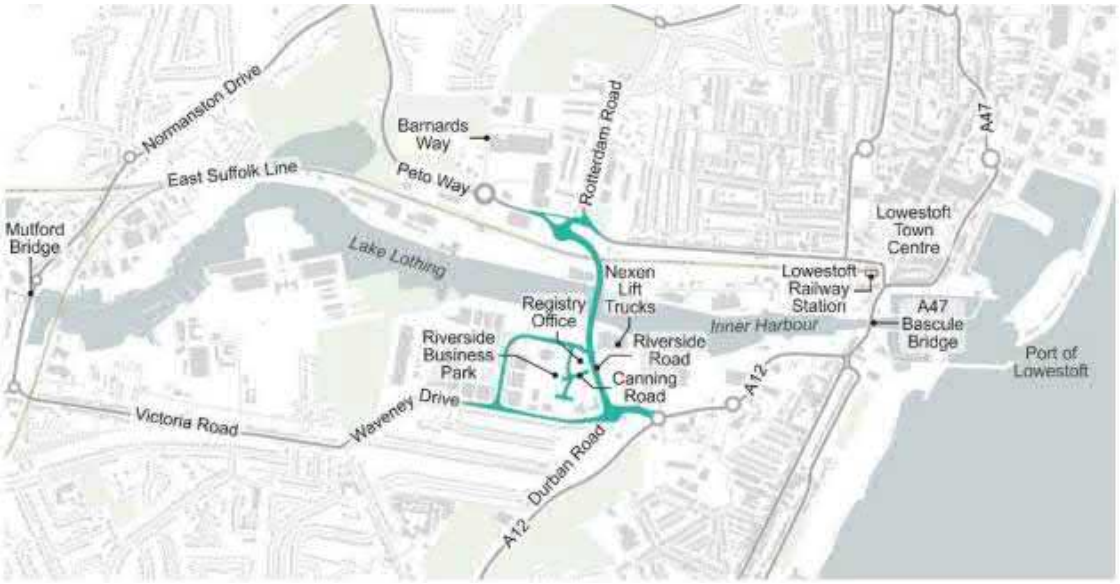
3.5.6 There are options for routing road based AILs from the north, depending on their category. As part of the Wynns study, Lowestoft Port has confirmed that Belvedere yard is now within their ownership, which could be utilised for the delivery of heavy AILs from the port to the main development site. Belvedere yard is on the south bank of the Inner Harbour and Lake Lothing. SCC has confirmed that the route from Belvedere yard and A12 to the main development site is capable of accommodating C&U and STGO loads. Structural surveys shall be undertaken by SZC Co. and approved by SCC to confirm its use for AILs as secured in Schedule 16 of the **DoO** (Doc Ref. 8.17(G)).

3.5.7 Alternative AIL routes from the North Quay at Lowestoft are limited in terms of weight restrictions at the Bascule Bridge, which has a gross weight limit of 88 tonnes and Mutford Lock Bridge on the A1117, which has a gross weight limit of 80 tonnes.

3.5.8 SCC is currently constructing a new crossing at Lake Lothing, which is due to be completed in 2023. It is understood to be able to accommodate SOV 196 loadings. Therefore, the bridge would have a gross weight limit of circa 196 tonnes, depending on the exact vehicle configuration proposed. This will offer additional options for AILs to be transported from Lowestoft North Quay to the main development site.

3.5.9 **Plate 3.5** illustrates the proposed Lake Lothing crossing currently being constructed and also the existing crossings at Bascule bridge and Mutford Lock bridge.

Plate 3.5 – Lake Lothing Crossing, Lowestoft



3.5.10 In summary, the AIL route options from Lowestoft port will be as follows, depending on the AIL category and exact vehicle configuration proposed:

- Belvedere yard at Lowestoft port, A12 and B1122 in the early years and the A12/B1122 Yoxford roundabout, B1122, Middleton Moor link and Sizewell link road, once operational; or
- North quay at Lowestoft port, via Bascule bridge/ Mutford lock bridge/ Lake Lothing Crossing, A12 and B1122 in the early years and A12/B1122 Yoxford roundabout, B1122, Middleton Moor link and Sizewell link road, once operational.

4 FREIGHT STRATEGY PRINCIPLES

4.1 Introduction

4.1.1 This section first summarises the overarching freight strategy principles and then sets out measures to minimise the volume of freight by road.

4.1.2 This section goes on to summarise the management measures that SZC Co. must implement as part of the **CTMP** to manage HGV movements to/from the main development site from the wider network during the construction period.

4.1.3 Finally, this section summarises the management measures for HGV movements between the LEEIE and main development site during the construction period.

4.2 Freight strategy principles

4.2.1 Construction of Sizewell C will require large volumes of freight to be transported to the main development site. The principles informing SZC Co.'s overall strategy for managing materials and freight movements are as follows:

- First, wherever practical and cost effective, SZC Co. has sought to reduce the volume of material that requires movement off-site, either through the re-use of excavated material as fill, landscaping, or via the deployment of the borrow pit to both source material on-site and deposit of other material.

- Secondly, where materials must be imported to, or exported from the main development site, SZC Co. has sought to seek to move bulk materials by sea or rail where this is practical and cost effective.

- Thirdly, where movement of materials by road remains necessary, SZC Co. will manage this in a way which reduces local impacts via the use of defined routes for HGVs, and the implementation of systems which can monitor and manage HGV movements to/from the main development site.

4.3 Measures to minimise the volume of freight by road

1.1.1 The freight strategy for the Sizewell C Project seeks to minimise the volume of traffic associated with the construction of the Sizewell C Project as far as

reasonably practical, through the delivery of the following measures and infrastructure:

- Re-use and storage of excavated material;
- the permanent and temporary BLFs;
- Saxmundham to Leiston branch line rail improvements;
- rail siding at LEEIE; and
- green rail route.

4.3.1 The freight strategy would result in 60% of the construction materials being delivered to site by rail or sea, with the remaining 40% of material being delivered by road over the course of the construction period.

a) Re-use and storage of excavated material

4.3.2 Where possible, excavated materials must be kept on-site and re-used in order to minimise HGV traffic on the highway network.

4.3.3 Any HGV movements associated with waste being taken on or off the main development site must be included in the proposed daily HGV limits.

b) Beach landing facilities

4.3.4 SZC Co. will construct a permanent and temporary BLF at the main development site to allow for the delivery of AILs throughout the construction period and during the operational phase in accordance with the Department for Transport's water preferred policy.

4.3.5 In addition to the permanent BLF, SZC Co. proposes to provide a temporary BLF at the main development site to deliver bulk construction materials, such as aggregate, by sea in order to reduce the amount of construction material delivered by road.

c) Saxmundham to Leiston branch line rail improvements

4.3.6 During the early years of construction, SZC Co. will carry out upgrades to the track and, where necessary, level crossings on the Saxmundham to Leiston branch line so that the Saxmundham to Leiston branch line is able to handle the freight trains required for the Sizewell C Project.

d) Rail siding at LEEIE

4.3.7 Prior to the green rail route being operational, SZC Co. proposes to construct a temporary single railway track with railway sidings and a passing loop for the locomotive within the LEEIE. This will enable two trains per day to be brought in via the Saxmundham to Leiston branch line in the early stage of the construction period. Freight will then be transferred by road using HGVs between the LEEIE and the main development site. This will reduce the number of HGVs on the wider highway network travelling to/from the main development site.

e) Green rail route

4.3.8 The green rail route will involve the construction of a temporary rail extension which will branch off the upgraded Saxmundham to Leiston branch line into the main development site. The purpose of the green rail route is to facilitate the delivery of up to four trains per day (eight movements) direct into to the main development site during peak construction.

4.4 Measures to manage HGVs to/from the main development site

4.4.1 The freight strategy for the Sizewell C Project seeks to manage HGV deliveries to/from the main development site from the wider highway network through the implementation of the following measures:

- Monitoring of rail/marine and road freight mode share;
- prescribed HGV routes;
- capping of HDV/HGV movements;
- monitoring of HDV/HGV targets;
- HGV timing restrictions;
- delivery management system (DMS);
- freight management facility;
- signage strategy;
- driver induction and rules;

- welfare facilities and use of laybys;
- best practice in fleet operations;
- HDV emission standards; and
- communications strategy.

4.4.2 AILs are excluded from the above measures and a package of separate management measures are proposed in **Section 7**.

a) Monitoring of rail/marine and road freight mode share

4.4.3 SZC Co. must monitor the mode of delivery of construction materials in terms of rail, marine or road with the use of the delivery management system, which is detailed later in this section.

4.4.4 The freight strategy is intended to result in 60% of the construction materials being delivered to site by rail or sea, with the remaining 40% of material being delivered by road over the course of the construction period. Monitoring of the freight mode share will be provided to the TRG on an annual basis as set out in **Section 8** of the **CTMP**.

b) HGV routes

4.4.5 HGVs travelling to/from the main development site from the wider highway network must comply with the HGV routes set out in **Section 3**. The HGV routes in the early years are Routes 1a, 2a and 3a (**Plate 3.2**) and the HGV routes are Routes 1b, 2b and 3b (**Plate 3.3**) in the peak construction period, once the two village bypass and Sizewell link road are operational. In addition, HGVs arriving/departing to/from the south must to route via the SRN as shown in **Plates 3.2** and **3.3**.

4.4.6 All HGVs must be tracked using GPS technology to monitor compliance with the proposed HGV routes. The specification for the GPS tracking system is set out later in this section.

4.4.7 There are expected to be some HGVs originating from the local area, which could include items such as consumables, general stores, catering/food supplies, skips, small plant etc. Any HGVs originating from the local area, must be tracked using GPS technology and comply with the HGV routes. The routes utilised by any local supplier HGVs to access the HGV routes must be approved by the TRG.

4.4.8 The **Consolidated Transport Assessment** [REP2-052] assessed 85% of HGVs to/from the south and 15% to/from the north. Monitoring data of the actual split of HGV routes will be provided to the TRG as part of the monitoring reports, as summarised in **Section 8** of this **CTMP**.

c) Daily caps and targets on HDV/HGV movements to/from the main development site

4.4.9 SZC Co. must control the number of HDV/HGV movements to/from the main development site from the wider highway network that are permitted as part of the Sizewell C construction works. SZC Co. must limit the number of HGV movements in accordance with the Sizewell C HDV/HGV limits set out in this section. These Sizewell C HDV/HGV limits have been derived based on the HDV/HGV movements set out in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)).

i. Daily HDV/HGV caps

- Monday to Friday:
  - **Early years daily HDV cap**: during the early years, unless and until the Sizewell link road and two village bypass are available for use, there will be no more than 600 two-way HDV (i.e. HGVs and bus) movements per day (300 HDVs each way) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122. This includes HGVs for the construction of the main development site (including construction of LEEIE), Sizewell B relocated facilities, Green Rail Route, and Lover's Lane improvements, water tankers associated with the desalination plant, and any HGVs for the construction of the Sizewell link road. In addition, any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.
  - **Peak construction daily HGV cap**: during the remainder of the construction period, there will be no more than 700 two-way HGV movements per day (350 HGVs each way) associated with Sizewell C routing along the Sizewell link road. This includes HGVs for the construction of the main development site as well as any HGVs from the wider network routing to/from the LEEIE.
- Saturday:

- **Early years daily HDV cap**: during the early years, unless and until the Sizewell link road and two village bypass are available for use, there will be no more than 500[2] two-way HDV (i.e. HGVs and bus) movements per day (250 HDVs each way) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122.
- **Peak construction daily HGV cap**: during the remainder of the construction period, there will be no more than 500[3] two-way HGV movements (250 HGVs each way) associated with Sizewell C per day routing along the Sizewell link road.

- Sundays and public holidays:
  - There will be no Sizewell C HDV movements to/from the main development site from the wider highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

4.4.10 Monitoring and enforcement of the early years daily HDV caps will be achieved by use of a GPS geofence on the B1122 located to include Theberton and Middleton Moor. Monitoring and enforcement of the peak construction daily HGV caps will be achieved by use of a GPS geofence on the Sizewell link road, east of the junction with the Middleton Moor link road. The HDV/HGV caps must be monitored via the delivery management system (DMS), which is summarised later in this section.

4.4.11 HGVs from the wider highway network to/from the LEEIE shall be controlled via the maximum daily HDV/HGV cap, however, HGVs shuttling between LEEIE and the main development site are not included in the maximum daily HDV/HGV limits and the management of these HGVs is summarised later in this section. Likewise, AIL movements to/from the main development site are excluded from the maximum daily limits on HGV movements and shall be managed and monitored separately as set out in Sections 7 and 8 of this **CTMP**.

4.4.12 SZC Co. must implement and monitor compliance with the Sizewell C daily HDV/HGV limits. **Section 8** sets out the monitoring and review strategy for this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)).

[2] This includes HGVs for the construction of the main development site (including construction of LEEIE), Sizewell B relocated facilities, Green Rail Route, and Lover's Lane improvements, water tankers associated with the desalination plant, and any HGVs for the construction of the Sizewell link road. In addition, any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.

[3] This includes HGVs for the construction of the main development site as well as any HGVs from the wider network routing to/from the LEEIE.

4.4.13 Individual contractors shall be allocated capping limits by SZC Co. and compliance with allocated capping limits will be a condition of their contract. These contractual limits will be an incentive for the contractors to maximise the efficiency of their deliveries in order to keep within their daily HGV allocation (e.g. by maximising payload, using empty space of return journeys from site, and minimising waste both on-site and at source).

ii. Daily quarterly average HGV target

4.4.14 Once the Sizewell link road and two village bypass are operational, there will be a quarterly average HGV target of an average of 500 two-way HGV movements per day in any given quarter (e.g. 3 month rolling period from Sizewell link road first being available). This quarterly average daily HGV target must be applied to all HGV movements associated with Sizewell C routing along the Sizewell link road until the end of the construction period.

4.4.15 Not meeting the target on a persistent basis would trigger a review by the TRG, including consideration of the marine/rail/road split, and whether any action should and can practically and reasonably be taken. As set out in **Section 8**, the TRG is to be provided with a weekly summary of the DMS data, which would provide early warning to the TRG of risk of not meeting the daily quarterly average HGV target and other commitments in this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)).

iii. Peak hour HDV / HGV caps

4.4.16 Sizewell C HDV / HGV movements are subject to the following caps during the weekday network peak hours of 08:00-09:00 and 17:00-18:00:

- **Early years peak hour HDV caps:** during the early years, unless and until the Sizewell link road and two village bypass are available for use, there must be no more than 57[4] two-way HDV movements during the weekday morning peak hour (08:00 - 09:00) and 34 two-way HGVs during the weekday evening peak hour (17:00 - 18:00) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122; and

- **Peak construction peak hour HGV caps:** during the remainder of the construction period, there must be no more than 63[5] two-way HGV

[4] This includes HGVs for the construction of the main development site (including construction of LEEIE), Sizewell B relocated facilities, Green Rail Route, and Lover's Lane improvements, water tankers associated with the desalination plant, and any HGVs for the construction of the Sizewell link road. In addition, any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.

[5] Peak construction period HGVs to/from the main development site are based on 4 trains per day and the temporary BLF for the delivery of bulk materials and the busiest day assessment. It includes HGVs for the construction of the main development site as well as any HGVs from the wider network routing to/from the LEEIE.

movements during the weekday morning peak hour (08:00 - 09:00) and 42 two-way HGV movements during the weekday evening peak hour (17:00 - 18:00) associated with Sizewell C routing along the Sizewell link road.

iv. Shoulder peak hour HDV / HGV targets

4.4.17 In addition to the peak hour HDV / HGV caps, Sizewell C HDV / HGV movements are subject to the following targets during the weekday shoulder peak hours of 07:00-08:00 and 16:00-17:00:

- **Early years shoulder peak hour HDV target:** during the early years, unless and until the Sizewell link road and two village bypass are available for use, there will be a target of 47 two-way HDV movements during the weekday morning shoulder peak hour (07:00 - 08:00) and 42 two-way HDVs during the weekday evening shoulder peak hour (16:00 - 17:00) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122; and

- **Peak construction shoulder peak hour HGV target:** during the remainder of the construction period, there will be a target of 52 two-way HGV movements during the weekday shoulder morning peak hour (07:00 - 08:00) and 53 two-way HGV movements during the weekday evening shoulder peak hour (16:00 - 17:00) associated with Sizewell C routing along the Sizewell link road.

d) HGV timing restrictions

4.4.18 In addition to the daily and peak hour caps and targets on the number of HGV movements set out above, the Sizewell C HGV movements are subject to the following timing constraints for the start and end of the day:

- **Monday to Friday:** During the early years, there must be no HGVs associated with Sizewell C routing through Theberton and Middleton Moor on the B1122 after 23:00 and before 07:00. In addition, throughout the entire construction period there must be no HGVs associated with Sizewell C routing on the HGV routes within the Suffolk boundary north of the A12/A14 Seven Hills junction after 00:00 and before 06:00.

- **Saturday:** Sizewell C HGVs must be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C HGVs from the main development site must be 14:00.

- **Sundays and public holidays:** There shall be no Sizewell C HGV movements to/from the main development site from the wider highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

4.4.19 These HGV timing restrictions will not apply to AILs. Further details on the management of AILs, including timing restrictions, are provided in **Section 7**.

e) Delivery management system

4.4.20 SZC Co. must implement a web-based delivery management system (DMS), which will control bookings of HGV, LGV and AIL deliveries to/from the main development site as well as track HGVs to monitor compliance with the HGV routes to/from the main development site. The DMS shall also be used to monitor the number and routing of HGVs to/from the associated development sites during their construction, which is summarised in **Section 5** of this **CTMP**.

4.4.21 Within this **CTMP** the vehicle booking system is referred to as DMS-booker and the HGV tracking solution is referred to as DMS-tracker. Jointly the DMS-booker and DMS-tracker is the DMS.

4.4.22 The DMS will be used to achieve the following objectives:

- Minimise the impact of the construction of the Sizewell C Project on the local community;
- Demonstrate compliance with the **CTMP** through the provision of accurate monitoring data; and
- Effectively plan all HGV movements to/from the main development site and associated development sites in accordance with the construction programme to maximise construction and site efficiency.

4.4.23 The DMS will achieve the objectives by enabling the following to be undertaken:

- Regulate the flow of HGVs to/from the main development site by providing a set number of delivery slots per day and hours (in accordance with the Sizewell C HDV/HGV limits and timing restrictions set out above).

- Actively monitor compliance with the HDV/HGV limits, targets and timing restrictions;
- Actively monitor compliance of the HGV routes to/from the main development site and the associated development sites during their construction.
- Actively monitor compliance with EURO VI standards for HDVs travelling to/from the main development site and the associated development sites.
- Actively monitor the number of LGV and AIL movements to/from the main development site each day.
- Actively monitor the number of HGV movements to/from the associated development sites each day during their construction.

4.4.24 The DMS must be operational from commencement of the construction period of the Sizewell C Project and for the duration of the construction period. The use of the DMS must be a requirement of contracts with contractors.

4.4.25 Such systems have proven effective in controlling the flow of traffic on construction projects by reducing the number of vehicles that arrive at any given time, especially at peak times. In addition, they have reduced the element of vehicle queuing at sites that is associated with the "arrive anytime" scenario.

4.4.26 This section of the **CTMP** sets out the requirements the DMS must achieve. Prior to commencement of construction, details of the procured DMS must be submitted to ESC, SCC and National Highways. The DMS technical specification is referred to as the 'traffic management and monitoring system' (TMMS), which is secured through an obligation in Schedule 16 of the **DoO** (Doc Ref. 8.17(G)).

4.4.27 **Appendix 1** summarises the process of an HGV movement to/from the main development site and the key tasks and responsibilities. All of the tasks will be required for HGV movements and some will be required for LGV and AIL movements to/from the main development site. **Appendix 1** identifies the tasks required for HGV, LGV and AIL movements to/from the main development site.

i. DMS-booker

4.4.28 SZC Co. must require contractors to pre-book all HGV, LGV and AIL deliveries to the main development site and associated development sites (during their construction) during the construction period through the DMS-booker by providing details of the planned delivery. Bookings must be able to be made by contractors up to a predefined period in advance of the delivery day.

4.4.29 The details of the planned delivery to be recorded in the DMS-booker must include:

- Delivery date and time;
- Driver details (e.g. name, driving licence number, expiry date and country);
- Vehicle details (e.g. vehicle classification, vehicle registration, haulage company, vehicle emission standards); and
- Movement details (e.g. origin, destination, HGV route).

4.4.30 Bookings will require approval by SZC Co. and contractors must be issued with confirmation and a unique reference code for their booking. The specifics of the DMS must include:

- mandatory advance booking (i.e. no booking, no admittance to the main development site or associated development site);
- confirmed booking to relate to a specific vehicle (i.e. vehicle registration number);
- capability to amend bookings in advance of the delivery (up to a predefined period in advance of the delivery day); and
- capability to cancel bookings and if a scheduled delivery is cancelled, it shall not be counted against the HDV/HGV caps as no delivery/movement will have occurred.

4.4.31 The DMS-booker will provide SZC Co. with a daily schedule of the expected HGV, LGV and AIL deliveries to the main development site on a specified day.

4.4.32 The DMS-booker will record the planned and actual arrival time HGV, LGV and AIL deliveries as well as the actual departure time.

4.4.33 The DMS-booker will include a live movement counter of HGVs into and out of the main development site to ensure DCO compliance with freight movements.

f) DMS-tracker

4.4.34 The purpose of the DMS-tracker is to monitor compliance with the HGV routes to/from the main development site. The DMS-tracker must utilise GPS technology to:

- track HGVs on the HGV routes to/from the main development site;
- provide live notifications to SZC Co. of HGVs not adhering to the HGV routes;
- enable auditing to allow investigation into why any HGVs deviate from the HGV route;
- enable auditing of compliance with the HGV caps, targets and timing limits based on GPS geofences; and
- enable communication with drivers via sub-contractors/ hauliers in the event of an incident on the highway network requiring the activation of the **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)).

4.4.35 In order to meet the above objectives, the DMS-tracker will need to:

- be able to be used by all contractors operating HGVs to/from the main development site and associated development sites during their construction;
- enable HGVs to be designated a HGV route at the time of booking a DMS slot, depending on their origin;
- provide a mapping interface to give real time visibility of Sizewell C HGV locations to monitor movement on the HGV routes;
- use geofences, a virtual boundary, to alert the delivery team in the event of a driver deviating from a HGV route, confirming location, vehicle, driver, date and time of occurrence;

- use geofences to give real time visibility of HGVs on the strategic road network on their approach to/from the main development site, the extent of the geofence to be agreed with National Highways and Suffolk County Council;

- enable HGVs arriving from the south to only route to the freight management facility en-route to the main development site but not on the return journey;

- enable HGVs arriving from the north to be tracked without needing to route via the freight management facility or another facility.

4.4.36 The DMS-tracker system has not been procured yet but through discussions with potential providers, a potential solution that would meet the specification set out in this **CTMP** would be to:

- Integrate the DMS-tracker via an application programming interface (API) with existing GPS tracking solutions already within HGVs. API is a software intermediary that allows two applications to talk to each other. Based on experience, the larger supply chain partners will already have GPS technology within their HGV fleet. It would be possible for the DMS-tracker to connect into the existing GPS feed of the HGVs to track their journey to/from the main development site and associated development sites.

- Smaller supply chain partners may not have GPS technology fitted within their HGV fleet and therefore one possible solution could be the development of a smart phone app to allow integration with the DMS-tracker and for HGV movements to be tracked.

g) Freight management facility

4.4.37 SZC Co. must provide a freight management facility at Seven Hills to manage HGVs during the construction period of the Sizewell C Project.

4.4.38 Prior to the freight management facility being operational, the management of HGVs must be through the DMS.

4.4.39 The purpose of the freight management facility is to:

- Allow a controlled pattern of deliveries to the main development site;

- Verify/approve driver details and the delivery booking in the DMS;

- Perform security checks on vehicles;
- Undertake additional HGV driver induction for all HGVs for their first delivery to the main development site (i.e. beyond the electronic induction as set out later in this section); and
- Hold vehicles in the event of an on- or off-site incident requiring HGV movements on the road network to be temporarily suspended. This is dealt with further in the **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)).

4.4.40 Not all HGVs will be required to route via the freight management facility on their journey to the main development site and no HGVs will be required to route via it on their outbound journey from the main development site. Only those HGVs arriving via the strategic road network (i.e. A14/A12), which will be the majority of HGVs, will be required to route via the freight management facility. However, all HGV movements to/from the main development site must be tracked via the DMS-tracker, regardless of whether they route via the freight management facility or not.

h) Signage strategy

4.4.41 Prior to commencement of construction, SZC Co. must submit a signage strategy for the approval of Suffolk County Council and National Highways. The purpose of the signage strategy will be:

- to provide details of the temporary signs to direct Sizewell C construction traffic to the main development site and associated development site during their construction. The signs will conform with the Traffic Signs Regulations and General Directions (TSRGD) regulations. The temporary signs must include:
  - signs installed on the A14 to direct all Sizewell C traffic to route via the A14 in order to reduce Sizewell C car and LGV related traffic on the B1078 corridor.
  - signs to direct HGVs along the proposed HGV routes to the main development site;
  - signs to direct traffic along the proposed HGV routes to the associated development sites during their construction; and
  - signs to direct Sizewell C traffic to the freight management facility, southern park and ride and northern park and ride during their operation.

- to provide details of changes to permanent traffic signs as a result of changes to the highway network (e.g. two village bypass and Sizewell link road).

i) Driver induction and rules

4.4.42 All HGV drivers must be required to adhere to Driver Rules on their journey to/from the main development site and associated development sites. The Driver Rules must be provided within an electronic Driver Handbook at the time of booking a delivery slot within the DMS, which will also act as an electronic induction prior to a HGV driver's first delivery.

4.4.43 HGVs arriving via the strategic road network (i.e. A14/A12), which will be the majority of HGVs, will be required to route via the freight management facility. In addition to the electronic induction set out in the Driver Handbook, all first time drivers to the main development site must be required to undertake an induction on arrival at the freight management facility to ensure that the driver understands the requirements they must adhere to when travelling to/from the main development site.

j) Welfare facilities and use of laybys

4.4.44 Welfare facilities must be provided at the main development site and freight management facility for drivers to use, which will act to minimise the use of laybys on the HGV routes.

4.4.45 As part of the Driver Handbook, HGV drivers will be notified of the welfare facilities at the freight management facility and main development site and advised not to use laybys on the local highway HGV routes unless for highway safety reasons.

k) Best practice in fleet operations

4.4.46 The Fleet Operator Recognition Scheme (FORS) is a national accreditation scheme for fleet operators. Its aim is to raise the level of quality within fleet operations, by recognising efficient and safe vehicle operators, such as fuel efficiency, carbon emissions, road safety and driver training. FORS accredited firms are expected to deliver continual improvements in these areas.

4.4.47 Companies need to pass an independent assessment of their operation to gain accreditation, which covers an effective risk management process covering their drivers, vehicles and operations. There are three levels of FORS accreditation, which reward excellence: bronze, silver and gold. The

FORS database provides information about the status of each accredited organisation.

4.4.48 SZC Co. shall ensure that all contractors are FORS Silver accredited where possible and FORS Bronze as a minimum, unless otherwise agreed with the TRG. Compliance with the FORS accreditation must be monitored through the DMS and reported to the TRG through the monitoring reports.

l) Construction Logistics and Community Safety (CLOCS)

4.4.49 The CLOCS standard is a national industry standard, which defines the primary requirements placed upon the key stakeholders associated with a construction project and places responsibilities and duties on the regulator, the client, the principal contractor controlling the construction site and the supply chain including the operator of any road-going vehicles servicing that project.

4.4.50 SZC Co. must adhere to the CLOCS standard and must ensure compliance of the CLOCS standard through the supply chain.

m) HDV emission standards

4.4.51 EURO Standards are European emission standards that define the acceptable limits for exhaust emissions of new vehicles sold in EU member states. The emission standards are defined in a series of European Union directives staging the progressive introduction of increasingly stringent standards.

4.4.52 SZC Co. must ensure that all HDVs will comply with the requirements of Euro VI emission standards unless it is an exempt vehicle. A formal exemption process will be used for certain HDVs which may be exempt due to being a specialist vehicle; unforeseen circumstances; triviality (i.e. a small number of visits); or being used by a community / local supplier. Any exempt vehicle must meet Euro V standards where possible, and where not achieved additional information will be provided to the TRG. The totality of the exemptions will account for no more than 8% of HDVs on an annual basis.

4.4.53 Compliance with the EURO emission standards must be monitored through the DMS and reported to the TRG through the monitoring reports.

n) Communication strategy

4.4.54 SZC Co. must distribute an electronic information pack to all contractors involved in the construction period of the Sizewell C Project to be issued to their HGV drivers.

4.4.55 The pack must include key information on the following aspects of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)):

- HGV restrictions;
- HGV routes;
- DMS;
- HGV holding locations in the event of an incident;
- default mechanisms for non-compliance;
- location of appropriate rest stops to prevent the use of inappropriate routes/facilities and ensure drivers' needs are appropriately catered for;
- contact information for the delivery team; and
- what to do/not to do if unable to meet their DMS slot.

4.4.56 Any complaints received with regards to Sizewell C freight traffic during the construction period must be summarised by the transport co-ordinator within the monitoring reports as well as any action taken.

4.4.57 SZC Co. must hold regular meetings with its contractors to discuss the management of freight, any issues that arise and how they can be addressed.

o) HGV movements between the LEEIE and main development site

4.4.58 Land East of Eastlands Industrial Estate (LEEIE) is proposed to be used to support construction on the main platform and temporary construction area (TCA). HGVs will shuttle along Lover's Lane between LEEIE and the secondary site access to deliver materials to the main development site.

p) Delivery management system

4.4.59 It is expected that the HGVs shuttling between the LEEIE and the secondary site access would be a dedicated and regular fleet of HGVs. They would be on a fixed circa 1km route along Lover's Lane. These HGVs shall not be tracked via the DMS-tracker but the number of HGV movements per day must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG.

q) LEEIE HGV timing restrictions

4.4.60 The HGVs shuttling between the LEEIE and secondary site access must be subject to the following timing constraints:

- **Monday to Friday:** Sizewell C HGVs between LEEIE and the secondary site access must be limited to arrive at the main development site between the hours of 07:00-21:00. The latest departure of Sizewell C HGVs from the main development site must be 23:00.

- **Saturday:** Sizewell C HGVs between LEEIE and the secondary site access must be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C HGVs from the main development site must be 14:00.

- **Sundays and public holidays:** There must be no Sizewell C HGV movements on the local highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

r) Other management measures

1.1.2 The following management measures set out in **Section 4** of this **CTMP** must also apply to HGVs shuttling between LEEIE and the main development site:

- Signage strategy;

- Driver induction and rules;

- Best practice in fleet operations; and

- HDV emission standards.

5 ASSOCIATED DEVELOPMENT SITE HGVS

5.1 Introduction

5.1.1 This section summarises the measures proposed to manage HGV movements to/from the associated development sites during their construction and decommissioning.

5.2 Measures to minimise the volume of freight by road

5.2.1 HGV movements to/from the associated development sites during their construction /decommissioning are proposed to be minimised through the following measures:

- Earthworks must be designed to maximise cut and fill balance in order to prevent material being sent off-site;
- Where associated development sites are to be decommissioned, topsoil and subsoil must be stored on-site in landscape bunds for reuse during the removal and reinstatement works;
- Where buildings are proposed at the associated development sites, waste generation must be further minimised through the use of modular units for proposed buildings; and
- Contractors must also be required to investigate opportunities to minimise and reduce waste generation.

5.3 Management measures for associated development site HGVs

a) HGV routes

5.3.2 HGVs associated with the construction and decommissioning of the associated development sites must adhere to the HGV routes within **Plate 3.1** and **Plate 3.2**. Compliance with the HGV routes will be monitored via the DMS-tracker.

5.3.3 SZC Co. must agree appropriate temporary construction signage with the highway authorities and must provide this signage prior to the start of construction/decommissioning of each of the associated development sites in order to direct HGVs on the appropriate routes.

b) Delivery management system

5.3.4 The number of HGV movements per day to/from the associated development sites during their construction and decommissioning must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG.

5.3.5 The DMS shall also enable details of HGV movements per hour to/from the associated development sites during their construction and decommissioning to be made available to the TRG if required.

5.3.6 The TRG will have the remit to consider action if the associated development site HGV movements during their construction consistently exceed the HGV movements assessed.

c) Associated development HGVs included in HDV early years cap

5.3.7 The HDV limits and targets set out in **Section 4** for the number of two-way HDV movements during the early years include HDVs that route through Theberton and Middleton Moor on the B1122 associated with the following activities:

- the construction of the main development site (including construction of LEEIE);
- water tankers associated with the desalination plant;
- Sizewell B relocated facilities;
- Green Rail Route;
- Lover's Lane improvements;
- any HGVs for the construction of the Sizewell link road; and
- any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.

5.3.8 Therefore, the HGVs for the construction of the associated development sites that route through Theberton and Middleton Moor are included in the caps.

d) HGV timing restrictions

5.3.9 Construction and decommissioning of the associated development sites must ordinarily take place during Monday to Saturday 07:00 to 19:00 hours, with no working on Sundays or bank holidays. However, some activities may require work outside of these hours. Where this is the case, East Suffolk Council must be notified in advance.

e) Temporary traffic management

5.3.10 The majority of the construction and, where proposed, decommissioning, of the associated development sites will be off-line (e.g. not on the highway network). For example, the northern and southern park and ride facilities and freight management facility will be constructed off the public highway and it is only the proposed accesses that will affect the highway itself. Likewise, the two village bypass and Sizewell link road will be constructed away from the public highway but will need to be tied into the existing highway at the proposed junctions. Where possible accesses have been designed to ensure minimum duration of tie into the existing highway network in order to minimise impacts.

5.3.11 During the construction / decommissioning of the associated development sites, there will be a need for temporary traffic management when the proposed junctions are being constructed and tied into the existing highway network. This will be done through the process set out in Article 22 of the **dDCO**.

5.3.12 Contractors must also be required to adhere to the following guidance:

- The Safety at Street Works and Roadworks: A Code of Practice (the Safety Code)
- Chapter 8 of the Traffic Signs Manual
- The Traffic Signs Regulations and General Directions (TSRGD)

5.3.13 Designers and contractors must seek to re-provide facilities such as walkways or dedicated cycling facilities during roadworks to maintain routes for vulnerable road users with minimal disruption.

f) Other management measures

5.3.14 The following management measures set out in **Section 4** of this **CTMP** will also apply to HGVs associated with the construction and decommissioning of the associated development sites:

- Signage strategy;
- Driver induction and rules;
- Welfare facilities and use of laybys;
- Best practice in fleet operations;
- HDV emission standards; and
- Communication strategy.

6 LGV MOVEMENTS

6.1 Introduction

6.1.1 There will be two types of LGVs associated with the construction period of the Sizewell C Project:

- LGV movements associated with the construction of the main development site; and
- LGV movements associated with postal/courier deliveries to the main development site.

6.1.2 This section summarises the measures proposed to manage both of these types of LGV movements during the construction period.

6.2 Management of LGVs to/from the main development site

a) Classification of freight vehicles for monitoring purposes

6.2.2 Whilst LGVs and HGVs have been assessed in the DCO based on standard classifications, for monitoring purposes through this **CTMP**, SZC Co. has adopted a definition of an HGV to be any goods vehicle between 3.5t and 44t. This means that the SZC Co.'s proposed controls on HGV movements to/from the main development site set out in **Section 4** of this **CTMP** will capture a proportion of freight vehicles that would not normally be classified as HGVs.

b) Delivery management system

6.2.3 Evidence from Hinkley Point C demonstrates that the level of LGV movements that have been assessed travelling to/from the main development site are robust.

6.2.4 The number of LGV movements per day to/from the main development site during the construction period must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG. This will enable the actual level of LGV movements to/from the main development site to be compared against the assessed level of LGVs.

6.2.5 LGV movements to/from the main development site have been assessed with route choice in a similar way to existing LGVs on the highway network. Therefore, LGV movements to/from the main development site have been assessed and mitigated through the proposed package of highway works and transport funding within the **DoO** (Doc Ref. 8.17(G)).

6.2.6 Should there be consistent exceedances of LGV movements to/from the main development site compared to the assessed level of LGVs, the TRG have the remit to direct additional demand management measures including LGV route monitoring via a phone app.

c) Signage strategy

6.2.7 Whilst LGV movements to/from the main development site will not be tracked via the DMS-tracker, they will be encouraged to adhere to the signage strategy summarised in **Section 4** of this **CTMP** as part of the Driver Rules.

d) Driver induction and rules

6.2.8 All LGV drivers must be required to adhere to Driver Rules on their journey to/from the main development site and associated development sites. The Driver Rules must be provided within an electronic Driver Handbook at the time of registering within the DMS, which will also act as an electronic induction prior to an LGV driver's first delivery.

6.2.9 In addition to the electronic induction set out in the Driver Handbook, all first time drivers to the main development site must be required to undertake an induction on arrival at the main development site to ensure that the driver understands the requirements they must adhere to when travelling to/from the main development site.

6.3 Management of postal LGVs

a) Postal consolidation facility

6.3.2 Trips can be seen to fall into two main categories - primary trips (new trips on the network) and secondary trips (trips already on the network).

6.3.3 The vast majority if not all of the LGV movements associated with postal/courier deliveries will be classed as secondary trips and will already be on the highway network making other postal deliveries. Notwithstanding this, in order to provide a worst-case assessment, it was assumed in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)) that all of the postal LGV movements would be new trips.

6.3.4 Secondary trips can be further sub-divided into:

- pass-by trips – existing vehicles already present on the road network, which will route directly adjacent to the proposed development access; or

- diverted trips – existing vehicles already present on the network, which would need to divert from their route in order to access the proposed development before returning to their original route.

6.3.5 Whilst the postal deliveries for Sizewell C during the construction period will be predominately if not all secondary trips, given the location of the main development site, it is likely that many of the trips would need to divert from their original route in order to make the postal delivery to the main development site. Therefore, it is proposed to provide a postal consolidation facility at the southern park and ride facility, which is just off the A12 corridor at Wickham Market, in order for the postal deliveries to be classified as pass-by trips rather than diverted trips.

6.3.6 SZC Co. must then consolidate the post onto 2 LGV deliveries per day (4 two-way LGVs) from the postal consolidation facility to the main development site. These LGVs must route via the A12 and Sizewell link road.

b) Monitoring postal LGVs

6.3.7 The postal deliveries to the postal consolidation facility will not be able to be booked into the DMS system as there will be no contractual arrangement in place. Therefore, a log of the number of deliveries per day will be kept by the postal consolidation facility and a summary of the data provided to the TRG in the monitoring reports.

7 AILS MANAGEMENT

7.1 Introduction

7.1.1 This section summarises the proposed management of AILs to and from the main development site. It has been informed by experience at Hinkley Point C and discussions with Suffolk Constabulary and the highway authorities.

7.2 AILs by marine

a) Water preferred policy

7.2.2 The Department for Transport has adopted a 'water-preferred' policy for the transport of AILs. This means that, where an application is sought for the movement of a Special Order or VR1 category load by road, the Department for Transport, via National Highways, will reject the application where it is feasible for a coastal or inland waterway route to be used instead of road. National Highways advise that this decision is based on a number of factors including whether the load is divisible, the availability of a suitable route, the amount of traffic congestion that is likely to be caused, and the justification for the load to be moved. The AIL strategy proposed by SZC Co. will adhere with the water preferred policy.

b) Permanent beach landing facilities

7.2.3 SZC Co. will construct permanent and temporary BLFs at the main development site to allow for the delivery of AILs throughout the construction period and during the operational phase in accordance with the Department for Transport's water preferred policy.

c) Muster port

7.2.4 It is envisaged that a local port would be used as an AIL muster port for the temporary storage of some of the AILs ahead of final delivery to the permanent BLF when needed. This would provide further resilience to the permanent BLF as it would avoid just in time AIL deliveries and minimise risks associated with bad weather.

7.3 AILs by road

7.3.1 As set out above, SZC Co. shall adhere to the Department for Transport's water preferred policy. However, in order to provide a worst-case basis for this **CTMP** consideration has also been given to some of the largest AILs delivered by road, should they be needed.

7.3.2 This section summarises the management measures proposed for the delivery of AILs by road.

a) AIL routes

7.3.3 SZC Co. must utilise the AIL routes from the north and south on the local highway network summarised in **Section 3** of this **CTMP**.

b) AIL structural survey and improvements

7.3.4 As part of the Wynns study, SCC confirmed that the highway structures on the AIL route from the A14 via the A12 and the AIL route from Lowestoft Port (Belvedere yard) via the A12 are capable of accommodating C&U and STGO AILs. Notwithstanding this, the condition of highway structures may deteriorate prior to them being used by Sizewell C AILs and therefore structural surveys must be undertaken by SZC Co. and any necessary highway structural improvements must be approved by SCC prior to either of the AILs routes being used by AILs. Any approved structural improvements to the highway structures to accommodate the Sizewell C AILs must be implemented by SZC Co. prior to the transport of any AILs by road along an AIL route. This is secured in Schedule 16 of the **DoO** (Doc Ref. 8.17(G)).

c) AIL route scheme

7.3.5 The Wynns study has identified areas on the existing local highway network forming part of the proposed AIL routes that would potentially require changes to street furniture (e.g. dismountable signs).

7.3.6 In addition, based on engagement with Suffolk Constabulary and SCC, it is proposed to upgrade an existing layby within the highway boundary on the A12 in the vicinity of Wickham Market to act as a pick up point for any Sizewell C AILs up to 4.1m wide that need to be police escorted to the main development site.

7.3.7 Prior to commencement of construction, the scope of the proposed works to street furniture and layby(s) on the AIL routes must be approved by SCC. SZC Co. must undertake any approved changes to street furniture and laybys in respect of each AIL route before that route is used to transport AILs. This is secured through obligations in the **DoO** (Doc Ref. 8.17(G)) (paragraph 13 of Schedule 16). SZC Co. will enter into a S278 agreement with SCC to deliver the AIL route scheme within the highway boundary.

d) Design of highway infrastructure to accommodate AILs

7.3.8 The proposed highway improvements along the AIL routes (i.e. two village bypass, Sizewell link road, northern park and ride facility site access, A12/B1122 Yoxford roundabout, main development site roundabout and Lover's Lane improvements are all being designed to accommodate AIL movements by road associated with the Sizewell C Project as well as ensure that any AILs associated with Sizewell B could route safely to site.

7.3.9 For the largest AILs which must be police escorted, it is proposed for AILs to route through the centre of the proposed new roundabouts and street furniture to either be located outside of the AIL corridors within the roundabout or be dismountable. Should there be a need for AILs to route through the centre of the roundabouts, the haulage company must be required to make arrangements for the route to be prepared, including street temporarily removed, ahead of the AIL movement being made and police assistance may be required as set out later in this section.

e) Delivery management system

7.3.10 All AIL deliveries to the main development site must be required to be booked into the DMS-booker. The following information must be input to the DMS-booker for all AIL deliveries:

- Movement order in place – this will need to be confirmed before the DMS booking is approved;
- Specific vehicle information (width, length, height, axle weight, spacing etc.). It should be noted that movement orders can be used for multiple AIL deliveries and show maximum dimension limits, however all DMS bookings will require each specific vehicle dimension;
- Date and time of delivery;
- Proposed AIL route;
- Haulage company and their contact details; and
- Escort requirements (i.e. police-escort, self-escort, no escort) and contact details of self-escort if required.

7.3.11 All AIL movements in and out of the main development site must be recorded via the DMS-booker. Where a vehicle movement is classified as

an AIL in one direction but an HGV in the other direction (i.e. if the vehicle arrives/departs the main development site unloaded), the vehicle movement must be classified as an HGV and included within the HGV limits set out in **Section 4** of this **CTMP**.

7.3.12 All AIL movements to/from the main development site must be tracked on the AIL routes via the DMS-tracker as set out in **Section 4** of this **CTMP**. This will enable the delivery team to know when an AIL movement is approaching the main development site and, depending on the size, will provide the ability for them to hold HGVs at the plaza if required in order to minimise conflicts on the AIL route. This will be particularly useful during the early years when the AILs will route via the B1122. Once the Sizewell link road is in use there will be less need to hold HGVs at the plaza when AILs approach the main development site but it shall still be required for wider AILs. Holding of HGVs at the main development site is set out later in this section.

7.3.13 The number of AIL movements per day to/from the main development site during the construction period must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG, including a summary of number of police escort, self-escort and no escort AIL movements.

f) AIL time limits

7.3.14 The Norfolk and Suffolk Constabulary AIL guidance (Dec 2016) does not permit AILs to be moved on bank holiday weekends or periods when a major event has been planned, unless otherwise agreed with the Constabulary. In addition, the guidance does not permit the movement of AILs in the hours of darkness or in weekday network peak hours of 07:30-09:00 and 16:30-18:00.

7.3.15 SZC Co. must adhere to the time limits set out in the Norfolk and Suffolk Constabulary AIL guidance (Dec 2016). AILs shall be permitted to travel before 07:30 and after 18:00, subject to it being daylight, as well as between 09:00-16:30.

g) Forward scheduling of AILs

7.3.16 The transport co-ordinator will provide the TRG, the Community Working Safety Group and ScottishPower Renewables with a schedule of AIL movements on a monthly basis. The schedule will be subject to further refinement and statutory notifications, but it will provide a useful indication for the stakeholders regarding potential AIL requirements and facilitate forward planning.

7.3.17 In addition, Suffolk Constabulary and ScottishPower Renewables will be provided with a schedule of AILs movements on a weekly basis in order to facilitate the management of AIL movements and co-ordination with ScottishPower Renewables with regards to East Anglia 1 North (EA1N) and East Anglia 2 (EA2). Again, the weekly AIL schedules will be subject to statutory notifications but will provide a more accurate schedule than the monthly schedule.

7.3.18 Monthly and weekly AIL schedules shall only be provided to ScottishPower Renewables during the period that the Sizewell C construction period coincides with the construction of EA1N and EA2.

h) Notifications

7.3.19 Application for notification of AIL deliveries must be made by transport (haulage) operators, preferably through the Electronic Service Delivery for Abnormal Loads (ESDAL2) system. If the ESDAL2 system is not used, application for AIL movement must be submitted in adequate time to allow consultation, planning and further notification. **Table 7.1** summarises the required notifications for each type of AIL.

Table 7.1: AIL notification requirements

Vehicle classification	Movement order notification	Number of days' notice to Highways and Bridge Authorities	Number of days' notice to Suffolk Constabulary	VR1 form to National Highways	Special Order form to National Highways
Vehicle weight					
< 44 tonnes	X	X	X	X	X
44-80 tonnes	✓	2 days	X	X	X
80-150 tonnes	✓	5 days	2 days	X	X
> 150 tonnes	✓	5 days	5 days	X	10 weeks
Vehicle width					
< 2.9m	X	X	X	X	X
2.9m - 3.5m	✓	2 days	2 days	X	X
3.5m - 4.4m	✓	2 days	2 days	X	X
4.4m - 5m	✓	2 days	2 days	X	X
5m - 6.1m	✓	5 days	2 days	2 weeks	X
≥ 6.1m	✓	5 days	5 days	X	10 weeks
Vehicle length					
Rigid vehicle length					
< 18.65m	X	X	X	X	X
18.65m – 30m	✓	5 days	2 days	X	X
≥ 30m	✓	5 days	5 days	X	10 weeks
Articulated vehicle length					
< 25.9m	X	X	X	X	X
≥ 29.5m	✓	X	2 days	X	X

i) AIL escort requirements

7.3.20 Legislation does not contain any requirement for any AILs to be escorted by the police. The Norfolk and Suffolk Constabulary AIL guidance (Dec 2016) states that "Norfolk & Suffolk Constabularies will not escort Abnormal Loads which are up to 5.0 metres wide, except where no alternative arrangement can adequately ensure public safety."

7.3.21 Notwithstanding this, SZC Co. has engaged with Suffolk Constabulary to develop and agree a risk assessed escorting guide for the movement of AILs by road to/from the main development site during the early years (i.e. AILs that may require police escort, self-escort or no escort). The AIL escorting guide is in the form of a matrix and has been agreed with Suffolk Constabulary for the early years, prior to the delivery of the Sizewell link road and two-village bypass and is provided in Plate 7.1 below.

7.3.22 Each AIL movement will be considered by the statutory AIL consultees as part of the ESDAL2 notification process but the AIL escorting guide in **Plate 7.1** will act as useful guidance for the ESDAL2 consultees.

Plate 7.1: Early Years AIL Escort Guide for Sizewell C

SC AIL Escort Matrix

This Matrix provides a risk assessed guide for the movement of AILs during the SZC construction period.

All AIL movements are subject to review by the SC Abnormal Loads Officer; where the full extent of the route and specific load dimension will be assessed and the appropriate level of risk determined.

Key

High Risk (Red) – Recommended that vehicles should have Police Escort

Medium Risk (Amber) – Escort required. Although hauliers may choose to self-escort police escort is recommended as police assistance may be required at specific points.

Medium-Low Risk (Light Green) – Hauliers should consider Self-Escort for the vehicle

Low Risk (Dark Green) – No Escort Required

	A14	A12 Lowestoft to Leiston	A12 Woodbridge to Leiston	B1122 Lovers Lane
VR1				
Special Order				
STGO Cat 3				
STGO Cat 2				
STGO Cat 1				
>5m wide				
4.4m – 4.99m wide				
3.5m - 4.399m wide				
2.91m - 3.499m wide				
<2.9m wide				
Length <18.64m				
Length between 18.65m - 27.3m				
Length between 27.4m – 30m				

7.3.23 The peak construction AIL Escort Guide must be approved by the TRG prior to the Sizewell link road and two village bypass being operational, which is secured in Schedule 16 of the **DoO** (Doc Ref. 8.17(G)). It is expected that the police escort requirement at peak construction would be less than during the early years as a result of lower demand for AIL movements and an upgraded highway network, including the Sizewell link road and two village bypass, which bypass existing constraints for AILs identified by Suffolk Constabulary including Farnham bend and B1122.

7.3.24 The escort guides for the early years and peak construction will be subject to ongoing review during the construction period and refinements will be able to be made, subject to agreement of the TRG.

7.3.25 All private escort service providers must be required to comply with the Highways England 'Code of Practice Self-escorting of Abnormal Loads and Abnormal Vehicles' and demonstrate that they have appropriate insurance cover, which must specifically cover AIL escorting.

j) Dedicated police escort team

7.3.26 SZC Co. shall fund a dedicated AIL police escort resource during the construction period. During the early years, prior to the Sizewell link road and two village bypass being available for use, SZC Co. will fund 4 AIL police escort teams of 3 people. Providing an allowance for annual leave and sick leave, would equate to a total of 14 officers and 2 sergeants being funded as a dedicated police escort team for the Sizewell C Project.

7.3.27 As set out above, the police escort requirement at peak construction would be less than during the early years. SZC Co. shall continue to fund a dedicated AIL police team during peak construction, which must align with the peak construction AIL Escort Guide to be agreed with the TRG prior to the Sizewell link road and two village bypass being available for use. The funding for the peak construction dedicated AIL police escort resource must also be agreed with Suffolk Constabulary prior to the Sizewell link road and two village bypass being available for use.

7.3.28 When the dedicated Sizewell C police escort team are not escorting Sizewell C AILs, they shall undertake roads policing duties within the local area to Sizewell C, which will act as additional road safety mitigation.

k) Smoothing of AIL profile

7.3.29 SZC Co. will seek to smooth the profile of AIL deliveries where possible but AIL movements will not be capped. Construction of this scale and complexity involves a degree of planning and co-ordination for which there are few precedents in the UK. AILs form a major part of the project

sequencing. AIL deliveries will be booked into the DMS and any police escort AIL requirements beyond the daily dedicated police escort resource shall be provided by Suffolk Constabulary in the same way any other project is currently resourced.

7.3.30 Based on Suffolk Constabulary's Sizewell C escorting model, it is considered that the dedicated police escort resource funded by SZC Co. would have the capacity to escort the vast majority of the forecast demand and with the commitment by SZC Co. to seek to smooth the AIL profile, there is likely to be limited, if any, additional requirement for police escorting beyond what is dedicated to the Sizewell C Project.

l) Holding of HGVs

7.3.31 Suffolk Constabulary shall notify the delivery team at the main development site plaza when they are leaving the A12 AIL pick up layby near Wickham Market (or on the approach to the B1122 for AILs escorted from Orwell lorry park).

7.3.32 Under the instruction of Suffolk Constabulary, the delivery team at the main development site plaza will hold HGVs at the plaza to enable AILs to route through to site on the B1122 in the early years. This will act to minimise conflicts between HGVs and AILs on the B1122 and facilitate the delivery of AILs to the main development site.

7.3.33 There will be less requirement to hold HGVs at the main development site once the Sizewell link road is available but, where necessary and under the instruction of Suffolk Constabulary, HGVs will be held at the main development site plaza to facilitate AILs routing along the Sizewell link road.

m) Managing AILs over level crossings

7.3.34 There are two level crossings over the railway line on the AIL routes: at Darsham and on the B1122.

7.3.35 During the construction period only AILs from the north shall route over the Darsham level crossing. There are laybys either side of Darsham level crossing which form part of Heavy Route 100. The AIL must park in the layby prior to crossing the level crossing and call at the phone provided and await permission to cross the railway line. The AIL must park in the layby once they have crossed the railway line and make another phone call to confirm that they have crossed.

7.3.36 During the early years all AILs shall route over the B1122 level crossing but during peak construction, only AILs from the north shall route over the B1122 level crossing and all AILs from the south must route via the Sizewell

link road. There are no laybys on either side of the B1122 level crossing and therefore under the current arrangements the AIL would need to park on the B1122 in order to make the calls either side of the railway line. SZC Co. must agree a level crossing AIL protocol with Suffolk Constabulary, SCC and Network Rail prior to the use of the AIL routes, the objective of which will be to enable AILs to route across the B1122 level crossing without needing to wait either side of the level crossing on the B1122. It is considered that the protocol will be based around the dedicated AIL police escort team that is being funded by SZC Co. and the GPS tracking of AILs, which is required as part of this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)).

n) Ongoing liaison with Suffolk Constabulary

7.3.37 In addition to the forward scheduling of AILs and statutory notifications, the delivery team will have ongoing day to day liaison with Suffolk Constabulary to discuss the delivery of AILs. In addition, a weekly meeting shall be established between the delivery co-ordinator and Suffolk Constabulary AIL officer to discuss any issues and forward plan.

o) Communication of AIL movements by road

7.3.38 As set out in **Section 2** of this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)), prior to commencement SZC Co. must establish an email notification process whereby interested parties and stakeholders can register for email notifications with regards to transport updates for the Sizewell C Project during the construction period. In addition, SZC Co. will set up a twitter feed for the Sizewell C construction period. The email notification and twitter feed will include notification of Special Order and VR1 AIL movements by road, including date, time and which route they will utilise.

8 MONITORING AND REVIEW

8.1 Introduction

8.1.1 This section summarises the monitoring and review mechanisms to be implemented by SZC Co. for the **CTMP**.

8.1.2 Compliance with the monitoring and review mechanism is secured through the obligation to implement this **CTMP** in the **DoO** (Doc Ref. 8.17(G)).

8.2 Monitoring Strategy

8.2.1 Monitoring must include:

- Ongoing monitoring during the construction period of compliance with the controls set out in this **CTMP**; and
- Provision of a monitoring report to the TRG on a monthly basis for the first 3 months of construction and thereafter every 3 months, unless otherwise agreed by the TRG in accordance with this **CTMP**.

a) Data collection

8.2.2 **Table 8.1** below summarises the controls, targets and commitments set out in this **CTMP** and the data proposed to be collected in order to monitor the **CTMP**. With the exception of complaints / issues, all data in relation to the **CTMP** will be collected through the DMS.

Table 8.1: CTMP monitoring

Category	Control, target, commitment	Control / Monitor	Monitoring details
Road, rail, marine	% rail, marine and road to the main development site	Monitor	DMS-booker data on tonnage of materials by mode to enable summary of freight mode split to be provided to the TRG on an annual basis.
HGVs to/from main development site	HGV routes	Control	Compliance of HGV routes monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Directional split of HGVs	Monitor	Directional split of HGVs on HGV routes monitored via DMS-tracker

Category	Control, target, commitment	Control / Monitor	Monitoring details
	Daily HDV/ HGV movement caps	Control	Compliance of daily HDV/HGV caps monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Peak construction daily quarterly average HGV target	Monitor	Daily HGVs averaged over a quarter during peak construction monitored via DMS-tracker
	Network peak hour HDV/HGV movement caps	Control	Compliance of network peak hour HDV/HGV caps monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Shoulder peak hour HDV/HGV targets	Monitor	Shoulder peak hour HDV/HGV targets monitored via DMS-tracker and exceedances reported to TRG within 24 hours of occurrence
	HGV timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Best practice fleet operation	Monitor	FORS and CLOCS accreditation monitored via DMS-booker
	HDV emission standards	Control	Compliance with HDV emission standards monitored via DMS-booker
HGVs between main development site and LEEIE	Daily HGV movement caps	Monitor	Compliance monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	HGV timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence

Category	Control, target, commitment	Control / Monitor	Monitoring details
	Best practice fleet operation	Monitor	FORS and CLOCS accreditation monitored via DMS-booker
	HDV emission standards	Control	Compliance with HDV emission standards monitored via DMS-booker
HGVs to/from associated development sites during construction	HGV routes	Control	Compliance of HGV routes monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Daily HDV early years caps	Control	Associated development site HGVs that route through Theberton and Middleton Moor on B1122 included in daily HDV early years cap. Compliance monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Daily number of HGVs	Monitor	Number of daily HGVs to each of the associated development sites monitored via DMS-tracker
	HGV timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Best practice fleet operation	Monitor	FORS and CLOCS accreditation monitored via DMS-booker
	HDV emission standards	Control	Compliance with HDV emission standards monitored via DMS-booker
LGVs to/from main development site	Daily number of LGV movements	Monitor	Number of daily LGVs to the main development site monitored via DMS-tracker
LGVs to/from postal consolidation	Daily number of LGV movements	Monitor	Log of postal deliveries to postal consolidation facility

Category	Control, target, commitment	Control / Monitor	Monitoring details
facility at southern park and ride site			
AILs by road to/from main development site	AIL routes	Control	Compliance of AIL routes monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Daily AIL movements	Monitor	Number of AIL movements to/from main development site by road monitored via DMS-booker. Summary of % of AILs by category and loads unescorted, self-escorted and police escorted
	AIL timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
Complaints / issues related to any aspect of Sizewell C transport and traffic during the construction period		Monitor	Minutes from Community Safety Working Group, Rights of Way Working Group, Transport Working Groups and forums provided to TRG. Feedback from local community via Leiston information centre and SZC free phone.

b) Monitoring report

8.2.3 SZC Co. must prepare a monitoring report and submit it to the TRG for review along with the TRG meeting agenda. The TRG agenda must be provided to the TRG at least 10 working days in advance of the TRG meeting and the monitoring report must be available to TRG members at least five working days in advance of the TRG meeting, unless otherwise agreed with the TRG.

8.2.4 The TRG members will be able to notify the transport co-ordinator if there are any additional members of their organisation that should be issued the TRG monitoring report.

8.2.5 For the first 3 months of the construction period, monitoring reports must be submitted on a monthly basis and thereafter every 3 months unless otherwise agreed with the TRG.

8.2.6 The format of the monitoring report must be agreed with SCC and ESC, in consultation with National Highways and Suffolk Constabulary prior to commencement of the Sizewell C Project. The TRG will review the format of the monitoring reports from time to time, if necessary, agree any amendments.

8.2.7 The monitoring reports as well as TRG meeting minutes will be made publicly available on the East Suffolk Council website.

c) TRG notification

8.2.8 The focus of the TRG should be on risk of non-compliance of the **CTMP** and other transport management plans as well as any non-compliance. This section sets out the proposed process for monitoring risk of non-compliance and non-compliance and the responsiveness of the TRG, including urgent referrals if required.

i. Notification of breaches

8.2.9 SZC Co. must monitor the DMS on a daily basis against the requirements of the **CTMP** and the TRG will be notified of any breaches of HGV caps or routes within 24 hours of them occurring. By undertaking this monitoring on a daily basis, SZC Co. consider that any issues will be identified at an early stage and dealt with promptly. The compliance process is summarised in **Section 9** of this **CTMP**.

ii. Weekly summary of DMS data

8.2.10 In order for the TRG to monitor risk of non-compliance of the **CTMP**, a summary of the DMS data will be emailed to the TRG members on a weekly basis throughout the construction period. This will not include the same level of detail as the monitoring reports but will provide an overview of compliance with the commitments set out in this **CTMP**. This will enable the TRG to understand if there is likely to be a risk of non-compliance, for example the quarterly average HGV target, and for any action to be taken if required.

iii. Urgent TRG meeting

8.2.11 Based on the notification of breaches and weekly summary of DMS data any TRG member will be able to call an urgent TRG meeting to discuss the matters of concern and agree any action that must be taken by SZC Co.

1.2 Review

d) TRG review

i. TRG review process

1.2.1 The review process for the measures and commitments detailed within the **CTMP** will be through the TRG. SZC Co. considers that reviewing the results of the monitoring process is therefore essential to ensure that the **CTMP** delivers the required outcomes. Effective review mechanisms can avoid the need for invoking any default mechanisms.

1.2.2 The TRG will meet every month for the first 3 months and every 3 months thereafter throughout the construction period. The TRG meetings will discuss the monitoring report and agree any refinements to the **CTMP** that are required. The following will be discussed at each TRG meeting:

- consider the performance and effectiveness of the freight management measures;
- consider any issues or breaches of the **CTMP** and corrective action taken; and
- discuss and agree any required actions for the ongoing implementation of the **CTMP**.

8.2.12 The TRG, Community Safety Working Group, parish councils, forums and community will also play an important role in providing feedback on the implementation of the **CTMP** and any issues associated with it.

8.2.13 The governance, scope and authority of the TRG is secured through the **DoO** (Doc Ref. 8.17(G)).

ii. Action plan

8.2.14 As part of the monitoring report, an action plan must be provided, which must set out the proposed actions put forward by the transport co-ordinator and delivery co-ordinator for the subsequent quarter with regards to the **CTMP**.

8.2.15 The approved actions at each TRG meeting to ensure that the requirements of the **CTMP** are met are to be funded by SZC Co. and managed by the transport co-ordinator and delivery co-ordinator.

iii. Change log

8.2.16 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **CTMP**, SZC Co. must submit an amended **CTMP** to the TRG for approval.

8.2.17 The TRG shall not be entitled to approve any amendments to the **CTMP** unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO.

8.2.18 If any changes to the **CTMP** are made, a change log will be provided within the monitoring report to keep a record of any approved changes to the **CTMP**. The change log will be carried forward and updated as part of each monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

e) SZC Co. review

8.2.19 In addition to the TRG review process, SZC Co. must hold regular internal meetings with the Delivery Co-ordinator, delivery team and contractors to discuss the ongoing implementation of the **CTMP** to ensure continued compliance. The meetings shall take the following format:

- Monthly meetings: a review of compliance with the HGV limits, routes and timing restrictions and any issues in the previous month and adjustments to operations made if required for the subsequent month to ensure continued compliance with the **CTMP** and maximum efficiency.
- Weekly meetings: a review of the deliveries planned for the following week and ensuring that the priorities of the Sizewell C Project are being met.
- Daily meetings: a review of the deliveries expected the next day and incorporation of any changes required to the next three days' worth of deliveries.

9 COMPLIANCE MECHANISMS

9.1 Introduction

9.1.1 This section provides a summary of the mechanisms that will ensure compliance with the **CTMP**.

9.1.2 It is important to establish principles for default mechanisms so that all parties, including the contractors, are clear what may occur if the **CTMP** requirements are not met.

9.1.3 The enforcement of the **CTMP** is considered under the following headings:

- Legal compliance and enforceability: the controls and commitments set out in this **CTMP** are binding and enforceable.
- Best practice: SZC Co. is under scrutiny from stakeholders and the community to adhere to the requirements of the **CTMP** and to demonstrate best practice. SZC Co. must instigate management practices with its contractors to ensure compliance.
- Contractual conditions: SZC Co. must use contractual conditions to ensure compliance with the **CTMP** by contractors.
- Remedial actions: SZC Co. must fund the approved TRG actions to ensure the continued compliance with the **CTMP** requirements.
- Contingent effects fund: A contingent effects fund is secured through the **DoO** (Doc Ref. 8.17(G)) (paragraph 4.6 of Schedule 16). The contingent effects fund will be available to mitigate any significant adverse transport effects, should they arise during the construction period, which were not mitigated through the DCO.

9.2 Legal compliance and enforceability

9.2.1 Paragraph 2, Schedule 16 of the **DoO** (Doc Ref. 8.17(G)) requires SZC Co. to implement and act in accordance with the **CTMP** throughout the duration of the construction period.

9.2.2 The controls and commitments set out in this **CTMP** are therefore binding and enforceable.

9.3 Best practice

9.3.1 SZC Co. must use internal management procedures to ensure compliance with the requirements of the **CTMP** including:

- Contractor kick off meetings: contractors will be reminded of SZC Co. standards and expectations as set out in contract documentation.
- Site induction: driver induction to include briefing on aims and objectives of DMS, including booking system, designated routes, driver behaviour, and **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)) procedures.
- Learning reports: incidences of non-compliance with the **CTMP** must be investigated. Learning reports from each incident must be raised and shared with the relevant contractor.

9.4 Contractual conditions

9.4.1 Upon appointment, each contractor must have within their contract a condition to comply with this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)).

9.5 Remedial actions

9.5.1 SZC Co. will take all reasonable steps to avoid a breach of the **CTMP** from occurring through the implementation of the management measures set out in **Sections 4** to **7** of this **CTMP**. In addition, actions must be approved by the TRG for the continued implementation of the **CTMP** to meet the requirements.

9.5.2 Notwithstanding this, it should be recognised that the Sizewell C Project is a major and complex construction project and if there are breaches of the Sizewell C HGV arrangements set out in this **CTMP** during the construction period, the default procedures are as follows:

- SZC Co. must notify the TRG of a breach of the Sizewell C HGV arrangements within 24 hours of when they occur.
- SZC Co. must issue a warning letter to the relevant contractor outlining what action will be taken in the event of a further breach.
- SZC Co. must report the details of the breach and the response to the TRG as part of the monitoring report.

9.5.3 Potential corrective actions include, but are not limited to:

- Improvements to the communication strategy.
- Replace HGV drivers if there are repeat instances of individual HGV drivers diverging from the HGV routes.
- Suspend booking delivery slots to contractors that repeatedly miss delivery slots until corrective action is demonstrated.
- Provision of additional signage on the HGV routes.

9.5.4 Corrective action must be commensurate with the nature of the breach. The approach adopted and potential sanctions in the event of further breaches will be considered by SZC Co. on a case by case basis depending upon the specific circumstances in question.

9.5.5 SZC Co. must report on breaches, provide information on any corrective action taken and where necessary submit details of proposed further corrective actions to the TRG. The TRG will monitor the default procedure and approve the response to breaches as well as any further actions that may be necessary. SZC Co. must then implement any approved further corrective actions.

9.5.6 If the TRG considers it reasonably necessary that further corrective actions are required to address the breach and these have not been proposed by SZC Co., the TRG will require SZC Co. to submit proposals for further corrective actions to the TRG for approval. If SZC Co. fail to propose the requested proposal, then the TRG will invite SCC or National Highways (as relevant) to submit a proposal.

9.5.7 Any TRG member will be able to call an urgent TRG meeting to discuss the urgent matters of concern and agree any action that must be taken by SZC Co..

9.6 Contingent Effects Fund

9.6.1 A Contingent Effects Fund is to be established to fund mitigation of any significant adverse transport effects, should they arise during the construction period, which were not mitigated through the DCO. The Contingent Effects Fund will be managed by the TRG. It is not confined to the **CTMP** and is more widely related to Sizewell C construction traffic (i.e. worker and freight traffic) and therefore applies to the **CWTP** (Annex L of the DoO Doc Ref. 8.17(G))also.

9.6.2 SZC Co. does not consider that there are likely to be significant adverse transport effects which are not mitigated through the DCO. However, in order to provide further mitigation if it is required, the Contingent Effects Fund is to be secured via the **DoO** (Doc Ref. 8.17(G)). It could be called upon even if the controls and limits in the **CTMP** (and mode share targets in the **CWTP** (Annex L of the DoO Doc Ref. 8.17(G)) are met/complied with, for example if there is a significant adverse effect on the capacity of a junction, or significant adverse effect on road safety.

9.6.3 The scope of the Contingent Effects Fund, process for identifying a potential unmitigated significant adverse effect, developing mitigation and drawing down from the Contingent Effects Fund is set out in the following section.

a) Scope of the Contingent Effects Fund

9.6.4 The Contingent Effects Fund will be available to be drawn down by the TRG in the event that significant adverse transport effects arise that were not mitigated through the DCO affecting the junctions, highway corridors or areas identified in the **Deed of Obligation** (Doc Ref. 8.17(G) as well as to fund proportionate improvements to bus stop infrastructure as part of the delivery of the direct bus strategy.

b) Collecting additional data

9.6.5 Potential Contingent Effects will be able to be raised at TRG meetings, based on feedback from the community, parish councils, the Community Safety Working Group, forums and TRG members themselves acting in their professional capacity.

9.6.6 Once a potential Contingent Effect has been raised, the TRG will agree if further investigation is required or not based on the monitoring undertaken to date.

9.6.7 If the TRG agree that the potential Contingent Effect is to be further investigated, the TRG will agree the level of evidence that is to be collated by the transport co-ordinator. The level of evidence required to be collated will depend on the significance of the potential effect and potential level of mitigation. Examples of the type of data that could be collected is as follows:

- On-site observations and meetings with stakeholders;
- Personal injury collisions (PICs) involving Sizewell C vehicles and review of PIC trends and causation factors;
- Observed traffic flows and/or speeds;

- Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data; and

- A junction delay survey of the average time (seconds) of vehicles joining the back of the queue on a minor arm to entering the major arm of a junction.

c) Identifying potential unmitigated significant adverse effects

9.6.8 At the subsequent quarterly TRG meeting, the transport co-ordinator must provide a technical note summarising the evidence that has been collated and, based on the evidence, confirming whether the transport co-ordinator considers there to be a significant unmitigated transport effect on the road link or not. That analysis shall assess the extent to which any Contingent Effect relates to Sizewell C traffic. The TRG will review the technical note and suggest amendments or approve it.

9.6.9 The technical note may include the following types of assessment, depending on the type of potential Contingent Effect being investigated (e.g. severance, road safety, delay etc):

- **Environmental transport effects:** If the potential Contingent Effect is with regards to an environmental transport effect (e.g. severance, amenity etc), an ES assessment of the road link would be undertaken in accordance with the Guidelines for the Environmental Assessment of Road Traffic published by the Institute of Environmental Assessment in 1993 (now Institute of Environmental Management and Assessment (IEMA)), which was used for the DCO submission, or more up to date guidance to be agreed with the TRG. The ES assessment would be based on the same methodology as used for the DCO submission and would assess the environmental transport effects of Sizewell C traffic on the road link based on the ANPR data and compare it to the ES assessment undertaken as part of the DCO. Both the percentage change and absolute volumes of traffic would be considered as part of the assessment and comparison with the DCO to determine if the Sizewell C traffic is having a significant adverse effect or not (moderate and major adverse effects would be considered to be significant).

- **Road safety effects**: If the potential Contingent Effect is with regards to road safety, ANPR data may be used, coupled with the PIC data,

to undertake a road safety assessment of the effect on Sizewell C traffic on road safety. The level of Sizewell C traffic and background traffic routing along the link or through the junction would be compared with that assessed in the DCO. The trend in PIC data will also be reviewed to determine if there has been an increase in PICs at the link or junction and what the causation factors have been, including if any of the PICs involved Sizewell C traffic. The road safety assessment could utilise the COBALT methodology utilised for the ES assessment, subject to agreement with the TRG.

- **Diverted traffic**: If the potential Contingent Effect is with regards to the diversion of traffic onto minor roads, an ANPR survey would need to be undertaken of the road or roads in question to determine the level and type of Sizewell C traffic as well as level of background traffic routing through the surveyed area. The data would be able to be compared against the assessment in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)) [REP2-052] to determine if there is a Contingent Effect.

- **Junction capacity/ driver delay**: If the potential Contingent Effect is with regards to junction capacity/ driver delay, the following assessment will be undertaken, subject to agreement with the TRG:

  - If the TRG agree that an investigation of a junction in the **Deed of Obligation** (Doc Ref. 8.17(G)) is required to assess the effect of Sizewell C traffic on junction capacity / delay, an ANPR survey will be undertaken at the junction for the peak periods (07:00-10:00 and 16:00-19:00 or otherwise agreed with the TRG) to determine the level of background traffic on each arm of the junction as well as the level of Sizewell C traffic routing through the junction.
  - The observed level of Sizewell C traffic and background traffic in the ANPR survey will be compared against the assessed Sizewell C traffic and background traffic in the DCO.
  - A ‘driver delay’ survey could be undertaken at the junction or the junction model used for the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)) [REP2-052] could be utilised to inform the assessment.
  - If the evidence suggests that there is a significant increase in delay at the junction and that this is due to Sizewell C traffic, the transport co-ordinator must put forward proposals for mitigating the impact.

9.6.10 The TRG must approve any direct bus routes as part of the **CWTP** ((Annex L of the DoO Doc Ref. 8.17(G)) and therefore, depending on the bus stops to be used by the direct bus services, there may be a need for some improvements to the bus stops, which the TRG would be able to draw down funding for from the Contingent Effects Fund.

d) Developing mitigation

9.6.11 The recommendations for mitigation put forward by the transport co-ordinator should be cognisant of the transport policy set out in National Policy Statement of Energy (EN-1), which states at paragraph 5.13.8 that "*where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts*." Paragraph 5.13.9 of EN-1 goes on to recognise that the decision maker should "*have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures*."

9.6.12 Therefore, demand management measures should be considered ahead of physical highway improvements in order to mitigate the significant adverse effects.

9.6.13 Examples of potential measures that the Contingent Effects Fund could fund are included in the **Deed of Obligation** (Doc Ref. 8.17(G)) and include but are not limited to:

- Dropped kerbs and tactile paving;
- Pedestrian refuge islands for uncontrolled crossing points;
- Footway widening or provision of new footway;
- Signage;
- Amendments to parking restrictions;
- Speed indicator devices;
- Traffic calming / gateway features;
- Speed limit changes and other traffic regulation orders; and

- Modifications to existing junctions.

e) Drawing down from the Contingent Effects Fund

9.6.14 The level of Contingent Effects Fund to be drawn down for the implementation of an approved scheme will be agreed by the TRG.

9.6.15 SZC Co shall implement any mitigation approved by the TRG unless it is agreed by the TRG that the mitigation will be carried out by SCC, as local highway authority.

9.6.16 The total payments payable by SZC Co. (or SCC) to address Contingent Effects shall not exceed the Contingent Effects Fund.

APPENDIX A: SUMMARY OF DELIVERY MANAGEMENT SYSTEM PROCESS

Activity	Description	Responsibility	HGV	LGV	AIL
Create delivery request	To create a booking movement request to transport assets or materials to or from site using the DMS.	Tier 1 Contractor	✓	✓	✓
Review Delivery Request	To ensure a booking movement request is part of the Tier 1 contractor's plans and does not conflict with any priorities or constraints identified at the daily DMS Co-ordination meeting.	Delivery Co-ordinator	✓	✓	✓
Amend Delivery Request	To amend a booking movement request using the DMS to ensure it is part of the Tier 1 contractor's plans and does not conflict with any priorities or constraints identified at the daily DMS Coordination Meeting.	Tier 1 Contractor	✓	✓	✓
Cancel Delivery Request	To cancel a booking movement request for a delivery that has yet to be completed.	Tier 1 Contractor	✓	✓	✓
Approve Delivery Booking Details	To approve a booking movement request using the DMS.	Delivery Co-ordinator	✓	✓	✓
Publish Delivery Schedule	To publish the Daily Delivery Schedule to the relevant stakeholders using the DMS	Delivery Co-ordinator	✓	✓	✓
Provide delivery confirmation details	To provide the haulage company (driver) with the delivery details and information via the DMS to ensure compliance with site access and vehicle delivery monitoring requirements.	Delivery team	✓	✓	✓

Activity	Description	Responsibility	HGV	LGV	AIL
Drive HGV to freight management facility	To ensure that the driver arrives at the freight management facility during the allocated delivery slot.	Driver	✓		
Perform delivery validation checks at freight management facility	To validate the delivery details for the assets or materials being delivered to site on arrival at the freight management facility using the DMS. Those HGVs exempt from routing via the freight management facility route direct to site where checks will be undertaken.	Delivery team	✓		
Confirm departure of HGV from freight management facility	To ensure that the vehicle exits from the freight management facility at the correct time in order to remain compliant with the **CTMP**.	Delivery team	✓		
Drive HGV / AIL to main development site	To safely drive to the main development site on the booked HGV / AIL route and comply with the Driver Rules.	Driver	✓		✓
Drive LGV to the main development site	To safely drive to the main development site complying with the Driver Rules	Driver		✓	
Verify vehicle details	To verify and reconcile the vehicle with the information provided in the delivery schedule.	Delivery team	✓	✓	✓
Perform security validation checks	To ensure the driver and vehicle comply with the site access rules.	Site security team	✓	✓	✓
Access main development site	To proceed into the main development site to deliver the asset or materials to the designated location.	Driver	✓	✓	✓

Activity	Description	Responsibility	HGV	LGV	AIL
Carry out exit search	To conduct a vehicle and driver search when exiting the main development site.	Site security team	✓	✓	✓
Perform booking delivery validation checks	To verify that the delivery vehicle can exit the main development site for their outbound journey using the DMS.	Delivery team	✓	✓	✓
Hold HGV until exit slot available	To hold HGV at the site plaza until an exit slot becomes available in order to maintain compliance with the CTMP limits.	Delivery team	✓		
Confirm vehicle exit	To confirm the time the vehicle exits the main development site using the DMS.	Delivery team	✓	✓	✓
Drive HGV / AIL from main development site	To safely drive from the main development site on the booked HGV/AIL route complying with the Driver Rules	Driver	✓		✓
Drive LGV from main development site	To safely drive from the main development site complying with the Driver Rules	Driver		✓	

APPENDIX B: CTMP ROYAL MAIL LOCATIONS MAP

Sizewell C

Scheme Boundary

- Scheme Boundary

Highway Improvement Works

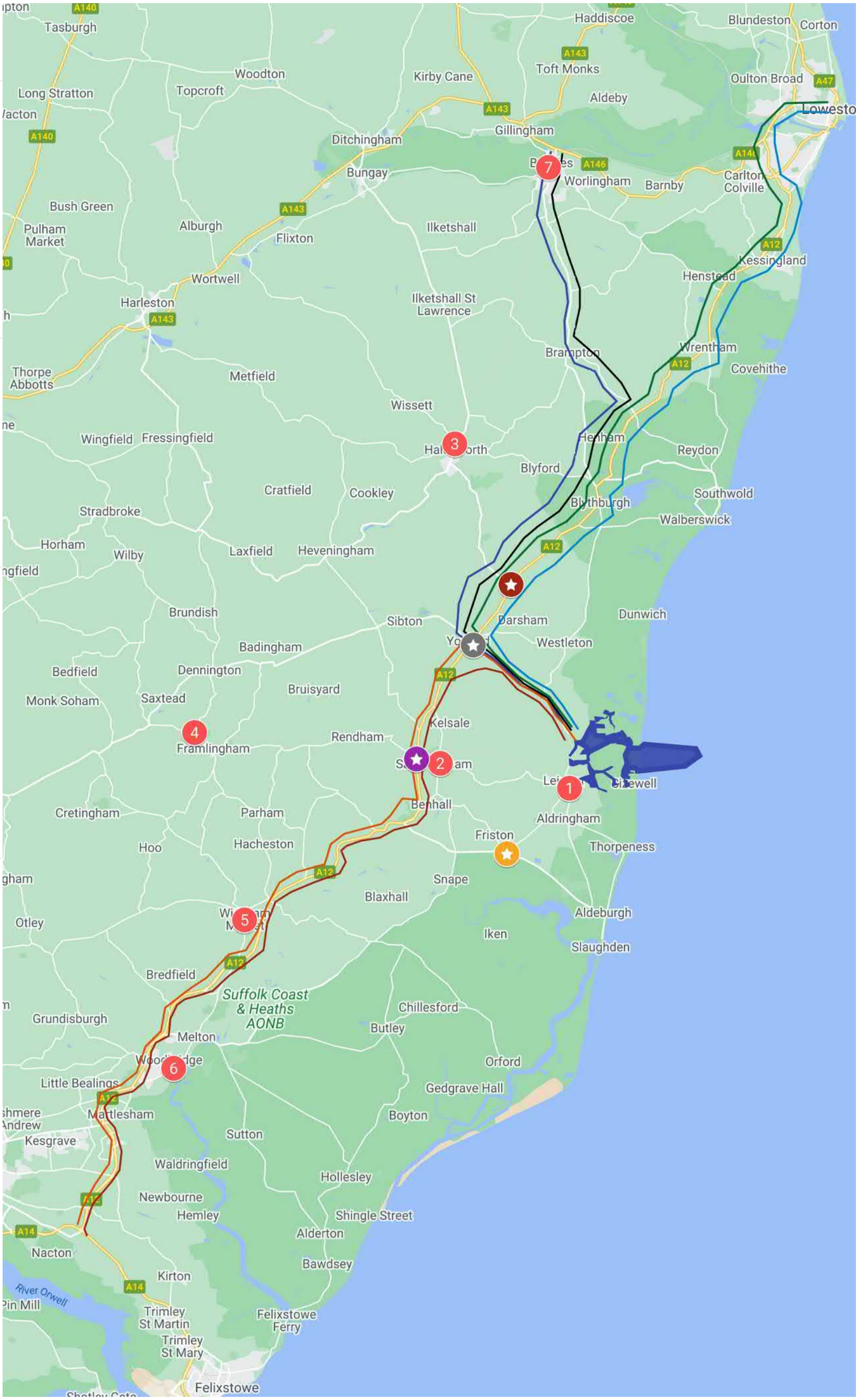
- YOxford Roundabout Highway Improvement Location
- A12/A144 Highway Improvement Location
- A12/B1119 Highway Improvement Locations
- A1094/B1069 Highway Improvement Locations

HGV Routes (A12)

- Route 1b
- Route 1a
- Route 2a
- Route 2b
- Route 3a
- Route 3b

Royal Mail Properties

1. LEISTON DO
2. SAXMUNDHAM DO/RET/PAR
3. HALESWORTH DO/PAR
4. IPSWICH PAR
5. WICKHAM MARKET PAR
6. WOODBRIDGE DO/RTW
7. BECCLES DO



ANNEX L

CONSTRUCTION WORKER TRAVEL PLAN

Construction Worker Travel Plan

NNB Generation Company (SZC) Limited. Registered in England and Wales. Registered No. 6937084. Registered office: 90 Whitfield Street, London W1T 4EZ

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Glossary of Terms

Term	Definition
Early years	For the workforce transport strategy this is defined as the construction period up until the northern or southern park and ride facility are available for use
Sizewell C Visitor	Anyone at the main development site less than 5 days per month (full time per day).
Visitor Centre Visitor	Anyone who books a visit to the Visitor Centre

1 INTRODUCTION

1.1 Background

1.1.1 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

1.1.2 Once operational, Sizewell C would be able to generate enough electricity to supply approximately six million homes in the United Kingdom (UK). The Sizewell C Project would also generate significant economic benefit for the local area.

1.1.3 SZC Co. recognises that the scale of the Sizewell C Project means that care needs to be taken with the way in which it is designed, constructed and operated.

1.1.4 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation (DoO). All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and DoO set out the status of each Level 1 document.

1.1.5 The **Construction Worker Travel Plan** (**CWTP**) (Annex L of the DoO Doc Ref. 8.17(G)) is a Level 1 document and a draft version accompanied SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. The final **CWTP** will be annexed to the **DoO** (Doc Ref 8.17(G)) and the implementation of the **CWTP** is secured through an obligation in the **DoO** (Doc Ref 8.17(G)) (paragraph 2 of Schedule 16) .

1.1.6 Where further documents or details require approval, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or governance

group and through the same consultation and procedure as the original document or details.

1.1.7 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [REP3-011].

1.1.8 For the purposes of this document the term 'SZC Co.' refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

1.1.9 This **CWTP** is a comprehensive travel plan for the construction workforce and provides all of the details required for the management of worker travel behaviour.

1.2 Relationship between Transport Strategy and the CWTP

1.2.1 The Sizewell C Project is not a conventional project in terms of workplace travel planning as a result of the significant level of embedded transport mitigation and resultant high level of sustainable travel use by construction workers prior to any implementation of further travel plan measures. In addition, rather than giving encouragement to workers to use sustainable modes of transport, as would be the conventional approach to workplace travel planning, SZC Co.'s transport strategy will require that workers use a prescribed mode of travel.

1.2.2 At the heart of the transport strategy for construction workers is the provision of an accommodation campus at the main development site to enable workers to walk to work as well as park and ride facilities, which will consolidate car-based journeys for the construction workers onto buses. Along with direct bus services from key locations, this bus-based approach will allow the majority of the workforce to travel to and from the construction site by bus.

1.2.3 Therefore, the transport strategy delivers a very high non-car mode share even before the **CWTP** is implemented. A key focus of the **CWTP** is therefore on the measures which will be put in place to ensure successful delivery of a bus-based approach to the daily movement of the construction workforce during the Sizewell C construction works. These measures are designed to deliver confidence that the bus-based approach will be effectively delivered and that the impacts on the local transport network

would be managed and mitigated as set out in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)).

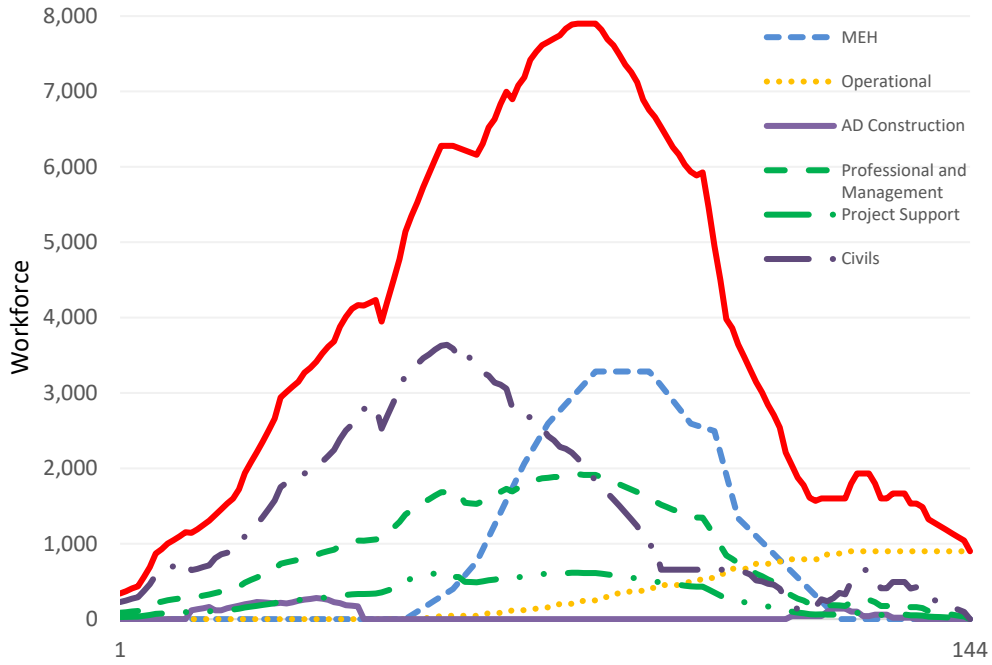
1.2.4 In addition, this **CWTP** also covers the approach to encouraging sustainable mode choice for non-work travel by the construction workforce.

1.3 Context

a) Estimated number of workers

1.3.2 The peak construction workforce for Sizewell C is estimated to be 7,900 workers at the main development site. There will be a further 600 staff undertaking non-construction roles at the main development site and associated development sites (e.g. security, maintenance, catering etc). 580 of the 600 non-construction workforce are expected to work at the main development site and 20 are expected to work at the northern and southern park and ride facilities and freight management facility. **Plate 1.1** shows the forecast workforce profile for the Sizewell C Project.

Plate 1.1 – Sizewell C workforce profile



b) Accommodation strategy

1.3.3 The workforce during the construction phase of the Sizewell C Project will comprise a mixture of:

- home-based workers who are already resident in the local area or region and who would commute to and from the main development site from their existing home daily; and

- non-home-based workers who do not currently live in the local area or region and would find accommodation in the area during the construction phase.

1.3.4 SZC Co. has developed an **Accommodation Strategy** (Doc Ref. 8.10) for the non-home-based workers, which makes use of existing local accommodation where possible, in addition to a proposed temporary accommodation campus on the main development site and a proposed temporary caravan site at Land East of Eastlands Industrial Estate (LEEIE) in Leiston.

1.3.5 The on-site campus will provide accommodation for up to 2,400 construction workers. A further 600 construction workers would live in 400 caravans (an average occupancy of 1.5 workers per caravan) located on LEEIE.

1.3.6 Based on the socio-economic studies and accommodation proposals the assessed peak construction workers are assumed to be made up of:

- home-based (2,016 workers or 25.5% of workforce); and

- non-home-based (5,884 workers or 74.5% of workforce) comprising:

  - 2,400 workers on campus
  - 600 workers in caravans
  - 2,884 workers living off site.

1.3.7 All associated development workers (600 workers) are assumed to be home-based.

1.4 Scope

1.4.1 Movements of the construction workforce to and from the Sizewell C main development site would represent the majority of construction workforce movements associated with the construction phase of the Sizewell C Project. **Table 1.1** below sets out the types of trips this **CWTP** must manage.

Table 1.1: Trips managed by CWTP

Facility	Details
Main development site.	Construction workers. Sizewell C visitors
Accommodation campus.	Campus residents and employees.
Park and ride facilities.	Construction workers using the park and ride facility and park and ride employees.
LEEIE.	LEEIE employees and construction workers using the park and ride facility
Construction of associated development site	Construction workers constructing/ decommissioning the associated development sites.
Visitor centre	Visitors to the visitor centre

1.4.2 The freight management facility is located near to the strategic road network in order to intercept HGV traffic en-route to the main development site and as such is not accessible by non-car modes. Given this, it is assumed that the small number of workers at the freight management facility would all travel to work by car and they are not included within the scope of this **CWTP.**

1.4.3 SZC Co. must prepare an Operational Travel Plan for the operational phase of the Sizewell C Project. The Operational Travel Plan must be submitted at least 6 months before the end of the construction period for the approval of Suffolk County Council (SCC) following consultation with East Suffolk County (ESC) and National Highways. The Operational Travel Plan will be prepared in accordance with the Framework Operational Travel Plan, annexed to the **DoO** (Doc Ref 8.17(G)) but will need to also be in accordance with prevailing planning guidance at the time of preparing the Operational Travel Plan as well as the local transport infrastructure and conditions. The preparation of the Operational Travel Plan is secured through an obligation in the **Deed of Obligation** (Doc Ref 8.17(C)) (paragraph 2, Schedule 16).

1.4.4 The construction workers and any operational workers for the Sizewell C Project will be required to adhere to the **CWTP** until the Operational Travel Plan comes into force at the end of the construction period.

1.4.5 This document forms part of a package of transport management documents to assist in the control of transport movements for the Sizewell C construction works. The other transport management documents to be implemented for the Sizewell C construction works to complement the **CWTP** are as follows:

- **Construction Traffic Management Plan** (**CTMP**) (Annex K of the DoO Doc Ref. 8.17(G)); and
- **Traffic Incident Management Plan** (**TIMP**) (Annex M of the DoO Doc Ref. 8.17(G)).

1.4.6 Implementation of the CTMP (Annex K of the DoO Doc Ref. 8.17(G)) and the TIMP (Annex M of the DoO Doc Ref. 8.17(G)) will also be secured through the DoO (Doc Ref 8.17(G)) (paragraph 2, Schedule 16).

1.5 Structure of the plan

1.5.1 The remainder of this **CWTP** is structured as follows:

- **Section 2** summarises the management structure of the **CWTP**.
- **Section 3** summarises the **CWTP** objectives and targets.
- **Section 4** describes the measures to be implemented for the **CWTP.**
- **Section 5** deals with the monitoring and review of the **CWTP**.
- **Section 6** deals with enforcement of the **CWTP**.

2 MANAGEMENT

2.1 Introduction

2.1.1 This section sets out the management structure for the **CWTP** and the responsibilities of each stakeholder.

2.2 Management structure

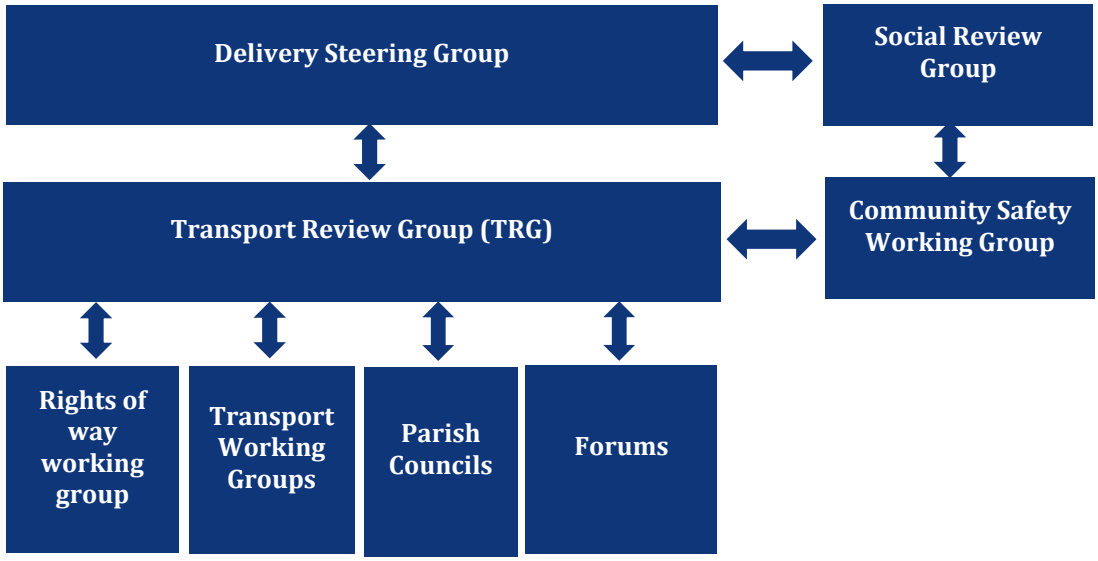
2.2.1 The overall management and implementation of the **CWTP** shall be the responsibility of SZC Co.

2.2.2 A number of groups are established under the DoO for the construction period of Sizewell C. The following groups and individuals shall be involved with the **CWTP**:

- Delivery Steering Group;
- Transport review group (TRG);
- Transport co-ordinator;
- Community Safety Working Group;
- Rights of Way Working Group;
- Transport working groups and parish councils; and
- main development site forum, northern transport forum and southern transport forum.

2.2.3 **Figure 2.1** below shows the relationship between the TRG and other relevant working groups or sub-groups.

Figure 2.1 – Relationship between the TRG and other relevant groups



2.3 Delivery steering group

2.3.1 On or before commencement, SZC Co. shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the construction period. The Delivery Steering Group shall meet on a quarterly basis, or different frequency as agreed by the members.

2.3.2 The Delivery Steering Group shall comprise:

- a service director (or equivalent) from ESC;
- a service director (or equivalent) from SCC; and
- up to two representatives to be nominated by SZC Co, including SZC Co's Site Director.

2.3.3 The scope of the Delivery Steering Group shall be to:

- consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;
- monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;
- provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;

- decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision;
- identify key risks, issues, interdependencies and opportunities for optimising the effectiveness and efficiency of the implementation and delivery of the Project; and
- facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

2.3.4 Should the Transport Review Group refer an urgent matter to the Delivery Steering Group for resolution, the Delivery Steering Group shall meet as soon as reasonably practicable to resolve the relevant matter.

2.3.5 In the event that the Delivery Steering Group is unable to agree on any matters for its determination, it may be treated as a Dispute to be resolved in accordance with Clause 8 of the **DoO** (Doc Ref. 8.17(G)).

2.4 Transport review group

2.4.1 On or prior to commencement, SZC Co. must establish a Transport Review Group (TRG) with members taken from the key transport stakeholders and SZC Co. The establishment of the TRG is secured through an obligation in the **DoO** (Doc Ref. 8.17(G)) (paragraph 3 of Schedule 16).

2.4.2 The scope of the TRG in relation to the **CWTP** is as follows:

- receive monitoring reports from SZC Co. relating to the implementation and operation of the **CWTP** and approve amendments to the monitoring report format if required;
- monitor the implementation of and compliance with the **CWTP**;
- agree actions from the transport co-ordinator for the continued implementation of the **CWTP**;
- consider the case for, and approve amendments to the **CWTP** put forward by the transport co-ordinator;
- consider the use of the Contingent Effects Fund if unmitigated significant adverse transport impacts arising from the monitoring require mitigation;

- advise SZC Co. on potential enhancements to the **CWTP**;
- consider the Community Safety Working Group and Public Rights of Way Working Group meeting minutes with respect to transport and any actions arising from the meetings for the TRG;
- consider the minutes of the Transport Working Group meetings insofar as they relate to transport matters which have been directed for the attention of the TRG;
- consider and decide any matter referred to it from the Transport Working Groups regarding outstanding disputes within those groups or any matter where those groups have failed to reach a decision;
- consider and provide guidance to SZC Co. and the Transport Working Groups on any matters where the TRG consider there are interfaces between those groups that need a more strategic approach;
- consider the views and opinions with regards to transport of the parish councils, forums and local community when carrying out its role;
- where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the TRG fails to reach a decision; and
- notify the members of the Delivery Steering Group in the event that the TRG considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution.

2.4.3 The TRG shall have further duties with regards to the **CTWP** (Annex K of the DoO Doc Ref. 8.17(G)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)), which are set out in those documents.

2.4.4 The TRG members with voting rights shall comprise:

- the transport co-ordinator;
- one representative to be nominated by SCC;
- one representative to be nominated by National Highways;

- one representative to be nominated by East Suffolk Council;
- one representative to be nominated by Suffolk Constabulary; and
- three representatives, in addition to the transport co-ordinator, to be nominated by SZC Co.

2.4.5 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC, National Highways and Suffolk Constabulary nominated TRG representatives shall be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.

2.4.6 All members of the TRG must participate in the TRG and perform the obligations of the governance group. Schedule 17 paragraph 2 of the **DoO** (Doc Ref. 8.17(G)) requires this of ESC, SCC and SZC Co. and the Deed of Covenants with National Highways and Suffolk Constabulary will also require this. If required from time to time, TRG representatives from SCC, ESC, National Highways and Suffolk Constabulary shall be able to nominate an alternative representative from their authority if they are unable to attend a TRG meeting. Should a TRG member abstain from a vote, SZC Co. must cancel or withdraw one of its votes so that the TRG can proceed as far as practical by consensus.

2.4.7 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could be either specialist representatives from SCC, ESC, National Highways or Suffolk Constabulary or other specialist representatives from bodies such as transport providers, other emergency services and lead contractors. However, these invitees will not have any voting rights.

2.4.8 The TRG must be formed on or prior to commencement of construction and must meet every month for the first 3 months of the construction period and every 3 months thereafter during the construction period unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

2.5 Transport co-ordinator

2.5.1 A transport co-ordinator must be appointed by SZC Co. and be in place on or before commencement of construction and throughout the construction period of the Sizewell C Project. The transport co-ordinator must be responsible for the management of the **CWTP** and the other transport management plans (i.e. **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(G))). The appointment of the

transport co-ordinator is secured through the **DoO** (Doc Ref. 8.17(G)) (paragraph 3 of Schedule 16).

2.5.2 The transport co-ordinator must have the following transport-related responsibilities related to the **CTMP**:

- promote the objectives and benefits of the **CWTP** to encourage compliance with its contents;
- monitor the success of the **CWTP** against the targets;
- report the monitoring of the **CWTP** to the TRG to allow consideration of appropriate actions as required;
- report to the TRG on transport related feedback from the Community Safety Working Group, Rights of Way Working Group, Transport Working Groups, parish councils, forums and local community;
- implement actions agreed with the TRG;
- propose **CWTP** updates to the TRG as required and make any approved amendments;
- if requested by the TRG, investigate potential unmitigated significant adverse transport impacts and, if required, put forward recommendations for mitigation to be funded by the Contingent Effects Fund;
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

2.5.3 The transport co-ordinator role must be appointed at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they must sit outside of the SZC Co. delivery team.

2.6 Other groups

a) Community Safety Working Group

2.6.2 There will be a need for synergy between the activities of the TRG and the Community Safety Working Group, which the emergency services will sit on.

2.6.3 In order to minimise overlap and resource demand on the emergency services, the Community Safety Working Group must be attended by the transport co-ordinator in order to facilitate an on-going transport agenda item that will provide a quarterly update on the monitoring of the transport management plans. With respect to the **CWTP**, the Community Safety Working Group shall be able to provide the transport co-ordinator with any feedback of the effectiveness of the **CWTP** in the context of community safety.

2.6.4 The minutes of the Community Safety Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

b) Rights of Way Working Group

2.6.5 On or before commencement, SZC Co. shall establish the Rights of Way Working Group which shall exist for the duration of the construction period, unless otherwise agreed by the members of the Rights of Way Working Group.

2.6.6 The minutes of the Rights of Way Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

2.6.7 The Rights of Way Working Group shall report to the TRG at least once every six months on matters including (but not limited to):

- any existing initiatives that the Public Rights of Way (PRoW) Fund has been applied towards and the effectiveness of such initiatives;
- any future initiatives that the Rights of Way Working Group has agreed will be funded by the PRoW Fund; and
- any material changes to the timing or delivery of the Project that may impact upon any existing or proposed initiatives that have been or are agreed by the Rights of Way Working Group to be funded by the PRoW Fund.

2.6.8 In the event that the Rights of Way Working Group considers that a matter needs to be referred to the TRG for urgent resolution, it shall notify the members of the TRG to invoke the urgency resolution process.

2.6.9 The transport co-ordinator shall report to each TRG meeting:

- any non-Project-related PRoW issues identified within the community that may have the potential to influence the Project's workforce and infrastructure;
- evidenced effects of the Project and its workforce on PRoW;
- use of financial contributions to implement PRoW and cycle measures; and
- any material impacts to PRoW that might arise as a result of changes in Project milestones, and any concerns relating to the delivery of the Project which may affect PRoW.

c) Transport Working Groups

2.6.10 The following transport working groups have already been or must be established under the **DoO** (Doc Ref. 8.17(G)) on or prior to commencement of construction:

- the Wickham Market working group;
- the Leiston working group;
- the Marlesford and Little Glemham working group;
- the Theberton and Middleton Moor working group;
- the B1125 working group; and
- the Yoxford working group.

2.6.11 The working groups will be sub-groups of the TRG, once the TRG is formed, and the transport co-ordinator must report to the TRG on a quarterly basis providing a summary of the progress of the transport schemes being developed in consultation with the working groups and any issues for the attention of the TRG.

2.6.12 The working groups shall continue to meet at a frequency agreed by the individual working groups until the detailed design of the scheme concerning each working group has been approved by SCC, at which point the working group will be disbanded.

d) Parish councils

2.6.13 The parish councils already meet on a regular basis and they will form a key link between the TRG and the wider community and provide an indication of the transport related issues that are of concern to the general public.

2.6.14 The parish councils must be provided with the contact details of the transport co-ordinator and would be able to raise any transport related issues with them, a summary of which must be provided by the transport co-ordinator to the TRG as part of the TRG meeting agenda pack of information for consideration by the TRG.

e) Forums

2.6.15 A main development site forum, northern transport forum and southern transport forum will be established on commencement of construction. The forums will form the key link between the TRG and the wider community and provide an indication of any transport related issues that are impacting the general public. The forums will meet within the first three months from the commencement date and thereafter on a quarterly basis.

2.6.16 The purpose of the forums will be to provide project information of relevant construction issues and progress, enable the forums to ask questions and raise issues of concern, and help inform SZC Co. on key issues affecting the local community and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

2.6.17 The minutes of the forum meetings must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

2.7 Transport liaison and communication with other stakeholders and the wider community

2.7.1 Prior to commencement of construction SZC Co. must establish an email notification process whereby interested parties and stakeholders can register for email notifications with regards to transport updates for the Sizewell C Project during the construction period. In addition, SZC Co. will set up a twitter feed for the Sizewell C construction period. The email notification and twitter feed will provide transport related updates for the Sizewell C Project during the construction period. It will include, but not be limited to, programme updates for planned highway improvements, details of any road closures, diversions or other temporary traffic management

measures and timing of any Special Order and VR1 Abnormal Indivisible Load movements by road and the proposed AIL route to be utilised.

2.7.2 In addition, SZC Co. has a Sizewell C information office within Leiston as well as a freephone community number that is already established and will continue to operate throughout the construction period. Any member of the public can either visit the information office in Leiston or call the freephone number to raise any concerns with regards to the Sizewell C Project. A summary of transport related issues raised by the local community will be included by the transport co-ordinator in the monitoring reports.

2.7.3 SZC Co. communication team will regularly review transport related issues raised by the local community and will notify the TRG in the event that SZC Co. considers that a matter needs to be referred to the TRG for urgent resolution. Likewise, any member of the TRG shall be able to call an emergency TRG meeting to discuss any urgent matter that needs resolving, which could include issues raised by the local community. The TRG notification process is detailed in Section 8 of this **CWTP**.

3 OBJECTIVES AND TARGETS

3.1 Introduction

3.1.1 This section summarises the objectives of the **CWTP** and the proposed targets.

3.2 Objectives

3.2.1 The objectives of the **CWTP** are to:

- minimise the volume of traffic associated with the construction of the Sizewell C Project so far as reasonably practicable; and
- maximise the sustainable movement of the construction workforce required for the construction of the Sizewell C Project so far as reasonably practicable.

3.3 Type of targets

3.3.1 The targets which will be included in the **CWTP** will be SMART, that is:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time related.

3.3.2 There are two types of targets, namely: 'aim' and 'action' targets. Aim targets are generally based on the percentage share of each travel mode used and are measured over a specific time frame. Action targets are task specific and are typically consolidated into an Action Plan.

3.4 Aim targets

3.4.1 This **CWTP** provides a series of mode share 'aim' targets for the construction phase of the Sizewell C Project.

3.4.2 First and foremost, SZC Co.'s is committed to achieve the mode share targets that have been assessed as part of the DCO application as set out in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)).

3.4.3 However, it is recognised that for certain aspects of the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), the assessment includes some worst-case assumptions in order to provide a robust assessment of the highway network.

3.4.4 Therefore, the mode share targets have been set out as follows:

- mode share assessment targets – these targets are based on the assumptions included in the **Consolidated Transport Assessment Addendum** (Doc Ref. 8.5(B)) and on which the traffic modelling is based, which assume no workers would walk or cycle as part of their journey to work; and

- mode share aim targets – these targets are based on SZC Co.'s aim to encourage workers to walk and cycle to the main development site and associated development sites.

3.4.5 It should be noted that the mode share assessment targets have been derived based on the gravity model, as summarised in Chapter 7 of the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), which forecasts the geographic distribution of construction workers. However, whilst it is considered that the gravity model provides a robust estimate of the workforce distribution for assessment purposes, the actual geographic distribution of construction workers cannot be precisely predicted and would vary over time throughout the construction phase of the Sizewell C Project. As such, as part of the early monitoring of the **CWTP** the actual mode share split will be derived and reviewed by the transport co-ordinator and reported to the TRG. Any proposed changes to the mode share targets will be put forward by the transport co-ordinator to the TRG (for example, the actual distribution of workforce may change the split between direct bus and park and ride bus). The mode share targets will only be adjusted in agreement with the TRG. The TRG shall not be entitled to approve any amendments to the mode share targets unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO. The monitoring of the mode share targets is summarised in **Section 5**.

a) Main development site journey to work

i. Mode share assessment targets

3.4.6 The implementation of the **CWTP** measures is designed to achieve a high level of non-car modes of transport for the journey to work at the main development site for the construction workforce.

3.4.7 **Table 3.1** sets out journey to work mode share assessment targets for the construction workers journey to work at the main development site. It sets out the mode forecast to be used for the last leg of the journey to the main development site (the final mode) as more than one mode may be used for the overall journey to work. The mode share targets in **Table 3.1** are based on the mode share applied to the **Consolidated Transport Assessment Addendum** (Doc Ref. 8.5(B)) and associated traffic modelling.

Table 3.1: Main development site mode share assessment targets

Final Mode of Travel to Main Development Site	Early Years Workforce Split	Early Years Mode Share	Peak Construction Workforce Split	Peak Workforce Mode Share
Walk/cycle	0	0%	2,400	28%
Car driver	242	16%	1,049	13%
Car passenger	58	4%	437	5%
Direct bus	600	40%	1,942	23%
Park and ride bus	600	40%	2,652	31%
Total	**1,500**	**100%**	**8,480**	**100%**

3.4.8 The 'early years' mode share targets are based on the early years transport strategy prior to the northern or southern park and ride facilities being operational. The peak workforce mode share targets are based on the peak construction transport strategy with the northern and southern park and ride facilities in place as well as the accommodation campus. They are based on the assessment in the **Consolidated Transport Assessment Addendum** (Doc Ref. 8.5(B)) of the peak workforce during the peak construction.

3.4.9 Once the northern or southern park and ride facilities become operational, the commitment will be to achieve the 'peak workforce' mode share targets. However, this will not be achievable from day one of the **CWTP** operating under the peak workforce mode share targets. It is standard practice in travel planning for targets to be set, which are sought to be achieved by a particular point in time and interim targets set to ensure that this happens. Therefore the TRG will be able to set interim mode share targets to ensure

that the peak workforce target is met ahead of the construction workforce peaking. The interim peak construction targets would need to take account of when the campus will be available as that will have an impact on the level of walk and cycling that would be achievable, albeit there is a comprehensive package of walk and cycle improvements that must be delivered by SZC Co., which will promote walk and cycling to/from the main development site.

3.4.10 SZC Co. is committed to achieving the mode share assessment targets set out in **Table 3.1**, which will be monitored and reviewed through the TRG.

3.4.11 The mode share targets set out in **Table 3.1** demonstrate that the Sizewell C Project will achieve a significant sustainable travel mode share during the construction phase, with 80% of the construction workers in the early years and 83% at peak construction making their daily journey to work at the main development site via sustainable modes for at least part of their journey. **Table 3.1** shows that at peak construction almost a third (29%) of the construction workers would walk to work from the accommodation campus and over half (54%) of the construction workers would use Sizewell C bus services for at least part of their journey to travel to/from the main development site.

ii. Mode share aim targets

3.4.12 In order to provide a robust assessment in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), it was assumed that no workers would walk or cycle to the main development site beyond those workers living at the accommodation campus during peak construction. SZC Co. is committed to encouraging workers to travel as sustainably as practically possible and is providing a package of measures as part of the **CWTP** to encourage walking and cycling. As such, the mode share assessment targets have been adjusted to provide mode share aim targets as summarised in **Table 3.2** below. These targets are aspirational and increase the walk/cycle mode share so that it is not just based on workers living in the campus walking to work (as is the assumption in the mode assessment share) but assumes that other workers living nearby would make use of the proposed walk and cycle infrastructure improvements and walk or cycle to the main development site. Likewise, the aim targets seek to promote rail as a mode of travel, although it is recognised that this may be limited given that the Sizewell C buses will be free and the timetable will align with shift patterns. However, rail travel is likely to be more attractive to Sizewell C visitors, which will also be promoted as set out in **Section 4**. Finally, the aim targets seek to further promote car sharing beyond what was assessed in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)).

3.4.13 These are aspirational aim targets that go beyond the highly sustainable mode share that was assessed in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)) and has been committed to by SZC Co. through the mode share assessment targets set out in **Table 3.1** above. Whilst the commitment from SZC Co. is to achieve the mode share assessment targets, SZC Co. will endeavour to meet the 'aim' targets summarised in **Table 3.2** through the implementation of the walk and cycle, rail and car share measures set out in this **CWTP**.

Table 3.2 – Main development site mode share aim targets

Final Mode of Travel to Main Development Site	Early Years Workforce Split	Early Years Mode Share	Peak Construction Workforce Split	Peak Construction Mode Share
Walk/cycle	30	2%	2,544	30%
Car driver	200	13%	933	11%
Car passenger	85	6%	594	7%
Direct bus	585	39%	1,707	20%
Park and ride bus	590	39%	2,652	31%
Rail	10	1%	50	1%
Total	**1,500**	**100%**	**8,480**	**100%**

b) Park and ride as part of journey to work

i. Mode share assessment targets

3.4.14 **Table 3.3** summarises the mode share assessment targets for the construction workers travelling to the park and ride facilities as part of the journey to work at the main development site. The targets are based on the mode share applied to the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)) and the associated traffic modelling.

Table 3.3 – Park and ride mode share assessment targets

Final Mode of Travel to Main Development Site	Northern park and ride		Southern park and ride	
	Workers	Mode share	Workers	Mode share
Car driver	1,206	81%	980	84%
Car passenger	280	19%	186	16%
Total	1,486	100%	1,167	100%

ii. Mode share aim targets

3.4.15 In order to provide a robust assessment in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), it was assumed that no workers would walk, cycle or motorcycle to the park and ride facilities. Notwithstanding this, SZC Co. is committed to encouraging workers to travel as sustainably as practically possible and is providing a package of measures as part of the **CWTP** to sustainable travel. As such, the mode share assessment targets have been adjusted to provide mode aim share targets as summarised in **Table 3.4** below, which increase walk and cycling and car sharing compared to what was assessed.

Table 3.4 – Park and ride mode share aim targets

Final Mode of Travel to Main Development Site	Northern Park and Ride		Southern Park and Ride	
	Workers	Mode share	Workers	Mode share
Walk/cycle	30	2%	23	2%
Motorcycle	30	2%	23	2%
Car driver	1,114	75%	911	77%
Car passenger	312	21%	210	18%
Total	**1,486**	**100%**	**1,167**	**100%**

3.4.16 Once the pattern of where workers not resident in accommodation campuses are living is established, the appropriateness of the targets for the park and ride sites will be considered through the monitoring and review process set out in **Section 5** of this **CWTP**.

3.5 Action targets

3.5.1 **Appendix 1** provides an initial list of early actions to be implemented for the **CWTP.** These include early actions such as appoint the transport co-ordinator, develop travel input for the induction process, appoint bus operator and procure swipe card system for workers swiping onto buses.

3.5.2 As part of the quarterly TRG monitoring report, an action plan will be provided, which will set out the proposed actions put forward by the transport co-ordinator for the subsequent quarter with regards to the **CWTP**.

3.5.3 Some of the actions will be associated with the continued implementation of the **CWTP** but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting to ensure that the mode share targets set within the **CWTP** are met.

3.5.4 This is a standard approach for implementing Travel Plans as not all of the measures will be delivered upon commencement of construction and there will be ongoing implementation and refinements. For example, direct bus services are to be agreed by the TRG and will be implemented in accordance with the workforce profile and distribution. Likewise, there may be additional measures or refinement to measures that are needed to those set out in the **CWTP** in order to meet the mode share targets.

3.5.5 The approved **CWTP** actions at each TRG meeting to ensure that the mode share targets are met are to be funded by SZC Co. and managed by the transport co-ordinator.

4 TRAVEL PLAN MEASURES

4.1 Introduction

4.1.1 This section sets out a range of measures and procedures which must be put in place by SZC Co. to deliver the mode share targets for the journey to work at the main development site, including non-construction workers, as well as the journey to the park and ride facilities for construction workers and employees at the park and ride facilities.

4.1.2 The measures in this section include the transport infrastructure and services that are to be implemented as part of the DCO as well as management protocols to ensure that the mode share 'assessment' targets are met (e.g. swipe card system for workers using buses, parking permit system, allocation of workers to mode of travel).

4.1.3 In order to provide a robust assessment in the **Consolidated Assessment Addendum** (Doc Ref. 8.5(B)), it was assumed that no workers would walk or cycle to the main development site or park and ride facilities, with the exception of the workers living in the accommodation campus. However, a package of walk and cycle infrastructure improvements are proposed and summarised within this section of the **CWTP.** The walk and cycle infrastructure improvements are secured within the DCO, in addition to walk and cycle funding secured via the **DoO** (Doc Ref 8.17(G)). This section of the **CWTP** also includes other measures to encourage walking and cycling such as information and marketing, shower and changing facilities and a bicycle user group. It is these walk and cycle measures that will form the basis of the 'aim' mode share targets.

4.2 Walk and cycle measures

4.2.1 SZC Co. must implement the following measures in relation to encouraging walking and cycling. SZC Co. must take into account any relevant advice or further measures to encourage walking and cycling provided by the TRG.

a) Providing accommodation in close proximity to the main development site

4.2.2 Whilst the remote nature of the Sizewell C site has some advantages for the location of a nuclear power station, it does not make it favourable for construction workers to walk and cycle to work.

4.2.3 From a transport perspective, the benefit of the 2,400-bed accommodation campus on the main development site is that it would greatly reduce the number of journeys to work on the highway network as well as the time

associated with travelling to/from the construction site. At peak construction it would result in nearly 30% of the workforce living and working in close proximity, rather than needing to travel to and from the main development site. The residents of the campus will be able to walk to work as the site entrance would be just outside the campus boundary.

4.2.4 There is also proposed to be a 400-pitch caravan site at LEEIE in Leiston, which would provide temporary accommodation for 600 construction workers. Whilst a free bus service is proposed from the LEEIE to the main development site, some workers staying at the caravan site may choose to walk or cycle to work. A safe walk/cycle route is being provided by SZC Co. along Lover's Lane, which will enable workers living at the caravan site to walk or cycle to work.

b) Walk and cycle improvements

4.2.5 Walking and cycling improvements have been incorporated within the DCO proposals where practical to encourage walking and cycling as a mode of transport for the construction workforce as well as additional walk and cycle improvements secured via the **DoO** (Doc Ref 8.17(G)).

4.2.6 In the vicinity of the main development site the following improvements are proposed:

- Pedestrian and cycle access to the Sizewell C main development site would be via a new roundabout on the B1122. The proposed design includes signalised toucan (to assist pedestrians and cyclists) and pegasus crossings (to assist equestrian users) on the B1122 north and Eastbridge Road arms.

- A shared footway/cycleway would run along the north side of the primary access road extending into the Sizewell C main development site. This would connect with a new footway/cycleway and bridleway on Eastbridge Road and would be the principal pedestrian and cycle route to/from the Sizewell C main development site.

- For pedestrians, cyclists and equestrians wishing to travel north towards Eastbridge and Westleton Walks, an off-road footway/cycleway and bridleway to the north of the roundabout would connect into the realigned Eastbridge Road where it would run along the east side of Eastbridge as far as the northern end of Bridleway 19 (E-363/019/0).

- A new north-south off-road bridleway, cycleway, and footway would be provided between Sizewell Gap in the south and Eastbridge Road in the north, connecting with the Suffolk Coastal Cycling Route. The route would create a new off-road walking, riding and cycling route between Leiston, LEEIE, the Sizewell C main development site access and Eastbridge. The route would enable workers living in Eastbridge and Leiston to safely access the main development site on foot or by bicycle. It would also enable workers living in the accommodation campus to access Leiston town centre on foot or by bicycle.

- SZC Co. must also provide funding for walk and cycle improvements, which is secured through obligations in the **Deed of Obligation** (Doc Ref 8.17(C)). The following funding is also secured:

  - a Leiston Scheme to fund pedestrian, cycle and public realm improvements in Leiston;
  - a Wickham Market Scheme to fund pedestrian, cycle and public realm improvements in Wickham Market; and
  - a Little Glemham and Marlesford Scheme to fund improvements for vulnerable road users in Little Glemham and Marlesford;
  - a B1122 Early Years Scheme to fund improvements for pedestrians as well as road safety improvements;
  - a B1122 Corridor Repurposing Scheme to fund improvements for walk and cycling once the Sizewell link road is operational;
  - a B1125 Scheme to fund pedestrian improvements and road safety;
  - a Leiston Walk and Cycle Contribution to fund enhancements to the local walk and cycle network to encourage construction workers to cycle to work; and
  - a Public Right of Way Fund to fund improvements to the existing public rights of way network.

c) Cycle parking

4.2.7 SZC Co. must provide secure, sheltered cycle parking for the construction workforce at the main development site in order to encourage cycling to work. The number of spaces is to be agreed with SCC prior to commencement of construction.

4.2.8 In addition, the following cycle parking spaces are proposed at the associated development sites:

- 120 cycle parking spaces at the accommodation campus;
- 20 cycle parking spaces at the northern park and ride facility; and
- 20 cycle parking spaces at the southern park and ride facility.

4.2.9 Cycle parking utilisation will be regularly monitored by the transport co-ordinator and further cycle parking must be provided by SZC Co. where demand is approaching capacity. The increase in provision of cycle parking will be subject to the review process set out in **Section 5** of this **CWTP**.

d) Storage and shower facilities

4.2.10 Shower, changing, and storage facilities are proposed for construction workers at the main development site. The facilities will mean that any worker who walks or cycles directly to the main development site will be able to wash, change, and store their clothes.

e) Bicycle user group

4.2.11 If through the monitoring and review process demand from the construction workforce is identified, SZC Co. will establish a bicycle user group to enable a channel for cyclists to discuss any issues with the transport co-ordinator that they would like to be addressed. Any existing workers at Sizewell B who cycle to work will also be invited to join the bicycle user group.

f) Cycle repair equipment

4.2.12 Cycle repair equipment must be provided at the main development site and associated development sites in case a cyclist needs to make an emergency repair to their bicycle.

g) Walk and cycle information

4.2.13 SZC Co. must provide the Sizewell C construction workforce with information with regard to walk and cycle facilities as well as the benefits of active travel. This is set out in the Communication Strategy later in this section.

4.3 Bus Measures

a) Securing the bus strategy

4.3.2 SZC Co. is committed to achieving the mode share assessment targets and must provide sufficient buses in order to achieve the targets. The bus service must be fully funded by SZC Co. and must be free to workers on the Sizewell C project during the construction phase. The bus system will be prescriptive, and workers will be required to use the designated services. Therefore, the **CWTP** measures focus on the successful enforcement of the high usage of buses determined by the mode share assessment targets.

b) Direct bus services

4.3.3 SZC Co. must provide a range of direct bus services to the main development site from key locations where there are concentrations of workers.

4.3.4 All direct bus services must be provided exclusively for the movement of the construction workforce, SZC Co. personnel, and business visitors to the main development site and must be free of charge. This will provide a clear financial benefit to encourage workers to use the services provided and will ensure that the services efficiently move workers to and from the main development site.

4.3.5 All direct bus services must operate to timetables designed to meet the requirements of the shift patterns of the workforce, with additional services to meet demand at peak periods and, on some routes, regular but lower frequency services at off-peak periods.

4.3.6 All buses associated with Sizewell C must be fitted with an electronic reader to scan workers' security badges when boarding buses. This will serve the dual purposes of both identifying workers as being authorised to use the bus service and collecting data to enable the transport co-ordinator to monitor the use of and optimise the planning of bus services. It is expected that Sizewell C visitors will be issued with an email prior to their visit to Sizewell C, which will contain details of their authorisation to board the bus on a given day. They will show this email to the driver in electronic or paper format upon boarding.

4.3.7 A number of direct bus services have been assessed in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), based on the gravity model and the forecast distribution of construction workers. The direct bus timetables and routes will be subject to ongoing refinement during the construction phase to adapt to the number and distribution of the workforce. Prior to a new direct bus service being implemented by SZC Co., the transport co-

ordinator will submit information to the TRG in terms of the proposed route, bus stops and timetable for their approval by the TRG. Likewise, any refinements to direct bus services once they are operational would also need to be approved by the TRG.

4.3.8 The quarterly TRG monitoring report will include information on direct buses and patronage. Details of the monitoring is included in Section 5 of this **CWTP**.

c) Park and ride facilities

4.3.9 In the early years, a park and ride facility is proposed to be provided at LEEIE with 600 parking spaces. Park and ride buses will travel between LEEIE and the main development site.

4.3.10 The LEEIE park and ride facility will be utilised ahead of the northern or southern park and ride facilities at Darsham and Wickham Market being delivered. Once the northern or southern park and ride facilities and the main site car park are available, the LEEIE park and ride facility must no longer be used.

4.3.11 It is proposed to provide two park and ride facilities to support the construction phase of the Sizewell C Project. The northern park and ride facility is to be located at Darsham and the southern park and ride facility is to be located at Wickham Market. There will be 1,250 proposed car parking spaces at both the northern and southern park and ride facilities.

4.3.12 The locations were chosen with the aim of intercepting construction workforce traffic at strategic locations to reduce traffic through the towns and villages closer to the main development site.

4.3.13 The following principles will be adopted for the park and ride facilities:

- Any worker living within 1,500 metres (m) of a park and ride facility will be expected to walk or cycle to that park and ride facility and, unless sufficient justification provided, will not be issued with a parking permit.
- Cycling will be encouraged for workers living within cycle distance of the park and ride facilities and secure cycle parking will be provided at the park and ride facilities.
- Secure parking for motorcycling and mopeds will be provided at the park and ride facilities.

- Car sharing will be encouraged as set out later in this section.

4.3.14 As with the direct buses, all park and ride buses must be fitted with an electronic reader to scan workers' security badges when boarding park and ride buses. This will ensure that workers use buses that they are allocated to as well as enable the ongoing monitoring of the park and ride bus services.

4.4 Rail measures

a) Rail shuttle service

4.4.2 The northern park and ride facility at Darsham is adjacent to Darsham railway station. A separate pedestrian access is to be provided into the northern park and ride facility, which will enable any workers wishing to travel by rail to complete their journey to and from the main development site by a park and ride bus service.

b) Rail information

4.4.3 SZC Co. must provide information regarding available rail services, including onward bus connections to the main development site, to all workers within the Sizewell C Travel Plan Pack. Information on rail and park and ride transfer must also be provided to business visitors. This is set out in the Communication Strategy later in this section.

4.5 Motorcycle Measures

a) Motorcycle parking

4.5.2 SZC Co. must provide motorcycle parking at the park and ride facilities to encourage workers to motorcycle to work.

4.5.3 The proposed motorcycle parking provision at the park and ride sites is 80 spaces at the northern park and ride site and 80 spaces at the southern park and ride site.

4.5.4 Motorcycle parking utilisation must be monitored by the transport co-ordinator and increased parking must be provided where necessary, in agreement with the TRG.

b) Storage and shower facilities

4.5.5 Shower, changing, and storage facilities are proposed for workers at the main development site and as such, any worker that motorcycles to a park and ride site and continues their journey to work by park and ride bus, will

be able to store their clothes and accessories (e.g. helmet, leather clothing) at work and have a shower.

c) Road safety improvements

4.5.6 Workers using a motorcycle will benefit from the proposed road safety improvements as part of the Sizewell C Project.

d) Motorcycle Information

4.5.7 SZC Co. must provide information regarding motorcycle rules and provision to all workers within the Sizewell C Travel Plan Pack. This is set out in the Communication Strategy later in this section.

4.6 Car Share Measures

a) Car share scheme

4.6.2 The fundamental component of any car sharing scheme is how to match potential sharers. A car share scheme must be implemented by SZC Co. allowing workers to search for matches amongst their colleagues.

4.6.3 The selected car share scheme will need to enable SZC Co. to have its own restricted group for its staff, allowing workers to search for matches amongst their colleagues.

b) Car share priority parking paces

4.6.4 Priority car parking spaces must be provided at the main development site and the park and ride facilities in order to encourage construction workers to car share.

4.7 Parking Measures

a) On-site parking constraint

4.7.2 The management of car parking spaces on site, together with the provision of free buses, is a fundamental part of the **CWTP** to reduce car-based trips on the local highway network.

4.7.3 It is proposed to provide a 1,000-space car park at the main development site. During the early years, car parking at the main development site and LEEIE (combined) will be restricted to 650 spaces, which is secured via Requirement 8 of the **DoO** (Doc Ref 8.17(G)).

4.7.4 SZC Co. must implement a permit system to actively manage parking. The number of parking spaces means that at peak construction, only 12% of the construction workforce will be able to park at the main development site. This restricted number of spaces, as well as the proposed parking control measures, will act to reduce the impact of construction workforce trips on the local highway network.

b) Parking permits

4.7.5 During the construction phase of the Sizewell C Project, SZC Co. must operate three different kinds of parking permits:

- parking permits for on-site parking at the main development site;
- parking permits for the park and ride sites; and
- parking permits for the car park at the Sizewell C accommodation campus.

4.7.6 In each case, the issuing of parking permits must be carefully controlled and monitored to ensure effective enforcement of the approach to travel planning.

i. Main development site parking permits

4.7.7 A key parking control measure is that only workers living inside the area bounded by the A12, River Blyth, and River Deben (except those living in Leiston or within 1,500m of the main development site) will be issued a parking permit for the main development site on-site parking. This area is referred to as the 'drive to site' catchment. Workers without a parking permit for the main development site will need to use one of the park and ride sites, a direct bus service, or walk or cycle to the main development site. Some workers may use light goods vehicles (LGVs) as a personal vehicle. The parking permit system will still apply and they would need to qualify for a parking permit in order to drive to site.

ii. Park and ride parking permits

4.7.8 For those workers allocated to a park and ride site, the principles set out at paragraph 4.3.13 of this **CWTP** will apply. The issue of parking permits for each park and ride site must be recorded, controlled, and monitored. Workers will be required to display their parking permit when entering a park and ride site. Any construction workers leaving the Sizewell C Project, or moving to campus accommodation, will be required to surrender their park and ride parking permit.

4.7.9 Workers allocated to a park and ride site will not be permitted to drive closer to the main development site and change onto another mode of transport (walk, cycle or share a lift). This would lead to a number of issues including increased traffic within the local area and fly parking.

4.7.10 As set out in **Section 4.3** of this **CWTP**, buses must be fitted with an electronic reader to scan workers' security badges when boarding the park and ride and direct buses. The data will be compared against the data for workers entering the main development site in order to enforce the policy that workers assigned to a park and ride or direct bus service should not drive closer to the main development site and change onto another mode of transport. Workers who enter the site but did not board their allocated direct or park and ride bus will be deemed to have contravened that policy, and appropriate action would be taken and the TRG notified.

4.7.11 It should be noted that some workers will not be certain at the time of induction on how they plan to travel to the park and ride site and there are also likely to be some workers who would have mixed mode plans, e.g. they may plan to cycle in summer when there are extended hours of daylight but drive in winter. The parking permit allocation policy must accommodate these variations in a managed way while seeking to encourage the use of non-car modes as far as possible.

iii. Campus parking permits

4.7.12 Only those workers residing at the accommodation campus will be allocated a parking permit for the campus. If their residence changes then they would be required to surrender their campus parking permit. Those workers living at the accommodation campus will be required to walk or cycle to work at the main development site.

c) Fly parking

4.7.13 Fly parking refers to construction workers who live outside of the 'drive to site' catchment area, not using their allocated mode of travel to the main development site and instead driving to a location within the 'drive to site' catchment and either walking, cycling or using a direct bus service to access the main development site.

4.7.14 Fly parking must be monitored by SZC Co. and reviewed by the TRG through the process set out in **Section 5** of this **CWTP**. SZC Co. must employ a fly parking patrol team to carry out daily patrols to identify possible cases of fly parking. They will be both proactive and reactive, following up reports from local residents to the Sizewell C community help line who believe Sizewell C construction workers may be fly parking.

4.7.15 Workers must be provided with Driver Rules that must be adhered to. The Worker Code of Conduct must set out a disciplinary process relating to fly-parking. Where a worker's vehicle is proven to be fly-parking, SZC Co. must adopt a "Just and Fair" culture with regards to disciplinary proceedings with escalation to higher levels of management at each stage. Ultimately this process could lead to the removal of an individual worker from the Sizewell C Project.

4.7.16 Construction worker vehicles parked illegally (in contravention of highway regulations) will be dealt with in the same manner as would be the case for any vehicle parked by a member of the public in this way. East Suffolk Council, who are responsible for parking enforcement in the district, would be able to issue penalty charge notices (PCNs) for any illegally parked vehicles.

d) Electric vehicle parking

4.7.17 During the construction phase, temporary car parking on the main development site, the northern park and ride and the southern park and ride sites will have capacity for up to 40% to be provided, with an initial 5% provided on first occupation.

4.7.18 The demand for the electric vehicle parking spaces must be monitored by SZC Co. and passive spaces converted to active spaces when there is 80% utilisation.

4.8 Allocation of Workers to Mode of Travel to Work

4.8.1 The induction of construction workers will involve the allocation of the construction workers to a mode of travel to work based on the following principles:

- Any worker living within 1,500 metres (m) of a park and ride facility or the main development site will be expected to walk or cycle to that site and will, except in exceptional circumstances (e.g. ill health or disability), not be issued with a parking permit for either the park and ride facilities or the main development site.
- All workers living in Leiston will be expected to walk, cycle or use the direct bus to travel to the main development site and will not be issued with a parking permit for the main development site.
- Only workers living inside the area bounded by the A12, River Blyth, and River Deben (except those living in the Leiston area or within

1,500m of the main development site) will qualify for a parking permit for the main development site.

- All workers living within approximately 800m of a direct bus stop will be allocated to the appropriate direct bus service. This will ensure that users of direct bus services are within easy reach of that service and can reach their pick-up point via a relatively short walk (up to approximately 10 minutes).

- All other workers will be allocated to the northern or southern park and ride facilities, depending on which is closest to their place of residence.

4.8.2 As a result, workers will be allocated to a transportation mode which is convenient for them and will understand the principles upon which the allocation is based.

4.8.3 It is recognised that, for a range of reasons but most commonly linked to change of residence, construction workers may need to change their allocated mode of travel while working on the Sizewell C Project. In particular, at the time of induction, some workers will not have established any fixed intentions as to their medium to longer-term accommodation location or place of residence. There will therefore need to be flexibility to allow workers to switch to a different mode of travel but this will require a clear justification (e.g. in the form of proof of change of residence) and the surrendering of their original parking permit.

4.8.4 A facility must be provided at the main development site where workers can make queries relating to transport issues and apply to change their allocated mode of travel.

4.9 Visitors

4.9.1 Sizewell C visitors will be encouraged to travel to the main development site by sustainable modes. When booking a visit, they will be provided with information on how to access the site, including travel by train to Darsham railway station and transfer to a park and ride bus at the northern park and ride facility.

4.9.2 It is envisaged that visitors to the Visitor Centre will be in a combination of coaches and vehicles. When booking a visit, they will be provided with information on the travel options available to the Visitor Centre.

4.10 Associated Development Construction Workers

4.10.1 The associated development sites will be constructed during the early years. Workers will be encouraged to car share and the use of minibuses to transport workers will be investigated, depending on where the workers are travelling from.

4.11 Communication Strategy

a) Induction process

4.11.2 All workers involved in the construction of the Sizewell C Project must be required to attend an induction session prior to commencing work.

4.11.3 The induction process is proposed to cover a number of security and safety aspects of working on the Sizewell C Project. A specific session during the induction process must cover transport issues and in particular must:

- Explain the overall transport strategy being adopted for the Sizewell C Project and the strong reliance on bus services for the movement of the workforce as well as the approach to the allocation of workers to direct buses and park and ride facilities.
- Explain the on-site parking that would be available at the main development site and the procedures which apply for the allocation of permits for these spaces.
- Explain the Driver Rules and Worker Code of Conduct.
- Explain the importance of compliance with the **CWTP** (Doc Ref 8.8(A)) and the potential consequences of non-compliance.

b) Travel plan pack

4.11.4 At induction each worker must be issued with a Sizewell C Travel Plan Pack in electronic and paper format which will contain the following information:

- A summary of the information on the **CWTP** presented at induction.
- Up-to-date timetables for all direct and park and ride bus services serving the main development site.
- Information on local bus services and rail timetables.

- Information on walk and cycle routes.
- Information on motorcycling and where people can park.
- Information to encourage and facilitate car sharing arrangements, including details of the car share scheme.
- Promotional literature within the Sizewell C Travel Plan Pack covering such things as the benefits of walking and cycling and cost saving associated with car sharing.
- Information for non-home-based workers undertaking journeys to and from their permanent residence and how this could be undertaken using sustainable travel modes and/or avoiding peak periods of congestion.

4.11.5 Information in the Sizewell C Travel Plan Pack is proposed to be updated on a regular basis to ensure it continues to be accurate and relevant to the needs of the construction workforce. Updated information must be circulated electronically to the workforce.

4.11.6 The information supplied will not only enhance adherence to the **CWTP** but will also assist in encouraging the use of sustainable modes in respect of non-work trips made by the construction workforce while resident in the local area.

c) Electronic communication

4.11.7 It is proposed that during the course of the construction phase, regular information will be made available to construction workers electronically both via email and on the SZC Co. intranet.

4.11.8 This information must include:

- updates on bus services, routes, and pick up points;
- updates on walk, cycle, motorcycle, and rail information;
- further details on car sharing or other promotional activity;
- results of monitoring of the **CWTP**; and
- details on any issues and how they are being addressed.

4.11.9 Any other relevant information, news, or alerts with regards to the **CWTP** shall be provided to the construction workforce electronically.

d) Transport information points

4.11.10 A facility must be provided on the main development site for construction to enable workers to make queries about transport issues and arrangements. In addition, the workers will be able to ask transport related questions with regard to their journey to work to SZC Co. staff working at the park and ride sites and accommodation campus.

4.12 Contractual conditions

4.12.1 The requirement for compliance with the **CWTP** must be imposed as a condition of contract on all contractors appointed to work on the Sizewell C Project. These requirements effectively limit the modes by which a construction worker would travel to and from the main development site to the following options:

- car travel for the limited number of workers allocated a permit for one of the 1,000 on-site parking spaces, or are car-sharing with one of those workers;
- walking or cycling for those workers who live sufficiently close to the main development site and are physically able to travel by this mode;
- walking for those workers resident at the accommodation campus; and
- park and ride or direct buses for all other workers not in one of the above categories.

4.13 Summary

4.13.1 Taken together, these measures demonstrate SZC Co.'s commitment to the delivery of the transport strategy associated with the Sizewell C Project and effective implementation of the **CWTP** and provide confidence that the approach proposed will operate successfully in practice. The approach adopted will continue to be refined as the Sizewell C Project progresses and in the light of experience. The review procedures which will be adopted are set out in **Section 5** of this **CWTP**.

5 MONITORING AND REVIEW

5.1 Introduction

5.1.1 The **CWTP** will require monitoring, review, and revision to ensure it remains effective. All monitoring will be the responsibility of SZC Co. The review of the **CWTP** must be undertaken in consultation with the TRG.

5.2 Monitoring strategy

5.2.1 Monitoring must include:

5.2.2 the extent to which all of the mode share targets set out in this **CWTP** have been achieved and/or are reasonably likely to be achieved; and

5.2.3 provision of a Transport Monitoring Report to the TRG on a monthly basis for the first 3 months of construction and thereafter every quarter, unless otherwise agreed by the TRG in accordance with this **CWTP**.

a) Data collection

5.2.4 The following methods of automatic data collection are proposed to monitor worker trips by bus and car on a daily basis:

- **Buses:** All Sizewell C buses will be on a fixed timetable and routes but in addition to this the buses will be GPS tracked to enable the profile of buses in and out of the park and ride facilities and main development site to be monitored as well as a swipe card system on the buses to monitor bus patronage.

- **Cars:** All Sizewell C car parks must have a permanent Automatic Traffic Count (ATC) to monitor Sizewell C cars entering and departing the LEEIE park and ride and main development site car parks in the early years; and the main development site car park, campus car park and the northern and southern park and ride sites during peak construction. SZC Co. has agreed with SCC that an ATC is not required at the freight management facility, given the low car traffic flows expected at that access (i.e. primarily site operations staff). The ATCs will be recorded using permanent cameras installed at car park accesses.

5.2.5 In addition to the above, there will be other forms of manual / observational monitoring data collected to monitor such aspects as cycle, motorcycle and electric vehicle parking utilisation, fly parking, walk and cycle trips etc.

5.2.6 **Table 5.1** below summarises the data proposed to be collected in order to monitor the **CWTP**.

Table 5.1: CWTP monitoring

Monitoring criteria	Method of monitoring	Frequency of monitoring
Mode share targets for construction workers travel to main development site (assessed and aim targets)	Permanent ATC at car park access points, SZC construction worker security pass/bus pass data and observational surveys/annual travel survey for active modes and rail	Quarterly
Mode share targets for construction workers travel to park and ride sites (assessed and aim targets)	Permanent ATC at car park access points, SZC construction worker security pass/bus pass data and observational surveys/annual travel survey for active modes and rail	Quarterly
Car trips in/out of car parks for LEEIE park and ride and MDS (early years) and MDS, northern and southern park and ride and campus during peak construction	Permanent ATC at car park access points	Daily with weekly summary provided to TRG
Cycle and motorcycle parking utilisation	Observed utilisation	1 weekday, once per month
Patronage of each bus service	Construction worker security pass/bus pass data	Average over a week, once per month for the first 3 months and once per quarter thereafter
Profile of bus arrivals and departures to/from the main development site, which will also provide the TRG with an understanding of the shift pattern.	GPS tracking data on buses	Average over a week, once per month for the first 3 months and once per quarter thereafter

Monitoring criteria	Method of monitoring	Frequency of monitoring
Mode share of construction of associated development sites	Manual count	Quarterly
Sizewell C visitor mode share	Visitor booking system	Continuous (data reported monthly for the first 3 months and thereafter on a quarterly basis)
Visitor centre mode share	Booking system	Quarterly
Fly parking monitoring - breakdown of SZC Co. worker parking legitimately, SZC Co. worker fly parking, non-SZC Co. worker parking and action taken	SZC Co. helpline and investigation by fly parking team	Continuous (data reported monthly for the first 3 months and thereafter on a quarterly basis)
Mode share and construction worker attitude to travel plan measures	Annual staff travel survey	Annual

5.2.7 It should also be noted that any information captured will be subject to compliance with any relevant data protection legislation.

b) Monitoring report

5.2.8 SZC Co. must prepare a monitoring report and submit it to the TRG for review along with the TRG meeting agenda. The TRG agenda must be provided to the TRG at least 10 working days in advance of the TRG meeting and the monitoring report must be available to TRG members at least five working days in advance of the TRG meeting, unless otherwise agreed with the TRG.

5.2.9 The TRG members will be able to notify the transport co-ordinator if there are any additional members of their organisation that should be issued the TRG monitoring report.

5.2.10 For the first 3 months of the construction period, monitoring reports must be submitted on a monthly basis and thereafter every 3 months unless otherwise agreed with the TRG.

5.2.11 The format of the monitoring report must be agreed with SCC and ESC, in consultation with National Highways and Suffolk Constabulary prior to commencement of the Sizewell C Project. The TRG will review the format

of the monitoring reports from time to time, if necessary, agree any amendments.

5.2.12 The monitoring reports as well as TRG meeting minutes will be made publicly available on the East Suffolk Council website.

c) TRG notification

5.2.13 The focus of the TRG should be on risk of non-compliance of the CWTP and other transport management plans as well as any non-compliance. This section sets out the proposed process for monitoring risk of non-compliance and non-compliance and the responsiveness of the TRG, including urgent referrals if required.

i. Weekly summary of car park data

5.2.14 A summary of the car park survey data (along with the DMS data) will be emailed to the TRG members on a weekly basis throughout the construction period. This will enable the TRG to understand the patterns of worker car trips on a regular basis.

ii. Urgent TRG meeting

5.2.15 Any TRG member will be able to call an urgent TRG meeting to discuss the matters of concern and agree any action that must be taken by SZC Co.

5.3 Review

a) TRG review

i. TRG review process

5.3.2 SZC Co. must monitor progress against the mode share targets set out in this CWTP. Mode shares must be reported to the TRG and the review by the TRG will consider whether:

- SZC Co. is meeting or on track to meet the mode share targets and no amendments to the Action Plan or mode share targets are required;
- SZC Co. is not on track to meet the mode share targets and additional actions are needed;
- SZC Co. is not on track to meet the mode share targets but no further action should be taken either because there are remedial actions

already in train or because any reasons for divergence from the mode share split are reasonable and legitimate.

5.3.3 The TRG, Community Safety Working Group, parish councils and forums will also play an important role in providing feedback on the implementation of the CWTP and any issues associated with it.

5.3.4 The governance, scope and authority of the TRG is secured through the Deed of Obligation (Doc Ref. 8.17(C)).

ii. Action plan

5.3.5 As part of the monitoring report, an action plan must be provided, which must set out the proposed actions put forward by the transport co-ordinator for the subsequent quarter with regards to the **CWTP**.

5.3.6 The approved actions at each TRG meeting to ensure that the mode share targets are met are to be funded by SZC Co. and managed by the transport co-ordinator.

iii. Change log

5.3.7 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **CWTP**, SZC Co. must submit an amended **CWTP** to the TRG for approval.

5.3.8 The TRG shall not be entitled to approve any amendments to the **CWTP** unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO.

5.3.9 If any changes to the **CWTP** are made, a change log must be provided within the monitoring report to keep a record of any approved changes to the **CWTP**. The change log must be carried forward and updated as part of each quarterly monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

b) SZC Co. review

5.3.10 In addition to the TRG review process, internal SZC Co. meetings must take place to discuss the **CWTP**. Continual monitoring and review will be particularly important for a range of reasons. For example, it will be necessary to continually monitor the overall level of demand for and frequency of bus services, the demand for parking, and to consider any emerging issues of compliance, as well as monitoring the overall level of efficiency of implementation of the **CWTP** as a whole.

6 ENFORCEMENT

6.1 Introduction

6.1.1 This section provides a summary of the mechanisms that will ensure compliance with the **CWTP**

6.1.2 The enforcement of the **CWTP** is considered under the following headings:

- Legal compliance and enforceability: the targets and commitments set out in this CWTP are binding and enforceable.
- Best Practice: SZC Co. is under scrutiny from stakeholders and the community to adhere to the requirements of the **CWTP** and demonstrate best practice. SZC Co. must instigate management practices with its contractors to ensure compliance.
- Contractual Conditions: SZC Co. must use contractual conditions to ensure compliance with the CWTP (e.g. Worker Code of Conduct).
- Remedial actions: SZC Co. must fund the approved TRG actions to ensure the continued compliance with the CWTP.
- Contingent Effects Fund: A Contingent Effects Fund is secured through the Deed of Obligation (Doc Ref 8.17(C)). The contingency fund will be available to mitigate any significant adverse transport effects, should they arise during the construction phase, which were not mitigated through the DCO.

6.2 Legal compliance and enforceability

6.2.1 Paragraph 2, Schedule 16 of the DoO (Doc Ref. 8.17(G)) requires SZC Co. to implement and act in accordance with the CWTP throughout the duration of the construction period.

6.2.2 The targets and commitments set out in this CWTP are therefore binding and enforceable.

6.3 Best practice

6.3.1 SZC Co. must use internal management procedures to ensure compliance with the requirements of the **CWTP** including:

- Contractor kick off meetings: contractors reminded of SZC Co.'s standards and expectations as set out in contract documentation;

- Induction: worker induction to include briefing on **CWTP** and Worker Code of Conduct; and
- Learning reports: incidences of potential breaches or non-compliance with the **CWTP** will be investigated.

6.4 Contractual conditions

6.4.1 Upon appointment, each contractor must have within their contract a condition of contract to comply with the **CWTP.** Non-compliance could lead to sanctions and enforcement measures by SZC Co., which could lead to workers being removed from the Project.

6.5 Remedial actions

6.5.1 SZC Co. is committed to implementing a comprehensive transport strategy and package of travel plan measures in order to meet the mode share 'assessment' targets.

6.5.2 Notwithstanding this, it should be recognised that the Sizewell C Project is a major and complex construction project within a rural location and the mode share assessment and aim targets are ambitious. As such there may be a need to implement further measures in order to meet the targets.

6.5.3 As set out in **Section 5** of this **CWTP**, as part of the TRG review process, actions will be agreed for the transport co-ordinator to implement. Some of the actions will be associated with the continued implementation of the **CWTP** but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting (or urgent TRG meeting if called) to ensure that the targets set within the **CWTP** are met. The approved actions at each TRG meeting are to be funded by SZC Co. and managed by the transport co-ordinator.

6.6 Contingent Effects Fund

6.6.1 A Contingent Effects Fund is to be established to fund mitigation of any significant adverse transport effects, should they arise during the construction period, which were not mitigated through the DCO. The Contingent Effects Fund will be managed by the TRG. It is not confined to the CTWP and is more widely related to Sizewell C construction traffic (i.e. worker and freight traffic) and therefore applies to the CTMP (Annex K of the DoO Doc Ref. 8.17(G)) also.

6.6.2 SZC Co. does not consider that there are likely to be significant adverse transport effects which are not mitigated through the DCO. However, in

order to provide further mitigation if it is required, the Contingent Effects Fund is to be secured via the DoO (Doc Ref. 8.17(G)). It could be called upon even if the mode share targets in the CWTP (and controls and limits in the CTMP (Annex K of the DoO Doc Ref. 8.17(G))) are met/complied with, for example if there is a significant adverse effect on the capacity of a junction, or significant adverse effect on road safety.

6.6.3 The scope of the Contingent Effects Fund, process for identifying a potential unmitigated significant adverse effect, developing mitigation and drawing down from the Contingent Effects Fund is set out in the following section.

a) Scope of the Contingent Effects Fund

6.6.4 The Contingent Effects Fund will be available to be drawn down by the TRG in the event that significant adverse transport effects arise that were not mitigated through the DCO affecting the junctions, highway corridors or areas identified in the **Deed of Obligation** (Doc Ref. 8.17(G) as well as to fund proportionate improvements to bus stop infrastructure as part of the delivery of the direct bus strategy.

b) Collecting additional data

6.6.5 Potential Contingent Effects will be able to be raised at TRG meetings, based on feedback from the community, parish councils, the Community Safety Working Group, forums and TRG members themselves acting in their professional capacity.

6.6.6 Once a potential Contingent Effect has been raised, the TRG will agree if further investigation is required or not based on the monitoring undertaken to date.

6.6.7 If the TRG agree that the potential Contingent Effect is to be further investigated, the TRG will agree the level of evidence that is to be collated by the transport co-ordinator. The level of evidence required to be collated will depend on the significance of the potential effect and potential level of mitigation. Examples of the type of data that could be collected is as follows:

- On-site observations and meetings with stakeholders;
- Personal injury collisions (PICs) involving Sizewell C vehicles and review of PIC trends and causation factors;
- Observed traffic flows and/or speeds;
- Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction

traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data; and

- A junction delay survey of the average time (seconds) of vehicles joining the back of the queue on a minor arm to entering the major arm of a junction.

c) Identifying potential unmitigated significant adverse effects

6.6.8 At the subsequent quarterly TRG meeting, the transport co-ordinator must provide a technical note summarising the evidence that has been collated and, based on the evidence, confirming whether the transport co-ordinator considers there to be a significant unmitigated transport effect on the road link or not. That analysis shall assess the extent to which any Contingent Effect relates to Sizewell C traffic. The TRG will review the technical note and suggest amendments or approve it.

6.6.9 The technical note may include the following types of assessment, depending on the type of potential Contingent Effect being investigated (e.g. severance, road safety, delay etc):

- **Environmental transport effects:** If the potential Contingent Effect is with regards to an environmental transport effect (e.g. severance, amenity etc), an ES assessment of the road link would be undertaken in accordance with the Guidelines for the Environmental Assessment of Road Traffic published by the Institute of Environmental Assessment in 1993 (now Institute of Environmental Management and Assessment (IEMA)), which was used for the DCO submission, or more up to date guidance to be agreed with the TRG. The ES assessment would be based on the same methodology as used for the DCO submission and would assess the environmental transport effects of Sizewell C traffic on the road link based on the ANPR data and compare it to the ES assessment undertaken as part of the DCO. Both the percentage change and absolute volumes of traffic would be considered as part of the assessment and comparison with the DCO to determine if the Sizewell C traffic is having a significant adverse effect or not (moderate and major adverse effects would be considered to be significant).

- **Road safety effects**: If the potential Contingent Effect is with regards to road safety, ANPR data may be used, coupled with the PIC data, to undertake a road safety assessment of the effect on Sizewell C traffic on road safety. The level of Sizewell C traffic and background traffic routing along the link or through the junction would be compared

with that assessed in the DCO. The trend in PIC data will also be reviewed to determine if there has been an increase in PICs at the link or junction and what the causation factors have been, including if any of the PICs involved Sizewell C traffic. The road safety assessment could utilise the COBALT methodology utilised for the ES assessment, subject to agreement with the TRG.

- **Diverted traffic:** If the potential Contingent Effect is with regards to the diversion of traffic onto minor roads, an ANPR survey would need to be undertaken of the road or roads in question to determine the level and type of Sizewell C traffic as well as level of background traffic routing through the surveyed area. The data would be able to be compared against the assessment in the Consolidated Transport Assessment (Doc Ref. 8.5(B)) [REP2-052] to determine if there is a Contingent Effect.

- **Junction capacity/ driver delay:** If the potential Contingent Effect is with regards to junction capacity/ driver delay, the following assessment will be undertaken, subject to agreement with the TRG:

  - If the TRG agree that an investigation of a junction in the Deed of Obligation (Doc Ref. 8.17(G)) is required to assess the effect of Sizewell C traffic on junction capacity / delay, an ANPR survey will be undertaken at the junction for the peak periods (07:00-10:00 and 16:00-19:00 or otherwise agreed with the TRG) to determine the level of background traffic on each arm of the junction as well as the level of Sizewell C traffic routing through the junction.

  - The observed level of Sizewell C traffic and background traffic in the ANPR survey will be compared against the assessed Sizewell C traffic and background traffic in the DCO.

  - A ‘driver delay’ survey could be undertaken at the junction or the junction model used for the Consolidated Transport Assessment (Doc Ref. 8.5(B)) [REP2-052] could be utilised to inform the assessment.

  - If the evidence suggests that there is a significant increase in delay at the junction and that this is due to Sizewell C traffic, the transport co-ordinator must put forward proposals for mitigating the impact.

6.6.10 The TRG must approve any direct bus routes as part of the CWTP and therefore, depending on the bus stops to be used by the direct bus services,

there may be a need for some improvements to the bus stops, which the TRG would be able to draw down funding for from the Contingent Effects Fund.

d) Developing mitigation

6.6.11 The recommendations for mitigation put forward by the transport co-ordinator should be cognisant of the transport policy set out in National Policy Statement of Energy (EN-1), which states at paragraph 5.13.8 that "*where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts*." Paragraph 5.13.9 of EN-1 goes on to recognise that the decision maker should "*have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures*."

6.6.12 Therefore, demand management measures should be considered ahead of physical highway improvements in order to mitigate the significant adverse effects.

6.6.13 Examples of potential measures that the Contingent Effects Fund could fund are included in the **Deed of Obligation** (Doc Ref. 8.17(G)) and include but are not limited to:

- Dropped kerbs and tactile paving;
- Pedestrian refuge islands for uncontrolled crossing points;
- Footway widening or provision of new footway;
- Signage;
- Amendments to parking restrictions;
- Speed indicator devices;
- Traffic calming / gateway features;
- Speed limit changes and other traffic regulation orders; and
- Modifications to existing junctions.

e) Drawing down from the Contingent Effects Fund

6.6.14 The level of Contingent Effects Fund to be drawn down for the implementation of an approved scheme will be agreed by the TRG.

6.6.15 SZC Co shall implement any mitigation approved by the TRG unless it is agreed by the TRG that the mitigation will be carried out by SCC, as local highway authority.

6.6.16 The total payments payable by SZC Co. (or SCC) to address Contingent Effects shall not exceed the Contingent Effects Fund.

APPENDIX 1.A: ACTION PLAN

Initial list of early actions to implement

Element	Action
Communication	Prepare Travel Pack.
	Establish Sizewell C intranet site for workers.
	Develop travel input to induction process.
Walk and cycle	Order cycle parking.
Bus	Appoint bus operator.
	Procure swipe card system for workers swiping onto buses.
	Work with the bus operator to develop detailed bus timetables, routes and stops.
	Develop park and ride permit scheme including production of permits.
Motorcycle	Order motorcycle parking.
Car share	Research car share scheme options and select a preferred scheme.
	Establish the car share scheme.
Parking	Develop parking permit system for all sites including production of permits.
Monitoring, review and compliance	Appoint Transport Co-ordinator.
	Establish TRG and hold a pre-commencement TRG meeting.
	Put meetings in TRG diaries.
	Agree with TRG and set up a data collection methodology/system.
	Set up the framework for the monitoring report.
	Include Travel Plan requirements within contractor contracts.

ANNEX M

TRAFFIC INCIDENT MANAGEMENT PLAN

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1 INTRODUCTION

1.1 Background

1.1.1 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

1.1.2 Once operational, Sizewell C would be able to generate enough electricity to supply approximately six million homes in the United Kingdom (UK). The Sizewell C Project would also generate significant economic benefit for the local area.

1.1.3 SZC Co. recognises that the scale of the Sizewell C Project means that care needs to be taken with the way in which it is designed, constructed and operated.

1.1.4 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation. All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and Deed of Obligation (DoO) set out the status of each Level 1 document.

1.1.5 The **Traffic Incident Management Plan** (**TIMP**) (Annex M of the DoO Doc Ref. 8.17(G)) is a Level 1 document and a draft version accompanied SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C [APP-607]. This is an updated **TIMP** which will be submitted to the Planning Inspectorate at Deadline 8. The final **TIMP** will be annexed to the **Deed of Obligation** (Doc Ref. 8.17(G)) and the implementation of the **TIMP** is secured through an obligation in the **Deed of Obligation** (Doc Ref. 8.17(G)) (paragraph 2 of Schedule 16).

1.1.6 Where approval are required, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or

details must be approved by the same body or governance group and through the same consultation and procedure as the original document or details.

1.1.7 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [REP3-011].

1.1.8 For the purposes of this document the term 'SZC Co.' refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

1.2 Scope

1.2.1 This **TIMP** sets out the management of the Sizewell C construction traffic during an event or incident occurring on the heavy goods vehicle (HGV) routes to the main development site. The measures outlined in this **TIMP** will minimise potential impacts of traffic associated with Sizewell C construction on response times and delivery of emergency services in the event of an incident.

1.2.2 Unlike the highway authorities and emergency services, SZC Co. has no statutory authority in the event of a traffic incident on the road network and a TIMP is not specifically required by Regulation 5 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations (2009) (Ref 1.1). The production of this **TIMP** demonstrates SZC Co.'s commitment to work constructively with the highway authorities (National Highways and Suffolk County Council (SCC)) and emergency services in order to manage traffic incidents on the highway network.

1.2.3 This document forms part of a package of transport management documents to assist in the management of transport movements for the Sizewell C construction works. The other transport management documents to be implemented for the Sizewell C construction works to complement the **TIMP** are as follows:

- **Construction Traffic Management Plan** (**CTMP**) (Annex K of the DoO Doc Ref. 8.17(G)); and
- **Construction Worker Travel Plan** (**CWTP**) (Annex L of the DoO Doc Ref. 8.17(G)).

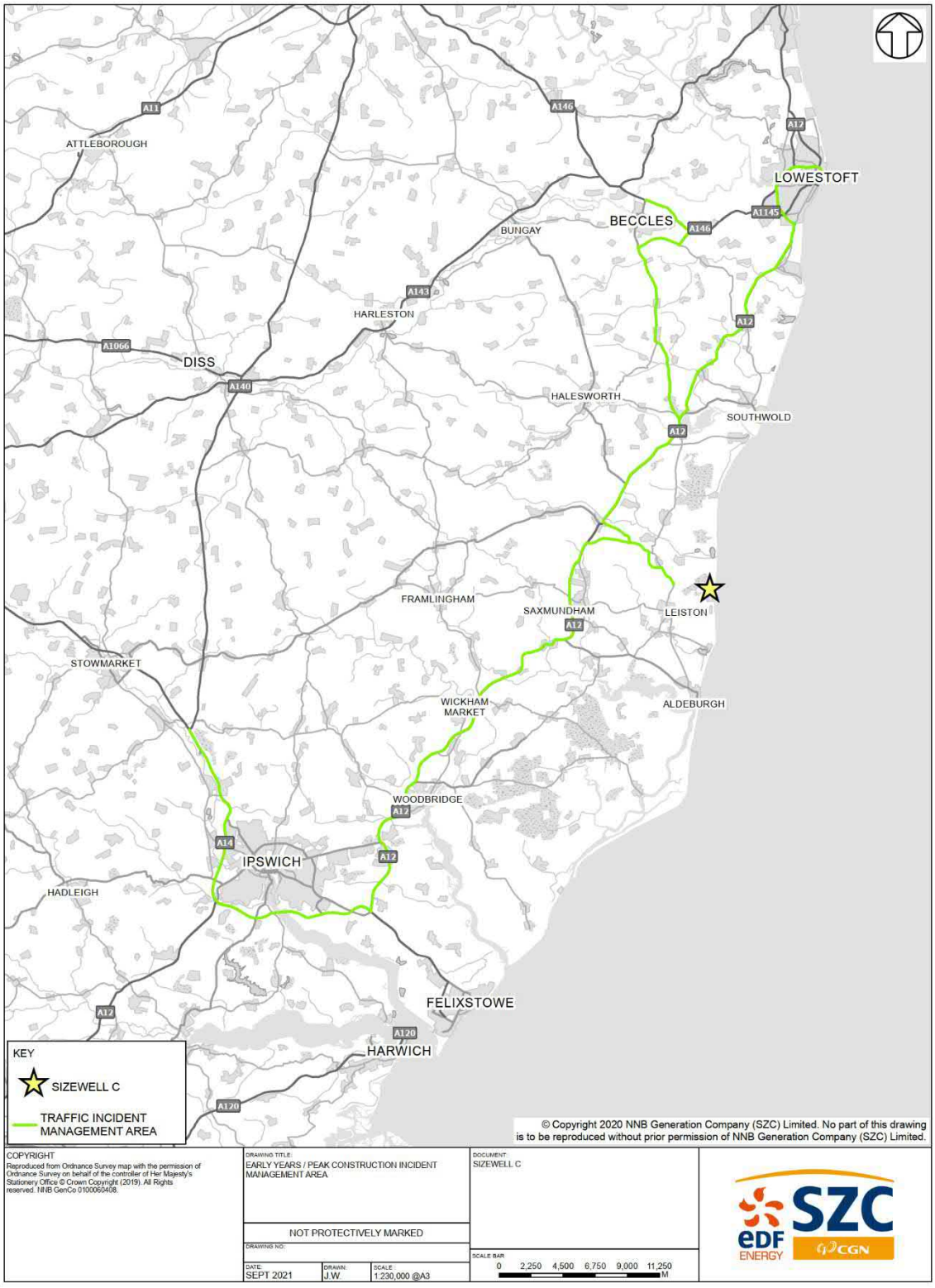
1.2.4 The implementation of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) and the **CWTP** (Annex L of the DoO Doc Ref. 8.17(G)) are also secured through the **Deed of Obligation** (Doc Ref 8.17(G)).

1.3 Incident Management Area

1.3.1 The Incident Management Area (IMA) is the geographical area to which this **TIMP** relates and it aligns with the HGV routes defined in **Plate 3.2** and **Plate 3.3** of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)). These routes must be used by Sizewell C HGVs and, in part, by Sizewell C buses. The IMA is illustrated in **Plate 1.1**, and includes:

- A14 between junction 51 for A140 and junction 58 for the A12;
- A12 between A14 junction 58 at Ipswich and Lowestoft port;
- A145 from Beccles to the A145/A12 junction; and
- B1122 (and subsequently Sizewell link road) between the A12 and the main development site access roundabout.

Plate 1.1: Incident management area



1.4 Structure

1.4.1 The structure of this **TIMP** is as follows:

- **section 2** provides a summary of the roles and responsibilities of SZC Co., the highway authorities and the emergency services with respect to traffic incident management;
- **section 3** sets out the proposed management structure for the **TIMP** and the responsibilities of each stakeholder;
- **section 4** sets out the infrastructure and measures proposed by SZC Co. to facilitate the management of incidents within the IMA;
- **section 5** identifies the proposed measures to assist with the management of planned and unplanned traffic incidents within the IMA;
- **section 6** sets out the review process for the measures and commitments detailed within the **TIMP**.

2 ROLES AND RESPONSIBILITIES

2.1 Introduction

2.1.1 In developing an effective **TIMP** it is important to understand the roles that the various organisations would play in incident management within the IMA. In this case, the organisations are:

- The highway authorities (National Highways and SCC);
- The emergency services:
  - Suffolk Constabulary;
  - Suffolk Fire and Rescue Service; and
  - East of England Ambulance Service NHS Trust; and
- SZC Co.

2.2 Roles and responsibilities

a) Highway authorities

2.2.1 The Traffic Management Act 2004 (TMA) places a network management duty on all highway authorities to ensure road networks are managed effectively to minimise congestion and disruption to traffic.

2.2.2 National Highways is responsible for managing the strategic road network. In Suffolk this is comprised of the A11, A12 south of Ipswich, and the A14.

2.2.3 SCC are the local highway authority and responsible for managing the local highway network in Suffolk, including the A12 between the A14 junction 58 at Ipswich and Lowestoft.

2.2.4 In the event of an incident on the strategic road network or local road network the role of National Highways or SCC (depending on road hierarchy) is generally to:

- Initiate traffic management strategies on incident impacted facilities;
- Protect the incident scene;
- Provide traffic control;
- Assist motorists with disabled vehicles;
- Provide traveller information;
- Determine road repair needs;
- Establish and operate alternative diversionary routes; and
- Repair highway infrastructure.

b) Emergency services

2.2.5 In the event of an incident, Suffolk Constabulary is often the first organisation to become aware that the highway network is not functioning as it should through reported incidents by the public to their contact and control room. Suffolk Constabulary's key roles and responsibilities in relation to traffic incidents are to:

- Assist with incident detection and verification;
- Secure the incident scene;

- Assist disabled motorists;
- Provide emergency medical aid until help arrives;
- Direct traffic;
- Arrange transportation for the injured;
- Conduct accident investigations;
- Serve as incident commander;
- Safeguard personal property;
- Coordinate clearance and repair resources if requested; and
- Supervise scene clearance if requested and dependent on seriousness of incident.

2.2.6 The contact and control room is the first point of operational command for all major incidents in Suffolk and would contact the other emergency services (i.e. Suffolk Fire and Rescue Service and East of England Ambulance Service NHS Trust), as required, during the management of an incident.

2.2.7 Suffolk Fire and Rescue Service would assist Suffolk Constabulary at the scene of an incident and its roles and responsibilities would be to:

- Protect the incident scene;
- Provide traffic control until police or local authorities arrive;
- Provide emergency medical care;
- Provide initial hazardous material response and containment;
- Suppress any fire;
- Rescue crash victims from wrecked vehicles;
- Rescue crash victims from contaminated environments;
- Serve as incident commander, where appropriate; and
- Assist in incident clearance if requested and dependent on seriousness of incident.

2.2.8 Where required, East of England Ambulance Service NHS Trust would attend the scene of an incident. East of England Ambulance Service NHS Trust's roles and responsibilities relate to the triage, treatment, and transport of injured victims, and would be to:

- Provide advanced emergency medical care;
- Determine the destination and transportation requirements for the injured;
- Coordinate the evacuation with fire and police responders;
- Serve as incident commander for medical emergencies;
- Determine approximate cause of injuries for the receiving medical centres; and
- Remove medical waste from incident scene.

c) SZC Co.

2.2.9 Unlike the highway authorities and emergency services, SZC Co. has no statutory responsibilities in the event of a traffic incident within the IMA. Notwithstanding this, SZC Co. is committed to managing SZC Co. construction traffic in the event of an incident within the IMA in order to reduce queuing and delay on the highway network. This includes the management of SZC Co. HGVs on their approach to the IMA on the SRN.

2.2.10 SZC Co.'s key roles and responsibilities in relation to traffic incidents will be to:

- Assist with incident detection and verification (e.g. if SZC Co. is made aware of an incident involving a SZC Co. vehicle, SZC Co. will notify the emergency services).
- Direct Sizewell C HGVs and buses to a safe location off the highway network;
- Hold Sizewell C HGVs and buses off the public highway network until notified by Suffolk Constabulary to resume normal operations.

2.2.11 Further details of how SZC Co. will assist with incident management planning are set out in **sections 3** and **4** of this **TIMP**.

3 MANAGEMENT STRUCTURE

3.1 Introduction

3.1.1 This section sets out the proposed management structure for the **TIMP** and the responsibilities of each stakeholder.

3.2 Management structure

3.2.1 The overall management and implementation of the **TIMP** will be the responsibility of SZC Co.

3.2.2 A number of groups are proposed to be formed during the construction period of Sizewell C. The following groups and individuals will be involved with the **TIMP**:

- Delivery steering group;
- Transport review group (TRG);
- Transport co-ordinator;
- Delivery co-ordinator; and
- Community Safety Working Group; and
- Parish councils and forums.

3.3 Delivery steering group

3.3.1 On or before commencement, SZC Co. shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the construction period. The Delivery Steering Group shall meet on a quarterly basis, or different frequency as agreed by the members.

3.3.2 The Delivery Steering Group shall comprise:

- a service director (or equivalent) from ESC;
- a service director (or equivalent) from SCC; and
- up to two representatives to be nominated by SZC Co, including SZC Co's Site Director.

3.3.3 The scope of the Delivery Steering Group in relation to the **TIMP** shall be to:

- consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;
- monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;
- provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;
- decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision; and
- facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

3.3.4 Should the TRG refer an urgent matter to the Delivery Steering Group for resolution, the Delivery Steering Group shall meet as soon as reasonably practicable to resolve the relevant matter.

3.3.5 In the event that the Delivery Steering Group is unable to agree on any matters for its determination, it may be treated as a Dispute to be resolved in accordance with Clause 8 of the **Deed of Obligation** (Doc Ref. 8.17(G)).

3.4 Transport review group

3.4.1 On or prior to commencement, SZC Co. shall establish a Transport Review Group (TRG) with members taken from the key transport stakeholders and SZC Co. The establishment of the TRG is secured through an obligation in the **Deed of Obligation** (Doc Ref. 8.17(G)) (paragraph 3 of Schedule 16).

3.4.2 The scope of the TRG in relation to the **TIMP** is as follows:

- receive monitoring reports from SZC Co. relating to the implementation of the **TIMP** during incidents in the IMA;
- monitor the implementation and effectiveness of the **TIMP**;
- consider the case for, and approve amendments to the **TIMP** put forward by the transport co-ordinator;
- advise SZC Co. on potential enhancements to the **TIMP**;

- consider the Community Safety Working Group meeting minutes with respect to transport and any actions arising from the meetings for the TRG; and
- consider the views and opinions of the parish councils and forums in relation to incident planning.
- where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the TRG fails to reach a decision; and
- notify the members of the Delivery Steering Group in the event that the TRG considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution.

3.4.3 The TRG will have further duties with regards to the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) and **CWTP** (Annex L of the DoO Doc Ref. 8.17(G)), which are set out in those documents.

3.4.4 The TRG members with voting rights shall comprise:

- the transport co-ordinator;
- one representative to be nominated by SCC;
- one representative to be nominated by National Highways;
- one representative to be nominated by East Suffolk Council;
- one representative to be nominated by Suffolk Constabulary; and
- three representatives, in addition to the transport co-ordinator to be nominated by SZC Co.

3.4.5 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC, National Highways and Suffolk Constabulary nominated TRG representatives will be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.

3.4.6 All members of the TRG must participate in the TRG and perform the obligations of the governance group. Schedule 17 paragraph 2 of the **Deed of Obligation** (Doc Ref. 8.17(G)) requires this of ESC, SCC and SZC Co. and the Deed of Covenants with National Highways and Suffolk Constabulary will also require this. If required from time to time, TRG representatives from SCC, ESC, National Highways and Suffolk Constabulary will be able to

nominate an alternative representative from their authority if they are unable to attend a TRG meeting. Should a TRG member abstain from a vote, SZC Co. must cancel or withdraw one of its votes so that the TRG can proceed as far as practical by consensus.

3.4.7 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could be either specialist representatives from SCC, ESC, National Highways or Suffolk Constabulary or other specialist representatives from bodies such as transport providers, other emergency services and lead contractors. However, these invitees will not have any voting rights.

3.4.8 The TRG must be formed on or prior to commencement of construction and must meet every month for the first 3 months of the construction period and every 3 months thereafter during the construction period unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

3.5 Transport co-ordinator

3.5.1 A transport co-ordinator must be appointed by SZC Co. and be in place on or before commencement of construction and throughout the construction period of the Sizewell C Project. The transport co-ordinator will be responsible for the management of the **TIMP** and the other transport management plans (i.e. **CWTP** (Doc Ref. 8.8(B)) and **CTMP** (Annex K of the DoO Doc Ref. 8.17(G))). The appointment of the transport co-ordinator is secured through the **Deed of Obligation** (Doc Ref. 8.17(G)) (paragraph 3 of Schedule 16).

3.5.2 The transport co-ordinator will have the following transport-related responsibilities related to the **TIMP**:

- monitor Sizewell C project actions against the approved **TIMP**;
- report the monitoring of the **TIMP** to the TRG to allow consideration of appropriate mitigation measures and remedial action as required;
- report to the TRG on relevant feedback from the Community Safety Working Group, parish councils and forums with regards to incident planning;
- update the **TIMP** as required in consultation with the TRG; and
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

3.5.3 The transport co-ordinator role must be appointed at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they will sit outside of the SZC Co. delivery team.

3.6 Delivery co-ordinator

3.6.1 In addition to the recruitment of the transport co-ordinator role, SZC Co. must appoint a delivery co-ordinator for the duration of the construction of the Sizewell C Project. This appointment is secured through an obligation in Schedule 16 of the **Deed of Obligation** (Doc Ref. 8.17(G)). SZC Co. must also employ a delivery team to assist the delivery co-ordinator with the delivery of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) on a day-to-day basis as well as assist with the implementation of the **TIMP** in the event of an incident in the Incident Management Area.

3.6.2 In relation to the **TIMP**, the delivery co-ordinator and the delivery team will be responsible for:

- Enabling communications with Sizewell C drivers via sub-contractors and hauliers during an incident on the highway network;
- Directing the movement of Sizewell C HGVs and buses, which may involve instructing drivers to wait at a suitable location off the highway network;
- Ensuring effective communications with the emergency services and highway authorities (SCC and National Highways) during an incident; and
- Recording and collating monitoring data to be included in the transport monitoring reports, which will inform the TRG.

3.7 Other groups

a) Community Safety Working Group

3.7.1 There will be a need for synergy between the activities of the TRG and the Community Safety Working Group, which the emergency services will sit on.

3.7.2 In order to minimise overlap and resource demand on the emergency services, it is proposed the Community Safety Working Group will be attended by the transport co-ordinator in order to facilitate an on-going transport agenda item that will provide a quarterly update on the monitoring of the transport management plans. With respect to the **TIMP**, the

Community Safety Working Group will be able to provide the transport co-ordinator with any feedback of the effectiveness of the **TIMP**.

3.7.3 The minutes of the Community Safety Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

b) Parish councils

3.7.4 The parish councils already meet on a regular basis and they will form a key link between the TRG and the wider community and provide an indication of the transport related issues that are of concern to the general public.

3.7.5 The parish councils must be provided with the contact details of the transport co-ordinator and would be able to raise any transport related issues with them, a summary of which will be provided by the transport co-ordinator to the TRG as part of the TRG meeting agenda pack of information for consideration by the TRG.

c) Forums

3.7.6 A main development site forum, northern transport forum and southern transport forum will be established on commencement of construction. The forums will form the key link between the TRG and the wider community and provide an indication of any transport related issues that are impacting the general public. The forums will meet within the first three months from the commencement date and thereafter on a bi-annual basis.

3.7.7 The purpose of the forums will be to provide project information of relevant construction issues and progress, enable the forums to ask questions and raise issues of concern, and help inform SZC Co. on key issues affecting the local community and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

3.7.8 The minutes of the forum meetings must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

4 MANAGEMENT OF SIZEWELL C HGVS AND BUSES

4.1 Introduction

4.1.1 This section summarises the arrangements that are proposed to be implemented by SZC Co. to manage Sizewell C HGVs and buses during incidents within the IMA.

4.1.2 All Sizewell C buses are proposed to travel on the local highway network and no Sizewell C buses will travel beyond the IMA. Therefore, in the event of an incident in the IMA, all Sizewell C buses will need to be managed within the IMA. The vast majority of Sizewell C HGVs will be travelling to and from the main development site from beyond the IMA. Therefore, in the event of an incident in the IMA, some of the proposed HGV measures would seek to restrict Sizewell C HGV movements from entering the IMA. As such, this section is structured as follows:

- measures to manage HGVs outside of the IMA; and
- measures to manage HGVs and buses within the IMA.

4.1.3 These measures are secured through the obligation to implement the **TIMP** contained in the **Deed of Obligation** (Doc Ref. 8.17(G)) (paragraph 2, Schedule 16).

4.2 Measures to manage HGVs outside of the IMA

a) Delivery management system

4.2.1 HGV deliveries to the main development site will be controlled by booking through a web-based delivery management system (DMS). The primary function of the DMS is to regulate the flow of HGVs to the main development site by providing a set number of delivery slots per day and in certain hours. Details of the DMS are included in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)).

4.2.2 As part of the DMS, HGVs will be tracked on their route to/from the main development site via GPS technology, including on the Strategic Road Network (SRN) in the final part of their journey as HGVs from the south approach the freight management facility.

4.2.3 The DMS will enable communication with HGV drivers via sub-contractors/ hauliers in the event of an incident on the highway network requiring the activation of the **TIMP** Sizewell C HGV drivers will be requested to stop at a suitable HGV holding point on the SRN until further notice, and may be requested to turn-back at an appropriate location (e.g. roundabout) to return to the nearest HGV holding point. HGV holding locations outside the IMA are shown in **Table 4.1**, along with capacity, travel distance and journey time to the freight management facility. These holding locations are shown on a map in **Appendix A**.

Table 4.1: HGV holding locations outside the IMA, capacity, travel distance and journey time to the FMA

HGV holding location	HGV capacity	Distance to FMF	Journey time to FMF
Lorry parking behind Tesco Extra, Copdock Exchange	20 spaces	9 miles	14 mins
Junction 51 Services	15 spaces	17 miles	20 mins
Junction 44 Rougham Hill Lorry Park	25 spaces	35 miles	37 mins
Risby Truckstop	20 spaces	40 miles	41 mins
Coopers Cabin Truck Stop	30 spaces	40 miles	41 mins
Boreham Services	35 spaces	42 miles	45 mins
Birchanger Green Services	86 spaces	55 miles	1 hr 4 mins
Swaffham Lorry Park	8 spaces	61 miles	1 hr 20 mins
M25 Junction 30 Thurrock Services	120 spaces	70 miles	1 hr 16 mins
Cambridge Services	78 spaces	71 miles	1 hr 15 mins
M25 Junction 26 Truck Park	50 spaces	72 miles	1 hr 14 mins
Peterborough Extra Services	60 spaces	97 miles	1 hr 39 mins
Stibbington Lorry Park	25 spaces	101 miles	1 hr 39 mins

4.2.4 Suitable HGV holding points on the SRN on the approach to the freight management facility must be agreed with National Highways prior to commencement of construction.

4.2.5 Based on SZC Co. analysis, there would be sufficient capacity within the existing network of lorry parks and services to accommodate Sizewell C HGVs off the highway network during an incident. Depending on the severity of the incident and time of day (e.g. if it is unlikely that the incident would be cleared in time to allow normal operations to proceed within the HGV delivery time restrictions at the main development site), it may be necessary for the delivery team to cancel and reschedule deliveries via the DMS. If a scheduled delivery is cancelled, it would not be counted against the HDV/HGV caps defined in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) as no delivery/movement would have occurred.

b) Live travel information

4.2.6 Designated HGV routes are proposed by SZC Co., which Sizewell C HGVs must adhere to throughout the construction period. The proposed Sizewell C HGV routes are defined later in this section.

4.2.7 However, beyond these designated Sizewell C HGV routes, haulage companies and their drivers would be responsible for planning their own

journeys to the main development site, including checking live travel information and planning the most appropriate route whilst being restricted to delivery slots allocated by the DMS. SZC Co. must notify deliveries via the DMS in the event that there was an incident within the IMA which requires further action.

4.3 Measures to manage vehicles within the IMA

a) HGV routes

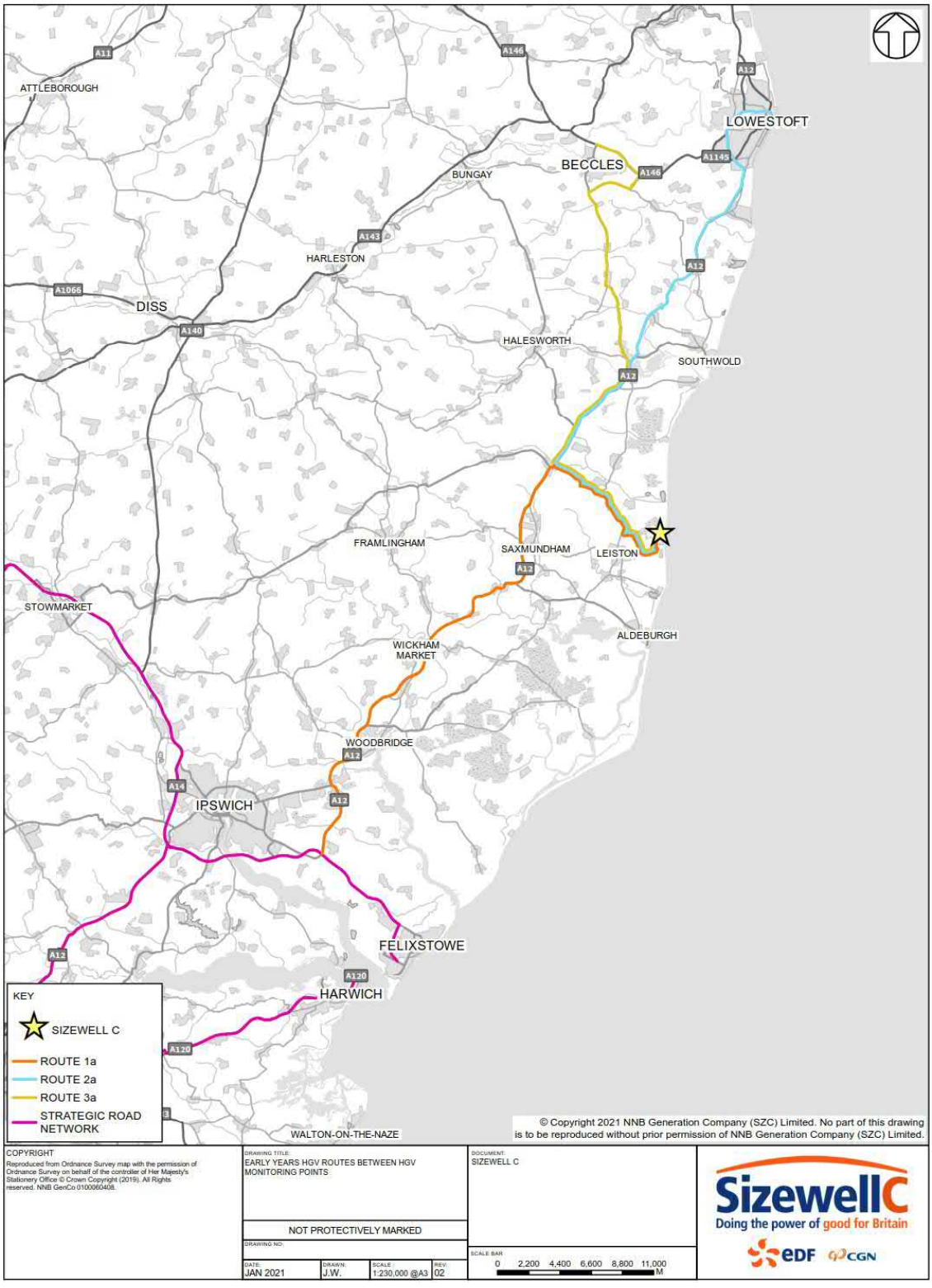
4.3.1 Sizewell C HGVs must use the designated HGV routes and must be monitored by SZC Co. for compliance.

4.3.2 During both the early years and peak construction period, HGVs arriving from the south to the freight management facility must route via the SRN (with the exception of using the local highway network between their origin and their nearest access to the SRN). The SRN in the vicinity of the freight management facility is identified on **Plates 4.1** and **4.2**.

4.3.3 In terms of the HGV routes on the local highway network, HGVs to and from the main development site must use the following HGV routes during the early years, which are illustrated in **Plate 4.1**:

- **Route 1a**: HGV route from the A12/A14 junction at Seven Hills via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.
- **Route 2a**: HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.
- **Route 3a**: HGV route from Beccles (at A145/A146 junction) via the A145 to the A145/A12 junction, then along the A12, to the A12/B1122 junction, and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

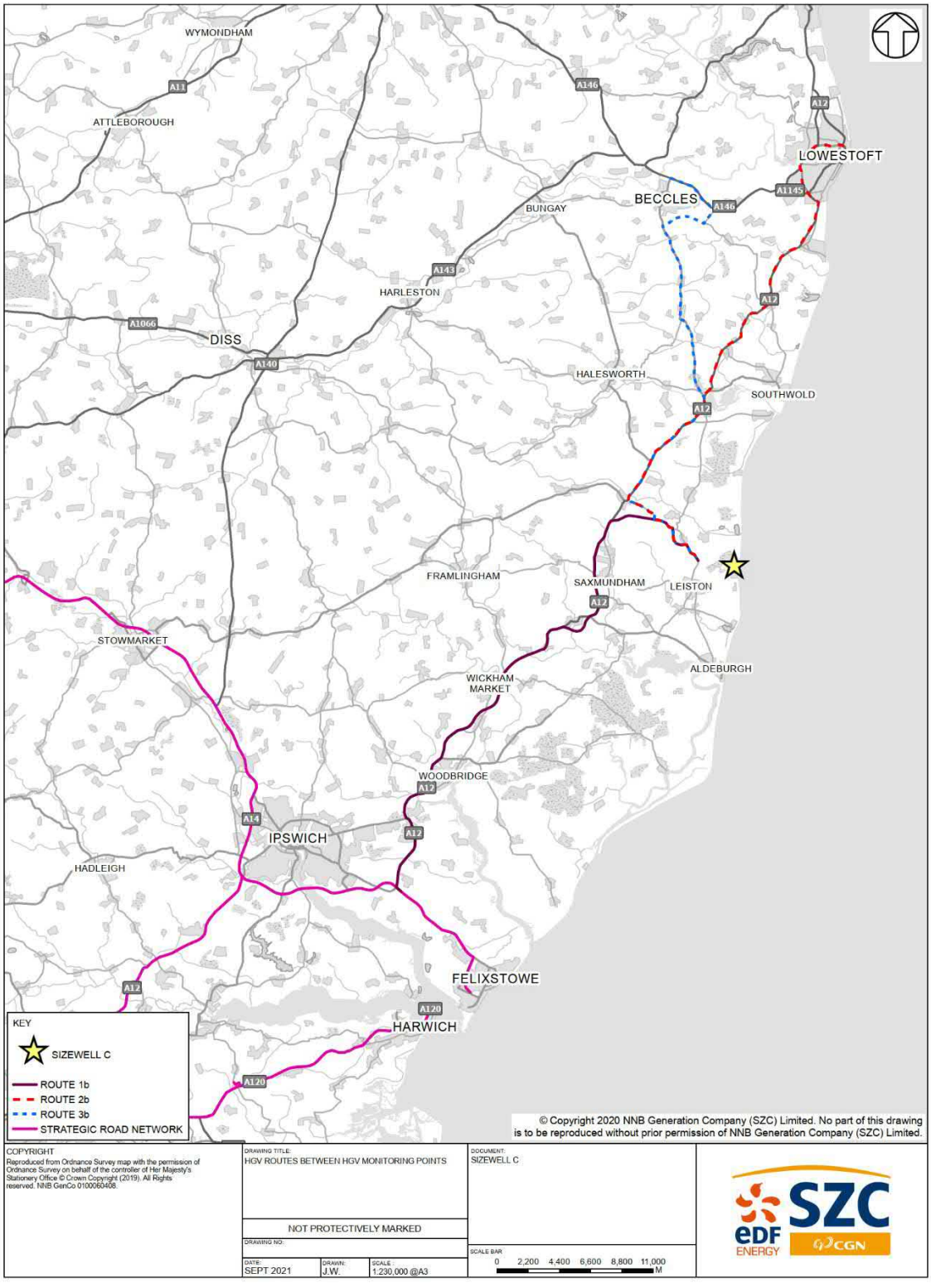
Plate 4.1: Early Years HGV routes prior to two village bypass and Sizewell link road



4.3.4 Once the two village bypass, Sizewell link road, and main development site access are in place, the HGV routes on the local highway network will change to the following roads, which are illustrated in **Plate 4.2**:

- **Route 1b**: HGV route from the A12/A14 junction at Seven Hills via the A12 (two village bypass) to the junction of A12/Sizewell link road and then along the Sizewell link road to the main development site.
- **Route 2b**: HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 to the Middleton Moor link road, which connects to the Sizewell link road and then along the Sizewell link road to the main development site.
- **Route 3b**: HGV route from Beccles (at A145/A146 junction) via the A145 to the A145/A12 junction, then along the A12 to the A12/B1122 junction, and then along the B1122 to Middleton Moor link road which connects to the Sizewell link road and then along the Sizewell link road to the main development site.

Plate 4.2: Peak construction phase HGV routes once two village bypass and Sizewell link road are operational



b) Holding of HGVs and buses off the highway network

4.3.5 In the event that the **TIMP** is activated, SZC Co. will have the ability to hold Sizewell C HGVs and buses off the highway network until notified by Suffolk Constabulary to proceed with normal operations. The following holding facilities are proposed.

i. Freight management facility

4.3.6 A freight management facility will be provided at Seven Hills to manage HGVs during the construction period of the Sizewell C Project. The primary function of the freight management facility is to control the pattern of deliveries to the main development site. However, in the event of an incident within the IMA, it could also be used to temporarily hold HGVs. The freight management facility has the capacity to hold 154 HGVs.

4.3.7 If the incident is north of the freight management facility, HGVs will be held at the freight management facility on their route to the main development site. If the incident is west / south of the freight management facility, HGVs will be held at the freight management facility on their route from the main development site. The freight management facility would only be used to hold Sizewell C HGVs as the Sizewell C buses are not proposed to route in the vicinity of the freight management facility.

4.3.8 HGVs will be held at the freight management facility until Suffolk Constabulary has communicated that the incident has been cleared or an alternative route has been confirmed. HGV accumulation analysis indicates that the freight management facility will have sufficient capacity during an incident to continue to receive HGVs for approximately four hours, holding them off the highway network. That capacity gives sufficient time during a prolonged incident to activate an alternative response (e.g. cancel deliveries, direct drivers to other holding locations off the highway network).

ii. Traffic incident management area

4.3.9 A traffic incident management area (TIMA) will be located at the southern park and ride facility. The TIMA will be able to hold Sizewell C HGVs and buses in the event of an incident on the highway network. It is estimated that there would be sufficient hardstanding area to accommodate circa 90 HGVs and buses, discounting areas required for access, egress, and circulation.

4.3.10 The TIMA must only be utilised for holding Sizewell C HGVs and buses and only in the event that the **TIMP** is activated.

4.3.11 If the incident is north of the TIMA, HGVs and buses will be held at the TIMA on their route to the main development site. If the incident is south of the

TIMA, HGVs and buses will be held at the TIMA on their route from the main development site.

4.3.12 HGVs and buses will be held at the TIMA until Suffolk Constabulary has communicated that the incident has been cleared or an alternative route has been confirmed.

iii. Park and ride facilities

4.3.13 Two park and ride facilities are proposed: a southern park and ride facility at Wickham Market and a northern park and ride facility at Darsham. The primary function of the park and ride facilities is to intercept construction workforce car trips and transfer workers to dedicated Sizewell C buses to the main development site. However, in the event of an incident within the IMA, when required, the park and ride facilities could also be used to temporarily hold buses off the highway network. There will be 10 bus holding spaces at each of the park and ride facilities. This will be in addition to the holding facility within the TIMA at the southern park and ride facility.

4.3.14 Buses will be held until Suffolk Constabulary has communicated that the incident has been cleared or an alternative route has been confirmed.

iv. Main development site

4.3.15 There will also be capacity around the main development site to hold HGVs and buses off the highway network. HGVs could be held within the main site, or on the LEEIE during the early years. HGVs and buses departing the site could be held at the main development site in the event of an incident occurring on the B1122 or Sizewell link road.

4.3.16 There will be 80 HGV and 20 bus parking spaces provided in the freight management facility at the LEEIE, and this area will be available as a HGV and bus holding area during the early phases of construction (i.e. site establishment).

c) Delivery management system

4.3.17 As set out earlier, all HGVs must be tracked on their route to/from the main development site via GPS technology through the DMS. This will facilitate the implementation and monitoring (real-time and retrospectively) of the **TIMP**.

d) Diversion routes

4.3.18 SZC Co. proposes to hold Sizewell C HGVs and buses off the highway network in the event of the **TIMP** being activated and until notified otherwise

by Suffolk Constabulary. However, there may be residual HGVs and buses on the highway network that are unable to access one of the holding locations (e.g. due to congestion caused by the incident).

4.3.19 Any Sizewell C HGVs and buses not held at one of the holding locations must be required to route along the designated HGV and bus routes unless temporarily instructed not to by Suffolk Constabulary or the highway authority (SCC or National Highways) and instructed to use diversionary routes.

4.3.20 In respect of any given incident, Sizewell C HGVs and buses must use any diversionary routes directed by or agreed with Suffolk Constabulary or the highway authority (SCC or National Highways).

e) Communication

4.3.21 SZC Co. must maintain a site-based delivery management team as a contact point for contractors, emergency services, and the highway authorities. This team will help manage and coordinate SZC Co. and its supply chain's response to an incident in the IMA.

4.3.22 Prior to commencement, SZC Co. must establish appropriate communications protocols with the highway authorities and Suffolk Constabulary so that incidents within the IMA can be effectively communicated and managed.

4.3.23 SZC Co. must establish an appropriate communications protocol for workers, bus drivers transporting construction workers and HGV drivers.

5 MANAGEMENT OF PLANNED AND UNPLANNED INCIDENTS

5.1 Introduction

5.1.1 This section identifies specific planned and unplanned events that could interrupt the movement of HGVs and buses during the construction of Sizewell C. It also considers these events in relation to the arrangements in **section 4** that SZC Co. proposes to put in place to manage incidents within the IMA.

5.1.2 These events would not be normal everyday occurrences but would be in exceptional circumstances comprising the following:

- a traffic or other similar incident on the highway network that delays HGVs such that they miss their allocated slot or fall outside the permitted delivery hours;

- inclement weather (e.g. high winds, flooding, snow, or ice) that significantly disrupts the normal operation of the highway network; and
- circumstances associated with a mass gathering of people such as festivals, demonstrations, or protests.

5.1.3 Any departure from the agreed Sizewell C HGV and bus movements arising from the exceptional circumstances set out above, will be of a temporary nature until the clearing of the traffic incident/weather or event which generated the departure.

5.1.4 Planned incidents/events identified include:

- closure of Orwell Bridge due to high winds or planned maintenance;
- other planned highway maintenance;
- closure of the Port of Felixstowe due to inclement weather and implementation of Operation Stack;
- Latitude Festival.

5.1.5 Unplanned incidents identified include:

- vehicle breakdown;
- traffic collision;
- obstruction on the highway; and
- suicide/attempted suicide (i.e. on Orwell Bridge).

5.2 Planned incidents and events

5.2.1 SZC Co. has worked with SCC, National Highways and Suffolk Constabulary to develop a set of potential incidents which may cause the closure of a part of the highway within the IMA. SZC Co. has considered seven potential incident scenarios, along with proposed actions to be taken by the Sizewell C Delivery Co-ordinator and delivery team. The potential scenarios are:

- **Scenario 1** – Closure of the Orwell Bridge between Junction 56 and 57 of the A14;
- **Scenario 2** – Activation of “Operation Stack” at the port of Felixstowe;
- **Scenario 3** – Incident on the B1122 in the Early Years;

- **Scenario 4** – Incident on the B1122 or Sizewell link road during peak construction;
- **Scenario 5** – Incident on the A12 north of Yoxford;
- **Scenario 6** – Incident on the A12 between Yoxford and the southern park and ride facility; and
- **Scenario 7** – Incident on the A12 between the southern park and ride facility and the A14 Seven Hills interchange.

5.2.2 These incidents, and the proposed responses, are necessarily considered in broad terms at this stage and there is no consideration of the specific nature of the incident nor the road direction, or number of lanes, that would be closed. Further work will be required, working cooperatively with SCC and emergency services, to refine the specific actions on a case-by-case basis in the event of a real incident on the highway network. Lessons learned from real-world incidents and responses will be discussed by the TRG, and any changes required to the TIMP will be incorporated through the TRG review process described in **section 6**.

a) Scenario 1 – Closure of Orwell Bridge and A14 between Junction 56 and Junction 57

5.2.3 The Orwell Bridge forms part of the A12 and crosses the Orwell river between junctions 56 and 57. It is subject to both planned and unplanned closures. Planned closures of the bridge usually occur as a result of high winds or maintenance.

5.2.4 For planned closures of Orwell Bridge, National Highways will notify SZC Co. in advance. In accordance with the arrangements SZC Co. proposes to put in place, as set out in **section 4**, SZC Co. would then notify Sizewell C contractors and liaise with National Highways 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.

5.2.5 During a closure of the Orwell Bridge, HGVs from the south heading towards the freight management facility will 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 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.

5.2.6 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 freight management facility 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.

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

5.2.8 It should be noted that planned closures of the Orwell Bridge due to high winds is less frequent since the implementation of a mitigation scheme by National Highways. Electronic signs showing changeable speed limits have been installed so that traffic can travel over the bridge at lower speeds safely even during high winds. This means that the bridge is kept open more often during storms.

b) Scenario 2 – Activation of “Operation Stack” at the port of Felixstowe

5.2.9 Operation Stack is a procedure used to park (or "stack") HGVs destined for the port of Felixstowe when services across the North Sea are disrupted by bad weather. To anticipate when the port is likely to close, Port Authorities make use of weather forecasts and wind monitoring instrumentation located around the port.

5.2.10 It is understood that Operation Stack is now an infrequent occurrence due to the improved capability of the port to hold HGVs on-site. Notwithstanding this, should Operation Stack be put in place, HGVs destined for the port of Felixstowe would be stacked along Old Felixstowe Road in the vicinity of the proposed Sizewell C freight management facility.

5.2.11 When Operation Stack is activated, 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. It is understood from stakeholders liaison that level c) is rarely required whereby HGVs are stacked on Old Felixstowe Road.

5.2.12 In the event of Operation Stack being actioned at the first two levels, either (a) or (b) (i.e. Scenario 2a), SZC Co. will not take any immediate action, but will 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 freight management facility 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. Consideration will need to be given to local traffic management arrangements and signage at the A14 / A12 Seven Hills interchange to ensure it is appropriate when Sizewell C drivers are instructed not to use the freight management facility.

5.2.13 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 freight management facility. Consequently, there would be sufficient early warning for Sizewell C's delivery management team to respond.

5.2.14 HGVs departing the main development site are not required to visit the freight management facility, so there would be no disruption to HGVs departing the main development site.

5.2.15 There would be no change to the operation of Sizewell C buses in this scenario.

5.2.16 A map demonstrating the proposed response in Scenario 2b is shown in **Appendix B**.

c) Scenario 3 – Incident on the B1122 in Early Years

5.2.17 During the Early Years of Sizewell C construction the Sizewell link road, freight management facility, TIMA and park and ride sites will not be available. There is no appropriate alternative to the B1122 and so the response strategy will 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.

5.2.18 HGVs departing the main development site will be instructed to hold at their location until the incident is cleared.

5.2.19 As set out in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)), 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.

5.2.20 A map demonstrating the proposed response in Scenario 3 is shown in **Appendix B**.

d) Scenario 4 – Incident on the B1122 or Sizewell link road during peak construction

5.2.21 During peak construction the Sizewell link road, freight management facility, 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 will be diverted onto the Sizewell link road. HGVs and buses from the north will 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 will 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.

5.2.22 In the event of an incident on the Sizewell link road east of Middleton Moor Link HGVs inbound to the main development site will be directed to hold at the freight management facility or TIMA. Any HGVs which have travelled past the TIMA will 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 will be directed south on the A12 to the TIMA.

5.2.23 Inbound buses to the main development site will be instructed to hold at one of the park and ride sites. Outbound bus movements from the main development site will be held until the incident is cleared.

5.2.24 A set of maps demonstrating the proposed response in Scenario 4a, 4b and 4c are provided in **Appendix B**.

e) Scenario 5 – Incident on the A12 North of Yoxford

5.2.25 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 will continue to operate as normal. HGVs from the north will 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 will be held at the main development site. Buses from the northern park and ride facility will be held at the site until the incident was cleared.

5.2.26 In the event of an incident closing the A12 north of the northern park and ride access (Scenario 5b), the HGV response strategy will be the same as for

Scenario 5a, but buses will continue to operate between the northern park and ride and the main development site.

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

f) Scenario 6 – Incident on the A12 between Yoxford and southern park and ride

5.2.28 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 will continue to operate as normal.

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

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

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

g) Scenario 7 – Incident on the A12 between the southern park and ride and the A14 Seven Hills interchange

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

5.2.33 Outbound HGVs from the main development site to the north will continue to travel as normal, however HGVs with a destination on the A12 south will be held at the main development site. Depending on the nature of the incident on the A12, HGVs from the main development site will be instructed to hold at the TIMA.

5.2.34 Bus movements to and from the northern and southern park and ride facilities will continue to operate with normal services.

5.2.35 A map demonstrating the proposed response in Scenario 7 is provided in **Appendix B**.

h) Latitude festival

5.2.36 The Latitude festival is an annual music event that takes place in Henham Park over four days in July; usually Thursday - Sunday. It has a capacity for 40,000 people. Henham Park is off the A12 and north of the A1095.

5.2.37 SZC Co. must liaise with SCC in advance of the festival to understand peak arrival/departure times for the festival and would minimise HGV movements during these times. Sizewell C HGVs must continue to comply with the designated HGV routes during the Latitude festival.

5.3 Unplanned incidents

5.3.1 In the event of an unplanned incident that required prolonged closure of a road within the IMA, SZC Co. must provide contractors with the information necessary to contact all deliveries with planned arrivals via the DMS and, where possible, prevent them from entering the IMA. For example, messages can be proactively sent via e-mail and short message services to contractor delivery co-ordinators to cascade to their drivers and put on the DMS internal messaging board, to inform contractors of incidents and provide instructions on what to do with their deliveries.

5.3.2 The DMS would support incident management in the following ways:

- by controlling the number and frequency of HGVs on the approved HGV routes;
- by holding HGVs at the control points (freight management facility, main development site and TIMA);
- by providing incident messages and instructions maintained by SZC Co. (based on information provided by Suffolk Constabulary, highway authorities, site teams, or delivery drivers);
- by contractors cascading information to their delivery drivers via the DMS and haulage companies;
- by having a delivery management team based at the main development site to act as contact point for contractors. This team will help manage and coordinate SZC Co.'s response to an incident in the area;

- by the Sizewell C Delivery Co-ordinator having the ability to amend or cancel bookings in the DMS at any time and all changes automatically being notified to contractors delivering to the Sizewell C. The appointment of the Delivery Co-ordinator during construction will be secured through the **Deed of Obligation** (Doc Ref. 8.17(G))).

6 REVIEW

6.1 TRG review

6.1.1 The review process for the measures and commitments detailed within the **TIMP** will be through the TRG, who would be responsible for reviewing and approving any amendments to the **TIMP** required during the construction of Sizewell C.

6.1.2 The TRG will meet every month for the first 3 months and every 3 months thereafter throughout the construction phase. Any member of the TRG will also have the ability to call an urgent meeting to respond to a time-critical issue in accordance with Schedule 16 of the **Deed of Obligation** (Doc Ref. 8.17(G)). The TRG meetings will discuss the monitoring reports and agree any refinements to the **TIMP** that are required. In relation to the **TIMP**, the following will be discussed at each TRG meeting:

- discuss recorded incidents in the IMA during that quarter and the performance and effectiveness of the incident management measures employed;
- discuss any required variations to the **TIMP**; and
- agree information that can be disseminated to the parish councils and other interested parties.

6.1.3 The TRG, Community Safety Working Group, parish councils and forums will also play an important role in providing feedback on the implementation of the **TIMP** and any issues associated with it.

6.1.4 The governance, scope and authority of the TRG is secured through the **Deed of Obligation**.

a) Action plan

6.1.5 As part of the monitoring report, an action plan must be provided, which will set out the proposed actions put forward by the Transport Co-ordinator and Delivery Co-ordinator for the subsequent quarter with regards to the **TIMP**.

b) Change log

6.1.6 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **TIMP**, SZC Co. must submit an amended **TIMP** to the TRG for approval.

6.1.7 If any changes to the **TIMP** are made, a change log must be provided within the transport monitoring report to keep a record of any approved changes to the **TIMP**. The change log must be carried forward and updated as part of each transport monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

6.2 SZC Co. review

6.2.1 In addition to the TRG review process, regular internal SZC Co. meetings will take place to discuss the **TIMP**. The meetings will take the following format:

- Monthly meetings: a review of any issues in the previous month and minor amendments made if required for the subsequent month to ensure compliance with the **TIMP** and maximum efficiency.
- Weekly meetings: a review of the incidents in the previous week and ensuring that the priorities of the Sizewell C Project are being met.
- Planned incident meetings: a review of the planned incidents incorporating any measures required.

REFERENCES

1. Regulation 5 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations (2009)

APPENDIX A: MAP OF HGV HOLDING LOCATIONS ON THE STRATEGIC ROAD NETWORK OUTSIDE THE INCIDENT MANAGEMENT AREA

Date Modified: 07/07/2021

Drawn By: UKJJW002

File: \\ser01cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Holding_Locations_Designated_Routes_V4.mxd

Key

- Sizewell C
- Strategic Road Network
- Freight Management Facility
- HGV Holding Locations
- Travel area served by Coopers Cabin Truck Stop, Risby Truckstop, Junction 44 Rouhgam Hill Lorry Park, or Junction 51 Services
- Travel area served by Stibbington Lorry Park or Peterborough Extra Services
- Travel area served by Cambridge Services
- Travel area served by Swaffham Lorry Park
- Travel area served by lorry parking behind Tesco Extra Copdock Interchange
- Travel area served by Birchanger Green Services
- Travel area served by Boreham Services
- Travel area served by M25 Junction 26 Truck Park
- Travel area served by M25 Junction 30 Thurrock Services
- X Spaces — HGV Parking Capacity

Amenities (toilets, refreshments etc) are present at all sites except Swaffham Lorry Park

** Travel areas were derived from Google Maps according to the 'preferred' (fastest) routes to the 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

Stibbington Lorry Park
25 Spaces

Peterborough Extra Services
60 Spaces

Swaffham Lorry Park
8 Spaces

Cambridge Services
78 Spaces

Coopers Cabin Truck Stop
30 Spaces

Risby Truckstop 20 Spaces

Junction 44 Rougham Hill Lorry Park
25 Spaces

Junction 51 Services
15 Spaces

Lorry parking behind Tesco Extra Copdock Interchange
20 Spaces

Birchanger Green Services
86 Spaces

Boreham Services
35 Spaces

M25 Junction 26 Truck Park
50 Spaces

M25 Junction 30 Thurrock Services
120 Spaces

0 5 10 20 30 40 Kilometres

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TITLE:

Sizewell C

FIGURE No:

Designated Routes - HGV Holding Locations

APPENDIX B: MAPS SHOWING PROPOSED TIMP RESPONSE SCENARIOS

Date Modified: 17/03/2021

Drawn By: UKJJW002

File: \\ser01cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Scenario 1_20210317.mxd

Key

- Sizewell C
- Potential Holding Location
- Incident Location
- Usual Route
- Highways England Diversion Routes

Swaffham Lorry Park (inbound)

Stibbington Lorry Park (inbound)

Peterborough Extra Services (inbound)

Junction 44 Rougham Hill Lorry Park (inbound)

Junction 51 Services (inbound)

TIMA at Southern P&R (outbound)

B1122 / SLR

SZC - wait at MDS (outbound)

Orwell Bridge

FMF (outbound)

Boreham Services

Peterborough

Norwich

Ipswich

Chelmsford

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0 5.5 11 16.5 22 Kilometres

Contains OS da

wsp

TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 1 - Orwell Bridge Closed

Date Modified: 17/03/2021

Drawn By: UKJJW002

File: \\ser01.cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Scenario_2_20210317.mxd

Key

- Sizewell C
- Incident Location
- Usual Route
- HGV diverted directly to MDS or Southern P&R TIMA

HGV diverted to Southern P&R TIMA

HGV diverted directly to MDS

FMF closed

SZC

Peterborough
Norwich
Ely
Bury-St Edmunds
Newmarket
Ipswich
Colchester
Chelmsford
Lowestoft
Great Yarmouth
Felixstowe
Harwich
Aldeburgh
Southwold
Framlingham
Saxmundham
Woodbridge
Stowmarket
Needham Market
Diss
Thetford
Brandon
Attleborough
Dereham
Swaffham
Wisbech
King's Lynn
Spalding
Holbeach
Long Sutton
Bourne
Stamford
Market Deeping
Crowland
Downham Market
Watton
Hingham
Wymondham
Reepham
Aylsham
Stalham
Loddon
Bungay
Beccles
Halesworth
Harleston
Eye
Mildenhall
Soham
St Ives
Ramsey
Chatteris
March
Oundle
Thrapston
Alconbury Weald
Raunds
Northstowe
St Neots
Haverhill
Clare
Acton
Sudbury
Hadleigh
Saffron Walden
Thaxted
Halstead
Great Dunmow
Braintree
Coggeshall
Wivenhoe
Manningtree
Frinton-On-Sea
Clacton-On-Sea
Brightlingsea
West Mersea
Witham
Maldon
Sawbridgeworth
Harlow
Hoddesdon
Ware
Hertford
Welwyn Garden City
Harpenden
Hatfield
St Albans
Stevenage
Hitchin
Baldock
Stotfold
Shefford
Biggleswade
Sandy
Potton
Bedford
Kempston
Wixams
Ampthill
Flitwick
Houghton Regis
Dunstable
Buntingford
Bishop's Stortford
Saffron Walden
Royston
Kesgrave
Ipswich
Woodbridge
Framlingham
Saxmundham
Aldeburgh
Gorleston-On-Sea
Lowestoft
Felixstowe
Harwich
Manningtree
Colchester
Wivenhoe
Frinton-On-Sea
Clacton-On-Sea
Brightlingsea
West Mersea
Witham
Chelmsford
Maldon
Braintree
Coggeshall
Great Dunmow
Bishop's Stortford
Sawbridgeworth
Harlow
Hoddesdon
Ware
Hertford
Welwyn Garden City
Harpenden
Hatfield
St Albans
Stevenage
Hitchin
Baldock
Stotfold
Shefford
Biggleswade
Sandy
Potton
Bedford
Kempston
Wixams
Ampthill
Flitwick
Houghton Regis
Dunstable
Buntingford
Thaxted
Halstead
Haverhill
Clare
Acton
Sudbury
Hadleigh
Ipswich
Kesgrave
Woodbridge
Framlingham
Saxmundham
Aldeburgh
Southwold
Halesworth
Harleston
Eye
Diss
Thetford
Brandon
Mildenhall
Soham
St Ives
Ramsey
Chatteris
March
Oundle
Thrapston
Alconbury Weald
Raunds
Northstowe
St Neots
Newmarket
Bury-St Edmunds
Stowmarket
Needham Market
Framlingham
Saxmundham
Aldeburgh
Gorleston-On-Sea
Lowestoft
Beccles
Bungay
Loddon
Attleborough
Dereham
Swaffham
Wisbech
King's Lynn
Spalding
Holbeach
Long Sutton
Bourne
Stamford
Market Deeping
Crowland
Downham Market
Watton
Hingham
Wymondham
Reepham
Aylsham
Stalham
Norwich
Peterborough
Ely
Bury-St Edmunds
Newmarket
Ipswich
Colchester
Chelmsford
Lowestoft
Great Yarmouth
Felixstowe
Harwich
Aldeburgh
Southwold
Framlingham
Saxmundham
Woodbridge
Stowmarket
Needham Market
Diss
Thetford
Brandon
Attleborough
Dereham
Swaffham
Wisbech
King's Lynn
Spalding
Holbeach
Long Sutton
Bourne
Stamford
Market Deeping
Crowland
Downham Market
Watton
Hingham
Wymondham
Reepham
Aylsham
Stalham
Norwich

A17 A148 A149 A16 A1101 A10 A1122 A134 A141 A605 A1 A142 A1065 A11 A1066 A140 A146 A1145 A143 A12 A133 A120 A131 A505 A428 A421 A14 M11 A6 A1081 A15

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0 5.5 11 16.5 22 Kilometres

Contains OS da

wsp

TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 2b - FMF closed

Date Modified: 17/03/2021

Drawn By: UKJJW002

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Key

- Sizewell C
- Potential Holding Location
- Incident Location
- Usual Route
- Closed Route

Swaffham Lorry Park (inbound)

Stibbington Lorry Park (inbound)

Peterborough Extra Services (inbound)

Lowestoft Lorry Park

B1122

SZC

Hold HGVs and buses at MDS (outbound)

Junction 44 Rougham Hill Lorry Park (inbound)

Junction 51 Services (inbound)

Orwell Lorry Park (inbound)

FMF closed

Boreham Services

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0 5.5 11 16.5 22 Kilometres

Contains OS da

wsp

TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 3

Date Modified: 17/03/2021

Drawn By: UKJJW002

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Key

- Sizewell C
- Incident Location
- Usual Route
- Potential Diversion Route
- Closed Route

Divert on to A12 Yoxford on to SLR

B1122

SLR

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0 5.5 11 16.5 22 Kilometres

Contains OS da

wsp

TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 4a

Date Modified: 17/03/2021

Drawn By: UKJJW002

File: \\ser01cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Scenario 7_20210317.mxd

Key

- Sizewell C
- Potential Holding Location
- Incident Location
- Usual Route
- Highways England Diversion Routes
- Closed Route

Junction 44 Rougham Hill Lorry Park (inbound)

SZC - wait at MDS (outbound)

TIMA at Southern P&R (inbound)

Orwell Lorry Park (inbound)

FMF (inbound)

Boreham Services

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0 5.5 11 16.5 22 Kilometres

Contains OS da

wsp

TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 4b

Date Modified: 17/03/2021

Drawn By: UKJJW002

File: \\ser01cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Scenario 4_20210317.mxd

Key

- Sizewell C
- Potential Holding Location
- Incident Location
- Usual Route
- Highways England Diversion Routes
- Closed Route

Stibbington Lorry Park (inbound)

Peterborough Extra Services (inbound)

Swaffham Lorry Park (inbound)

Junction 44 Rougham Hill Lorry Park (inbound)

Junction 51 Services (inbound)

TIMA at Southern P&R (inbound)

Orwell Lorry Park (inbound)

FMF (inbound)

Boreham Services

B1122 (EY) / SLR (PC)

SZC - wait at MDS (outbound)

Spalding, Long Sutton, King'S Lynn, Reepham, Market Deeping, Crowland, Wisbech, Stamford, Peterborough, Downham Market, Swaffham, Dereham, Norwich, Watton, Hingham, Wymondham, March, Attleborough, Loddon, Lowestoft, Bungay, Oundle, Ramsey, Chatteris, Brandon, Thetford, Harleston, Ely, Diss, Halesworth, Southwold, Alconbury Weald, Soham, Mildenhall, Eye, St Ives, Northstowe, Newmarket, Bury-St Edmunds, Framlingham, Saxmundham, Aldeburgh, Stowmarket, Woodbridge, St Neots, Bedford, Sandy, Potton, Kempston, Wixams, Biggleswade, Haverhill, Clare, Acton, Sudbury, Hadleigh, Ipswich, Kesgrave, Royston, Ampthill, Shefford, Stotfold, Saffron Walden, Flitwick, Baldock, Thaxted, Halstead, Felixstowe, Harwich, Hitchin, Buntingford, Manningtree, Houghton Regis, Stevenage, Dunstable, Bishop'S Stortford, Colchester, Wivenhoe, Frinton-On-Sea, Brightlingsea, Clacton-On-Sea, Harpenden, Welwyn Garden City, Ware, Hertford, Sawbridgeworth, Witham, West Mersea, Hatfield, Harlow, Hoddesdon, Chelmsford, Maldon, Chipping Ongar

A16, A1101, A149, A17, A140, A15, A10, A1122, A134, A11, A146, A605, A141, A1, A1065, A1066, A143, A1145, A142, A12, A14, A428, A421, M11, A6, A505, A131, A120, M1, A1081, A1(M), A133

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0 5.5 11 16.5 22 Kilometres

Contains OS da

wsp

TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 4c - SLR
closed east of MML

Date Modified: 17/03/2021

Drawn By: UKJJW002

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Key

- Sizewell C
- Potential Holding Location
- Incident Location
- Usual Route
- Highways England Diversion Routes
- Closed Route

Stibbington Lorry Park (inbound)

Peterborough Extra Services (inbound)

Swaffham Lorry Park (inbound)

Junction 44 Rougham Hill Lorry Park (inbound)

Junction 51 Services (inbound)

TIMA at Southern P&R (inbound)

Orwell Lorry Park (inbound)

FMF (inbound)

Boreham Services

B1122 (EY) / SLR (PC)

SZC - wait at MDS (outbound)

Peterborough, Spalding, Long Sutton, King's Lynn, Reepham, Market Deeping, Crowland, Wisbech, Stamford, Downham Market, Swaffham, Dereham, Norwich, Watton, Hingham, Wymondham, Attleborough, Loddon, March, Oundle, Ramsey, Chatteris, Brandon, Thetford, Harleston, Bungay, Lowestoft, Ely, Diss, Eye, Halesworth, Southwold, Alconbury Weald, St Ives, Soham, Mildenhall, Northstowe, Newmarket, Bury St Edmunds, Framlingham, Saxmundham, Aldeburgh, Stowmarket, Woodbridge, Bedford, Sandy, Potton, Kempston, Wixams, Biggleswade, Haverhill, Clare, Acton, Sudbury, Hadleigh, Ipswich, Kesgrave, Royston, Ampthill, Shefford, Stotfold, Baldock, Saffron Walden, Flitwick, Hitchin, Buntingford, Thaxted, Halstead, Felixstowe, Harwich, Manningtree, Houghton Regis, Stevenage, Dunstable, Bishop's Stortford, Great Dunmow, Braintree, Colchester, Coggeshall, Wivenhoe, Frinton-On-Sea, Brightlingsea, Clacton-On-Sea, West Mersea, Witham, Harpenden, Welwyn Garden City, Ware, Hertford, Sawbridgeworth, Hatfield, Harlow, Hoddesdon, Chelmsford, Maldon, Chipping Ongar

A16, A1101, A149, A17, A140, A15, A10, A1122, A134, A11, A146, A605, A1, A141, A1065, A1066, A143, A1145, A142, A1(M), A14, A428, M11, A421, A6, A505, A131, A120, A133, M1, A1081, A12, A421

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0 5.5 11 16.5 22 Kilometres

Contains OS da

wsp

TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 5a - A12 closed between Yoxford and Northern P&R

Date Modified: 17/03/2021

Drawn By: UKJJW002

File: \\ser01cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Scenario 4_20210317.mxd

Key

- Sizewell C
- Potential Holding Location
- Incident Location
- Usual Route
- Highways England Diversion Routes
- Closed Route

Stibbington Lorry Park (inbound)

Peterborough Extra Services (inbound)

Swaffham Lorry Park (inbound)

Junction 44 Rougham Hill Lorry Park (inbound)

Junction 51 Services (inbound)

TIMA at Southern P&R (inbound)

Orwell Lorry Park (inbound)

FMF (inbound)

Boreham Services

B1122 (EY) / SLR (PC)

SZC - wait at MDS (outbound)

Spalding, Long Sutton, King'S Lynn, Reepham, Market Deeping, Crowland, Wisbech, Stamford, Peterborough, Downham Market, Swaffham, Dereham, Norwich, Watton, Hingham, Wymondham, Attleborough, Loddon, Lowestoft, Bungay, Beccles, March, Oundle, Ramsey, Chatteris, Brandon, Thetford, Harleston, Diss, Ely, Alconbury Weald, St Ives, Soham, Mildenhall, Eye, Halesworth, Southwold, Northstowe, Newmarket, Bury St Edmunds, Framlingham, Saxmundham, Aldeburgh, Stowmarket, Woodbridge, St Neots, Bedford, Sandy, Potton, Kempston, Wixams, Biggleswade, Haverhill, Clare, Acton, Sudbury, Hadleigh, Ipswich, Kesgrave, Ampthill, Shefford, Stotfold, Royston, Saffron Walden, Flitwick, Baldock, Hitchin, Buntingford, Thaxted, Halstead, Felixstowe, Harwich, Manningtree, Colchester, Houghton Regis, Stevenage, Great Dunmow, Braintree, Coggeshall, Wivenhoe, Frinton-On-Sea, Brightlingsea, Clacton-On-Sea, West Mersea, Harpenden, Welwyn Garden City, Ware, Hertford, Sawbridgeworth, Hatfield, Harlow, Hoddesdon, Witham, Chelmsford, Maldon, Chipping Ongar

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0 5.5 11 16.5 22 Kilometres

Contains OS da

wsp

TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 5b -
A12 closed north
of Northern P&R

Date Modified: 17/03/2021

Drawn By: UKJJW002

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Key

- Sizewell C
- Potential Holding Location
- Incident Location
- Usual Route
- Highways England Diversion Routes
- Closed Route

Swaffham Lorry Park (inbound)

Stibbington Lorry Park (inbound)

Peterborough Extra Services (inbound)

Junction 44 Rougham Hill Lorry Park (inbound)

Junction 51 Services (inbound)

TIMA at Southern P&R (inbound)

Orwell Lorry Park (inbound)

FMF (inbound)

Boreham Services

B1122 (EY) / SLR (PC)

SZC - wait at MDS (outbound)

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0 5.5 11 16.5 22 Kilometres

Contains OS da

wsp

TITLE:

Sizewell C
TIMP Diversions

FIGURE No:

Scenario 6

Date Modified: 17/03/2021

Drawn By: UKJJW002

File: \\ser01cam1uk.corp.pbwan.net\projects\50400326 - Sizewell C transport planning\B Incoming\WSP\TIMP Diversion Routes\MXD\Scenario 3_20210317.mxd

Key

- Sizewell C
- Potential Holding Location
- Incident Location
- Usual Route 7
- Highways England Diversion Routes
- Closed Routes

Stibbington Lorry Park (inbound)

Peterborough Extra Services (inbound)

Swaffham Lorry Park (inbound)

Junction 44 Rougham Hill Lorry Park (inbound)

Junction 51 Services (inbound)

B1122 / SLR

SZC - wait at MDS (outbound)

TIMA at Southern P&R (outbound)

Orwell Lorry Park (inbound)

FMF (inbound)

Boreham Services

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0 5.5 11 16.5 22 Kilometres

Contains OS da

TITLE:

Sizewell C
TIMP Diversions

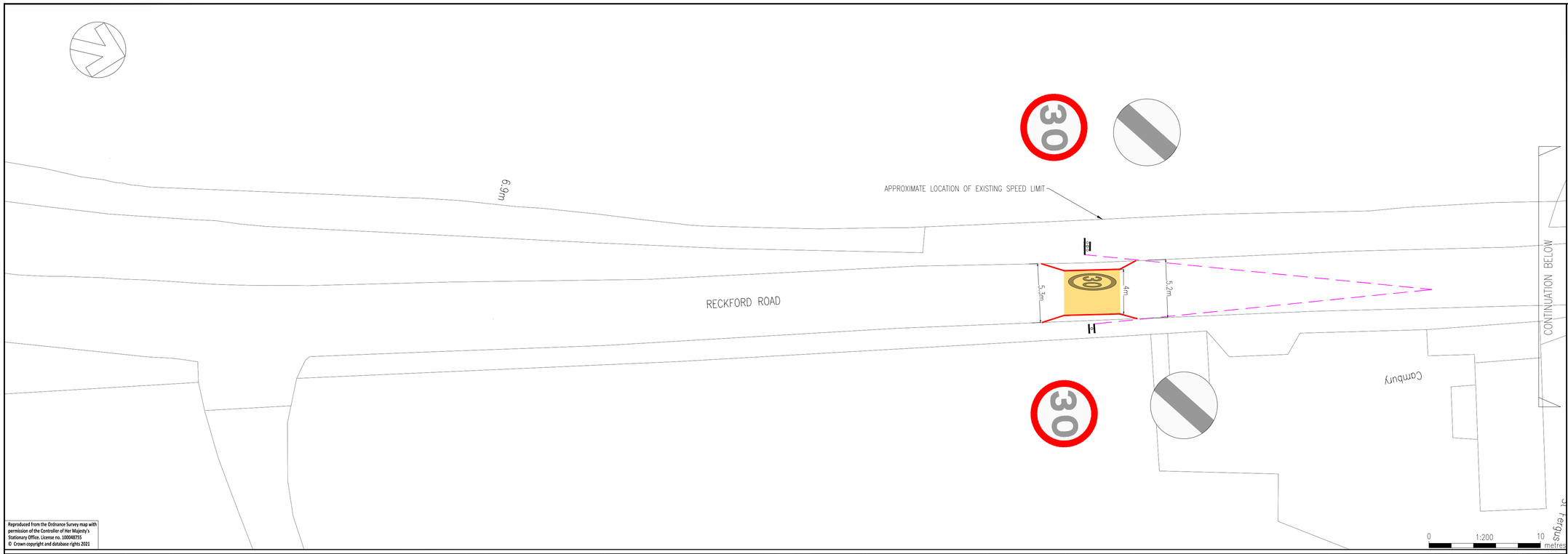
FIGURE No:

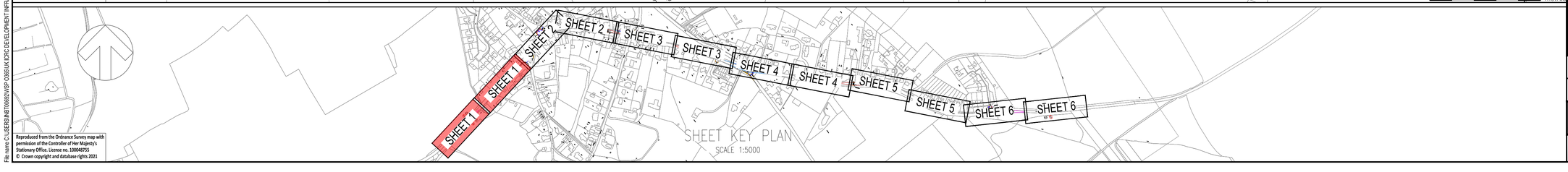
Scenario 7

ANNEX N

B1125 SCHEME

File name C:\USERS\NBT0086\WSP ONE\UK KRC DEVELOPMENT INFRASTRUCTURE - PROJECT\SS\A40326 - SIZEWELL C TRANSPORT PLANNING\03 WIP\CV CIVIL ENGINEERING\03 DRAWINGS\SS\A40326-WSP-XX-HT-DR-HW-0010-0015.DWG, printed on Friday, September 24, 2021 5:34:16 PM, by :Thomas, Bobby





DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS
4. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
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6. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
7. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY

- VISIBILITY LINE PEDESTRIAN CROSSING – 40m
- VISIBILITY SPLAY (30m) (30mph SPEED LIMIT)
- PROPOSED JUNCTION VISIBILITY 2.4m X 43m
- PROPOSED CARRIAGEWAY EDGE
- PROPOSED FOOTWAY EDGE
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED WIDENED FOOTWAY/PAVING
- 17.9m PROPOSED DIMENSION
- 17.9m EXISTING DIMENSION
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)

THERE ARE EXISTING LIVE BURIED SERVICES ACROSS THE SITE WITH A RISK OF CLASH. THE CONTRACTOR MUST VERIFY THE EXACT POSITION, DEPTH AND CONDITION OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF ANY WORKS.

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	23/09/2021	BT	FIRST ISSUE	JL	JL

DRAWING STATUS: S2 - FOR INFORMATION

wsp
62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 1 OF 6

SCALE @ A1:	CHECKED:		APPROVED:
1:200	JL		JL
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
50400326	AS	BT	June 2021

DRAWING No: 50400326-WSP-XX-WT-DR-HW-0010 REV: P01

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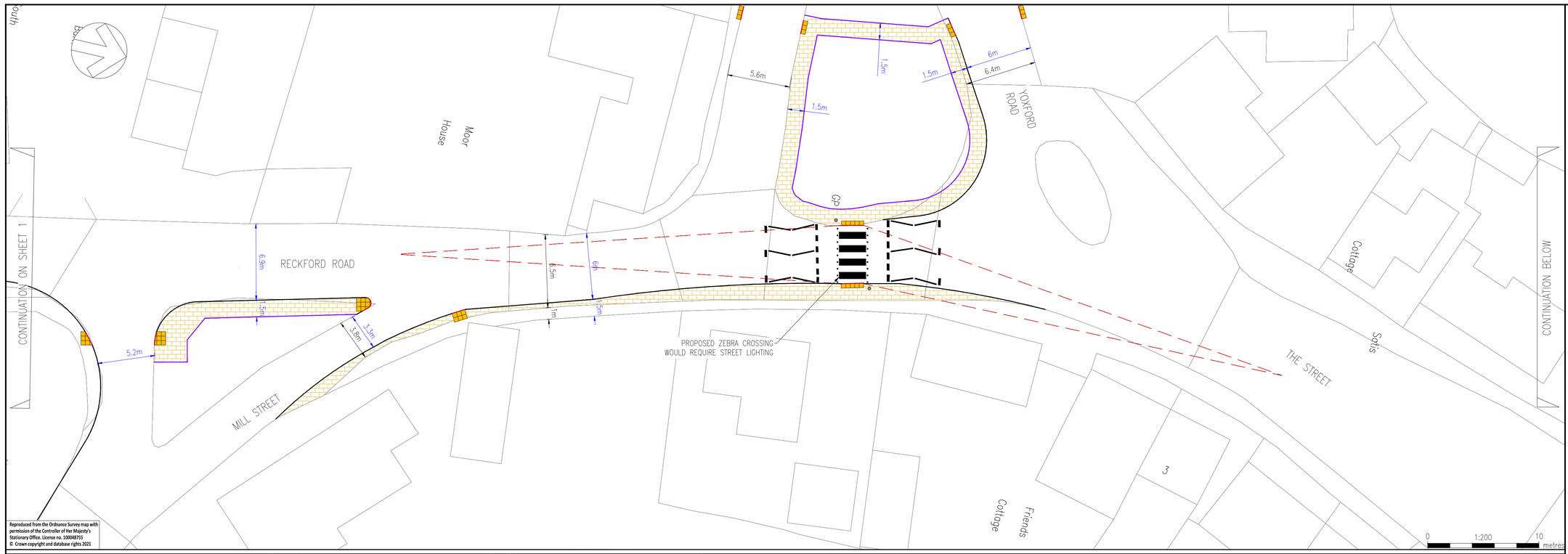

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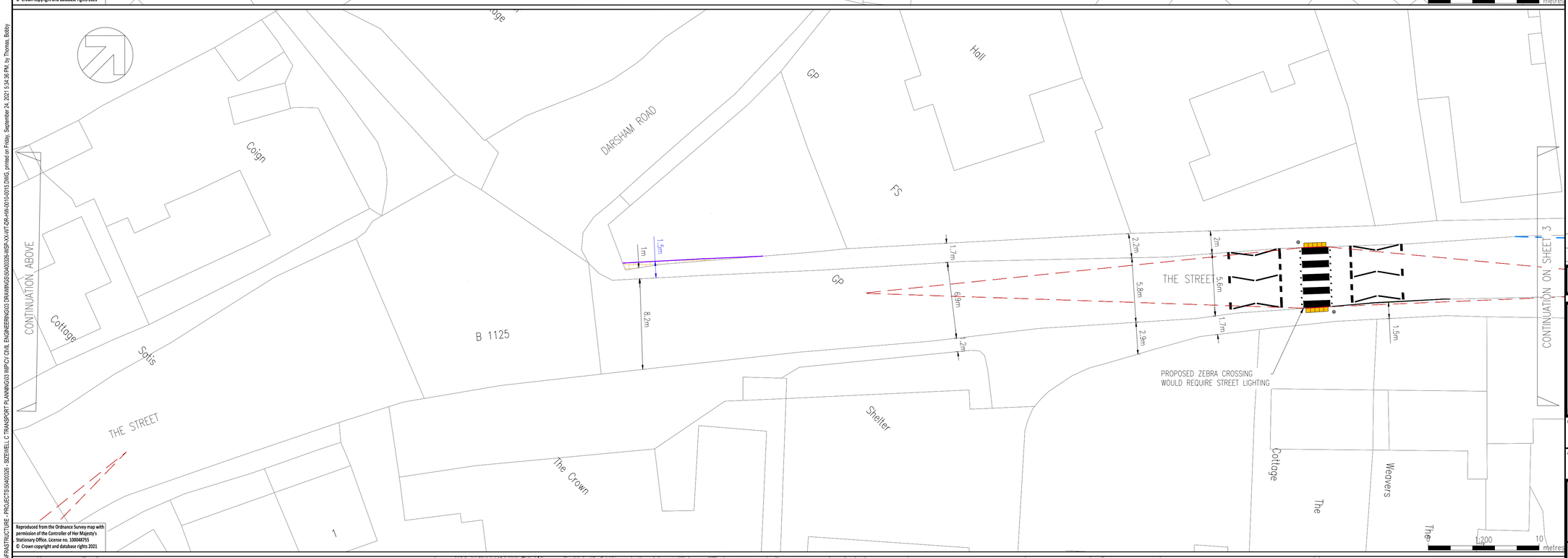

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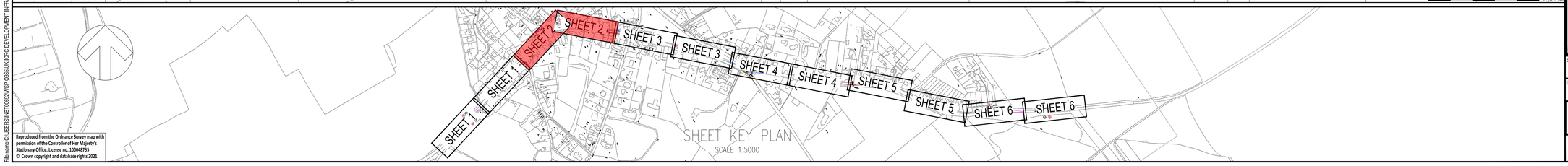

DO NOT SCALE

NOTES:

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CLIENT: EDF ENERGY

ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 2 OF 6

SCALE @ A1:	CHECKED:		APPROVED:
1:200	JL		JL
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DRAWING No: 50400326-WSP-XX-WT-DR-HW-0011 REV: P01

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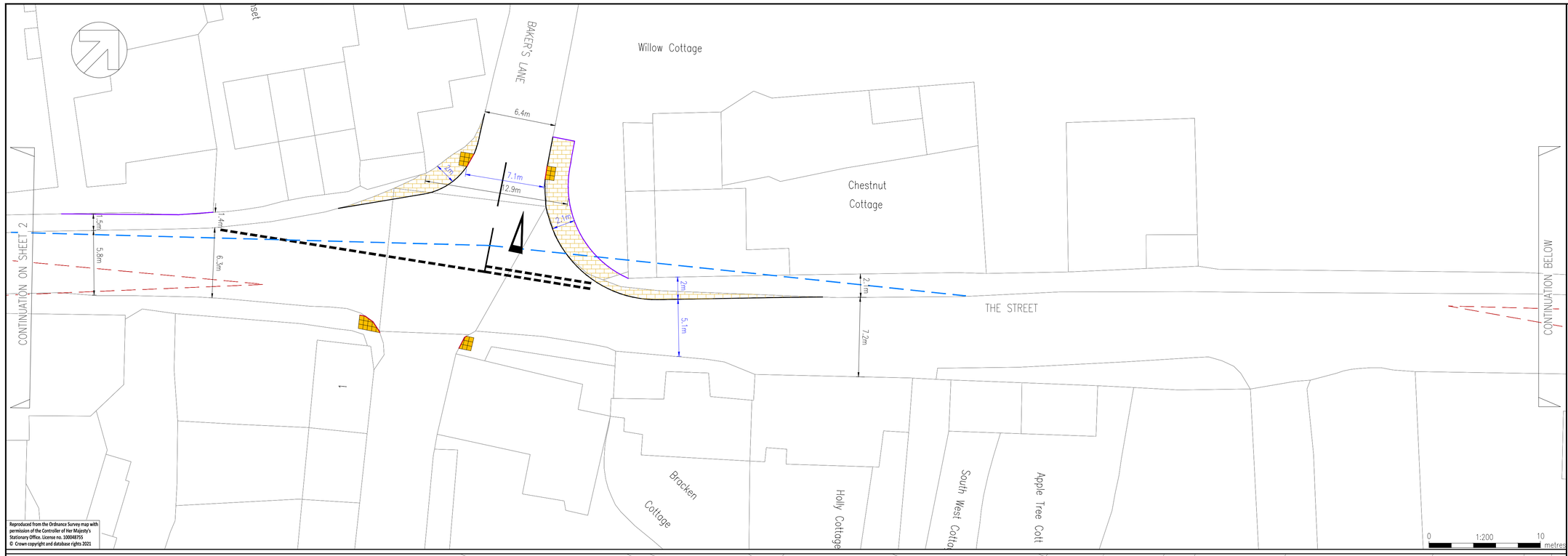

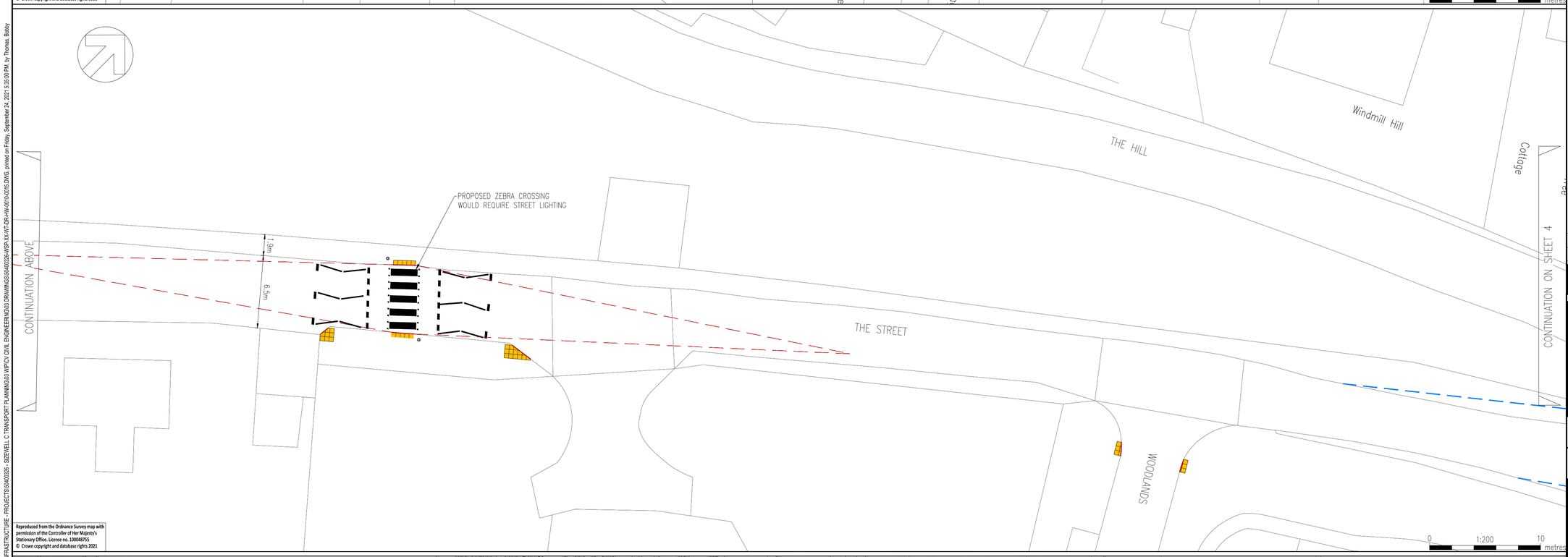

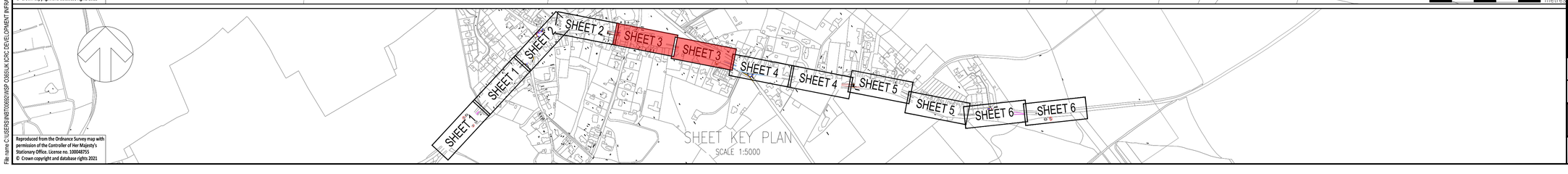

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CLIENT: EDF ENERGY

ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 3 OF 6

SCALE @ A1:	CHECKED:		APPROVED:
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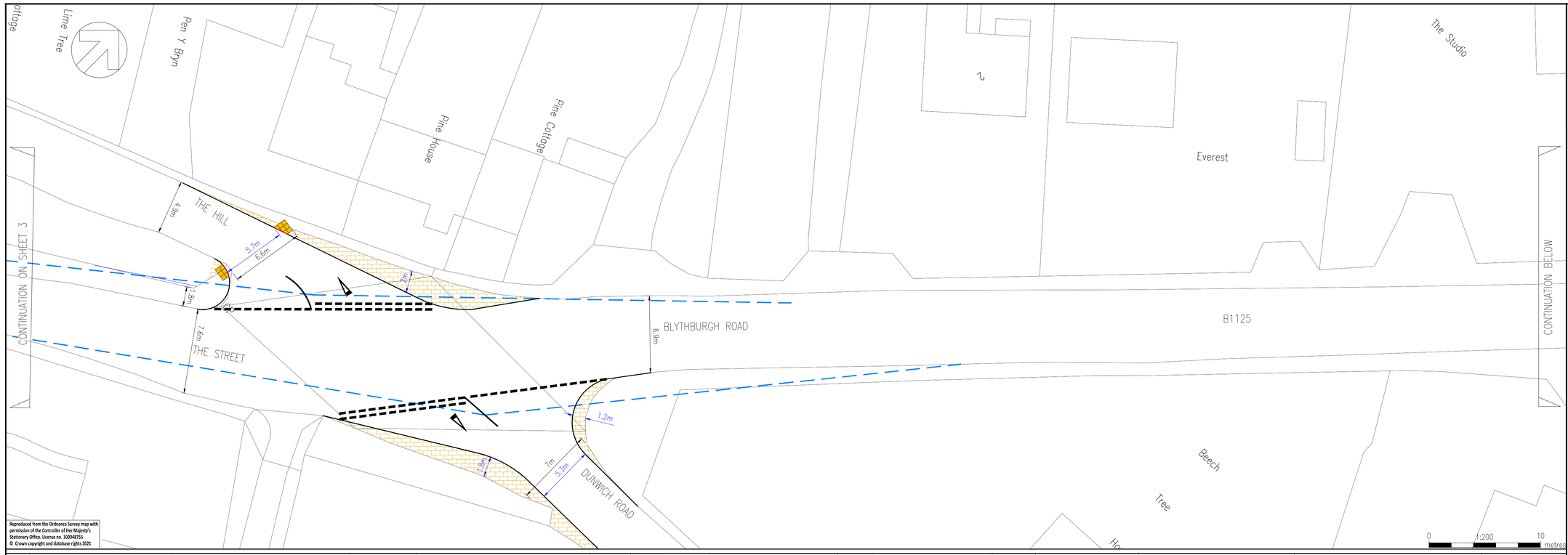

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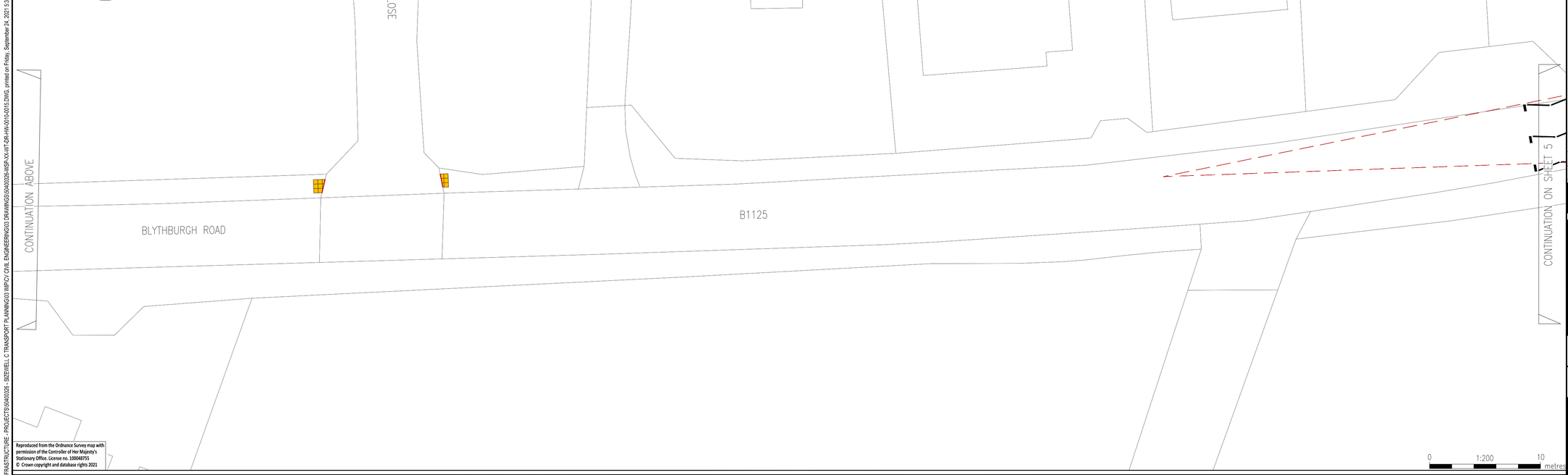

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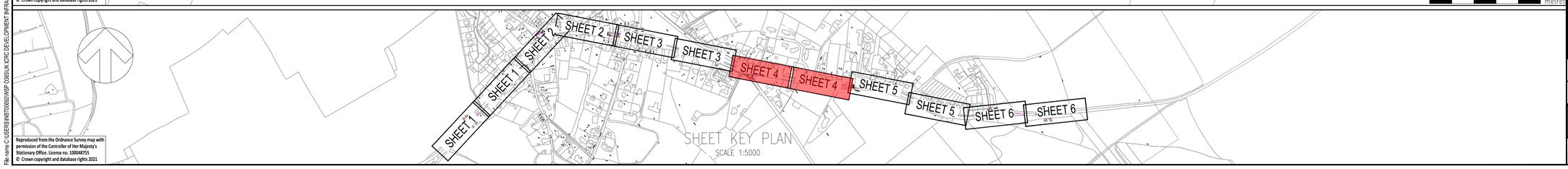

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CLIENT: EDF ENERGY

ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE:
PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 4 OF 6

SCALE @ A1:	CHECKED:		APPROVED:
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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
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DRAWING No: 50400326-WSP-XX-WT-DR-HW-0013 REV: P01

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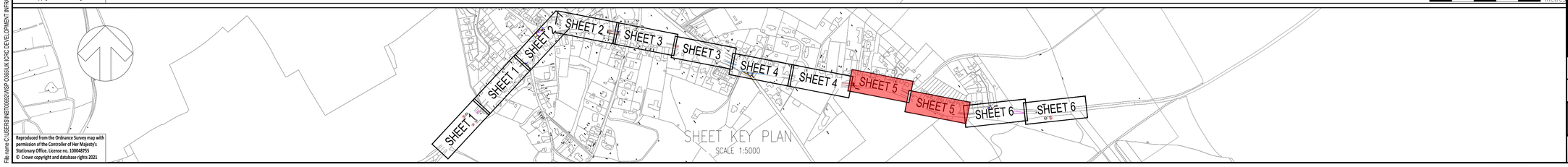

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ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 5 OF 6

SCALE @ A1:	CHECKED:	APPROVED:
1:200	JL	JL

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
50400326	AS	BT	June 2021

DRAWING No: 50400326-WSP-XX-WT-DR-HW-0014 REV: P01

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HEATH VIEW

EXISTING BUS SHELTER (INDICATIVE LOCATION)

1.5m

2.4m

3m

HEATH VIEW

CONTINUATION ON SHEET 5

B1125

5.9m

5.5m

5.5m

30

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0 1:200 10 metres

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT

30

B1125

B1125 BLYTHBURGH ROAD

B1125

30

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0 1:200 10 metres

SHEET 1
SHEET 1
SHEET 2
SHEET 2
SHEET 3
SHEET 3
SHEET 4
SHEET 4
SHEET 5
SHEET 5
SHEET 6
SHEET 6

SHEET KEY PLAN
SCALE 1:5000

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ARCHITECT:

SITE/PROJECT: B1125 SCHEME

TITLE: PROPOSED LAYOUT
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD
SHEET 6 OF 6

SCALE @ A1:	CHECKED:		APPROVED:
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50400326	AS	BT	June 2021

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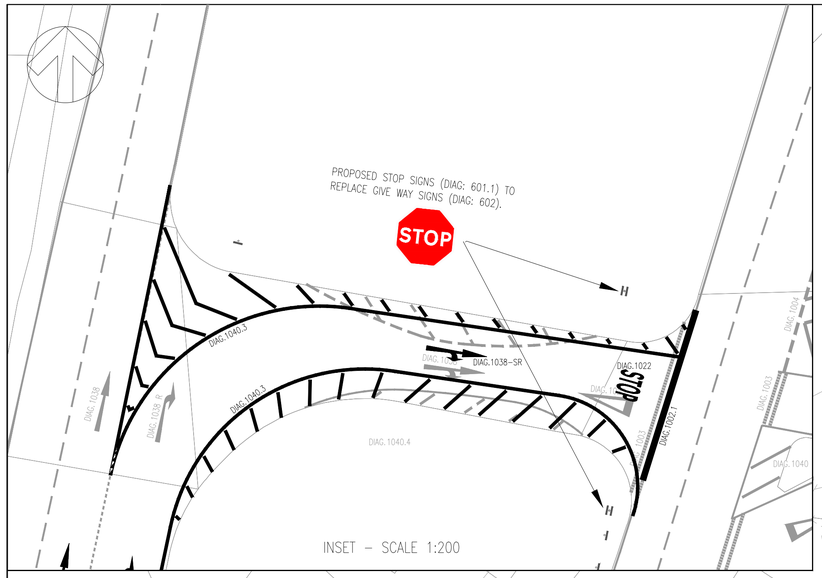
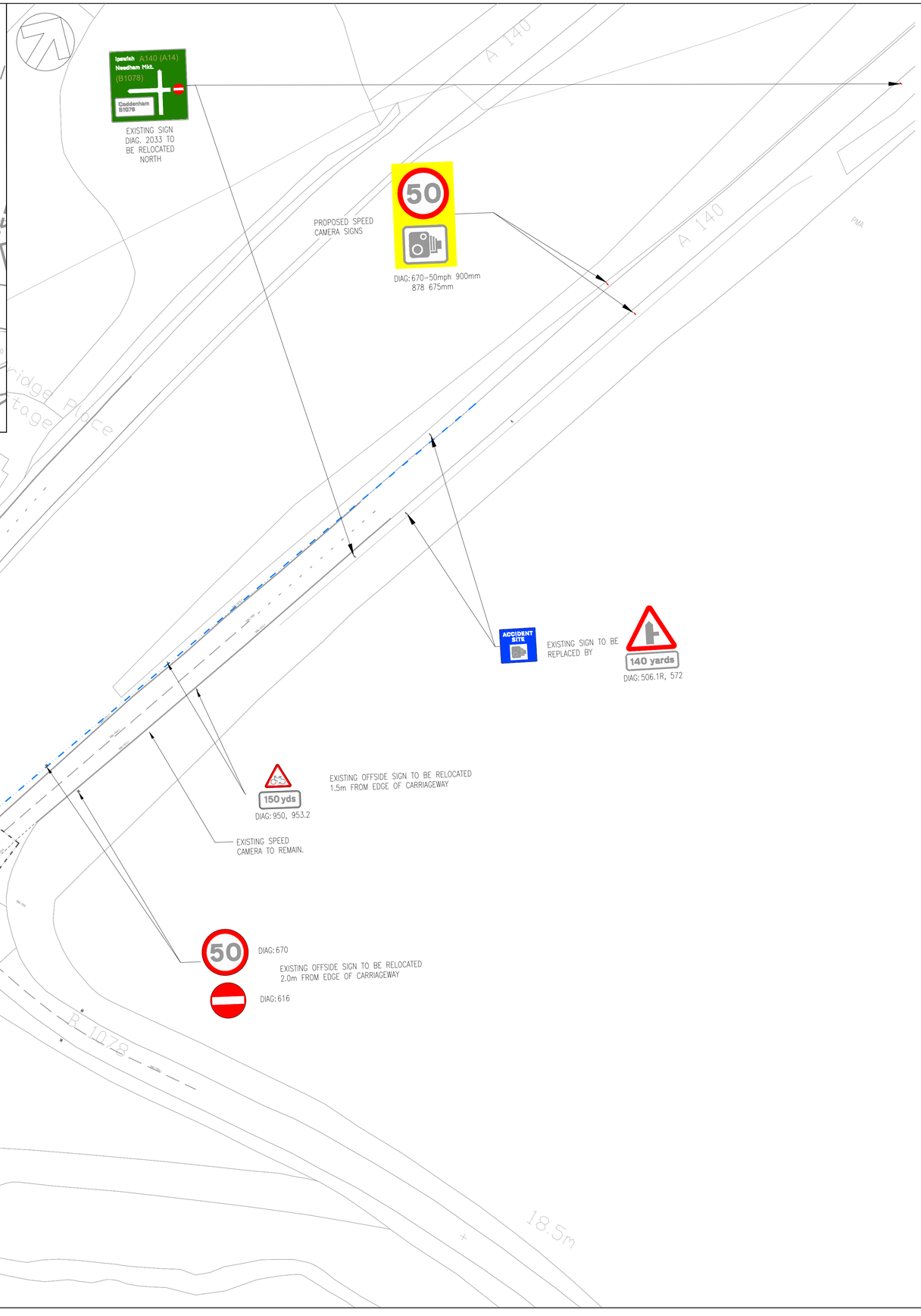
ANNEX O

CONTINGENT EFFECTS

ANNEX P

B1078 ROAD SAFETY IMPROVEMENTS





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KEY

- 2.4m x 160m VISIBILITY SPLAY WITHIN HIGHWAY LAND
- PROPOSED SIGN LOCATION
- EXISTING SIGN LOCATION
- PROPOSED ROAD MARKING
- EXISTING ROAD MARKING

NOT PROTECTIVELY MARKED

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TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 10
ROAD SAFETY AND OFF-SITE HIGHWAY IMPROVEMENTS

DRAWING TITLE:
A140 / B1078 JUNCTION
WEST OF CODDENHAM
PROPOSED IMPROVEMENTS

DRAWING NO:
FIGURE 10.1

DATE:	DRAWN:	SCALE :	REV:
JAN 2021	L.M.M	1:500 @ A1	01

SCALE BAR
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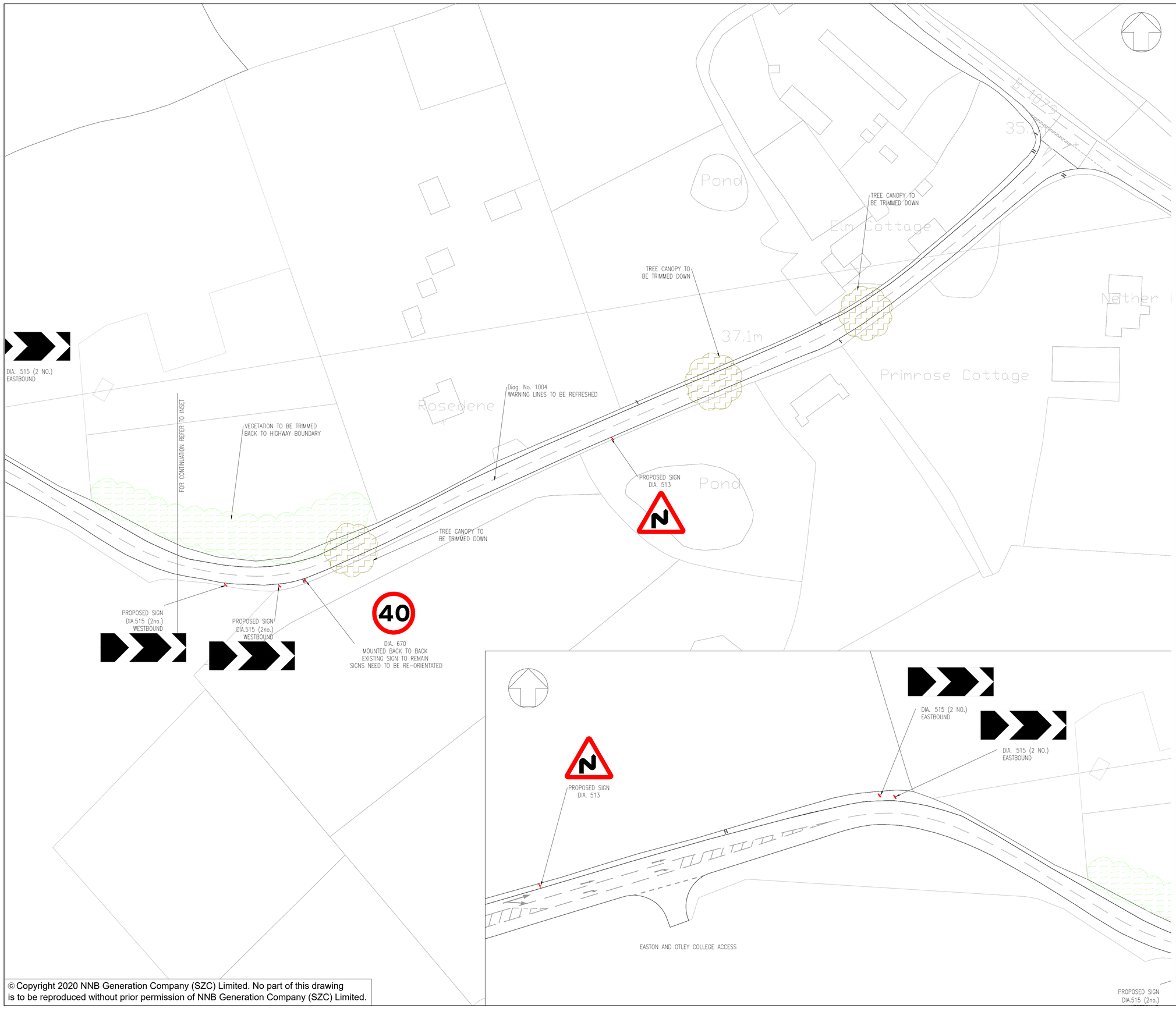

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EXISTING SIGN LOCATION

PROPOSED SIGN LOCATION

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EDF CGN

DOCUMENT:
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 10
ROAD SAFETY AND OFF-SITE HIGHWAY IMPROVEMENTS

DRAWING TITLE:
B1078
EAST OF SUFFOLK RURAL COLLEGE
PROPOSED IMPROVEMENTS

DRAWING NO:
FIGURE 10.2

DATE:	DRAWN:	SCALE :	REV:
JAN 2021	L.M.M	1:500 @ A1	01

SCALE BAR

0 t:500 25 metres

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ANNEX Q

B1122 CORRIDOR REPURPOSING SCHEME

DO NOT SCALE

FOR CONTINUATION SEE DRAWING B1122-SK-04

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE

EXISTING MIDDLETON MOOR VILLAGE SIGN ENHANCED (SOUTHERN VERGE)

2.4x52m (APPROX.) WITHIN HIGHWAY BOUNDARY BUT GREATER IN PRACTICE

POTENTIAL UNCONTROLLED CROSSING FOR FW10

GATEWAY 1

LITTLEMOOR ROAD

MOOR ROAD

EXISTING SIGN TO BE RELOCATED TO INCREASE VISIBILITY

EXISTING MIDDLETON MOOR VILLAGE SIGN ENHANCED (WESTERN VERGE)

GATEWAY 2

FOR CONTINUATION SEE DRAWING B1122-SK-02

REFER TO INSET 1

PROPOSED UNCONTROLLED CROSSING

PROPOSED FOOTWAY FROM NEW UNCONTROLLED CROSSING TO MILL STREET WIDTH: 1.2m (0.9m ADJACENT TO CULVERT)

FORDLEY ROAD

INSET 1

EXISTING PRoW

PROPOSED UNCONTROLLED CROSSING FROM EXISTING PROW TO PROPOSED NEW FOOTWAY ON NORTH SIDE OF B1122

POSSIBLY MAKE MILL STREET ONE-WAY NORTHBOUND WITH EGRESS TO B1122 AT MOOR END

MILL STREET

HEDGE TO BE TRIMMED BACK TO ACHIEVE 2.4x90m VISIBILITY WITHIN ASSUMED HIGHWAY BOUNDARY

2.4x60m APPROX. VISIBILITY WOULD IMPACT ON HEDGEROW SURROUNDING PINE TREE COTTAGE

2.4x37m APPROX. VISIBILITY WITHIN ASSUMED HIGHWAY BOUNDARY WITH NO IMPACT ON HEDGEROW

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE

TACTILE PAVING DROPPED KERB TO CONNECT FW23

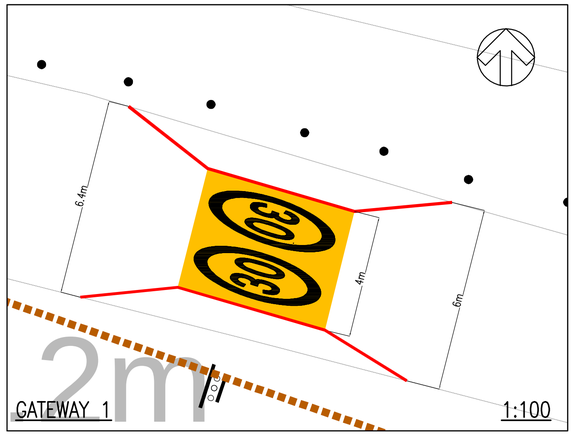
TITLE ROAD

EXISTING VISIBILITY SPLAY APPROX. 2.4x39m. INCREASE VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.

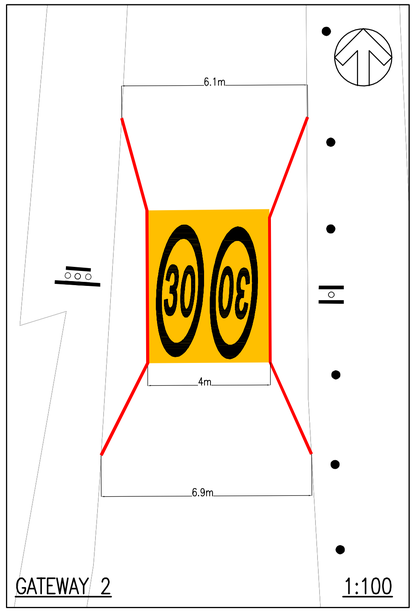
EXISTING VISIBILITY SPLAY APPROX. 2.4x23m. INCREASE VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.

EXISTING VISIBILITY SPLAY APPROX. 2.4x12m. INCREASE VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.

MAINTAIN EXISTING VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.



GATEWAY 1 1:100



GATEWAY 2 1:100

INSET 1 1:500

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS ARE IN METRES.
2. FOR SECTION DETAILS REFER TO DRAWING B1122-SK-04 & B1122-SK-07.

KEY:

- 2.4m x 90m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- 2.4m x 215m VISIBILITY SPLAY
- POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
D	24/09/2021	MW	SZC COMMENTS INCORPORATED	NC	JH
C	01/07/2021	MPB	CLARIFICATIONS	MPB	NC
B	24/11/2014	IGB	CLARIFICATIONS	LJM	JH
A	09/05/2014	SDC	FIRST ISSUE	LJM	JH

DRAWING STATUS: S2 - FOR INFORMATION

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Unit 9 The Chase
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wsp.com

CLIENT: SIZEWELL C

ARCHITECT:

PROJECT: SIZEWELL C

TITLE: B1122 EARLY YEARS MEASURES PLAN 1 OF 4

SCALE @ A1:	CHECKED:		APPROVED:
1:2500	LJM		JH
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	KW	KW	JULY 21

DRAWING No: B1122-SK-01 REV: D

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File name \\SERH1HERUKPROJECTS\504000\8 - SIZEWELL C SUFFOLK\E DRAWINGS\DEVELOPMENT\AUTOCAD\SK(SKETCHES\B1122-SK-01-08 2021\0624.DWG, plotted on 24 September 2021 12:20:26, by Wu, Michael

FOR CONTINUATION SEE DRAWING B1122-SK-01

PROPOSED UNCONTROLLED CROSSING

PROPOSED FOOTWAY FROM NEW UNCONTROLLED CROSSING TO MILL STREET WIDTH: 1.2m (0.9m ADJACENT TO CULVERT)

POSSIBLY MAKE MILL STREET ONE-WAY NORTHBOUND WITH EGRESS TO B1122 AT MOOR END

FORDLEY ROAD

MILL STREET

HEDGE TO BE TRIMMED BACK TO ACHIEVE 2.4x90m VISIBILITY WITHIN ASSUMED HIGHWAY BOUNDARY

EXISTING PRoW

PROPOSED UNCONTROLLED CROSSING FROM EXISTING PROW TO PROPOSED NEW FOOTWAY ON NORTH SIDE OF B1122

2.4x60m APPROX. VISIBILITY WOULD IMPACT ON HEDGEROW SURROUNDING PINE TREE COTTAGE

2.4x37m APPROX. VISIBILITY WITHIN ASSUMED HIGHWAY BOUNDARY WITH NO IMPACT ON HEDGEROW

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE

TACTILE PAVING DROPPED KERB TO CONNECT FW23

TITLE ROAD

EXISTING VISIBILITY SPLAY APPROX. 2.4x23m. INCREASE VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.

EXISTING VISIBILITY SPLAY APPROX. 2.4x12m. INCREASE VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.

EXISTING VISIBILITY SPLAY APPROX. 2.4x39m. INCREASE VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.

MAINTAIN EXISTING VISIBILITY BY VEGETATION CLEARANCE WITHIN HIGHWAY BOUNDARY.

CUT BACK VEGETATION TO HIGHWAY BOUNDARY TO IMPROVE VISIBILITY

CUT BACK VEGETATION TO HIGHWAY BOUNDARY TO IMPROVE VISIBILITY

HAWTHORN ROAD

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE

TEMPORARY 30 MPH SPEED LIMIT DURING SLR CONSTRUCTION

CUT BACK VEGETATION TO IMPROVE EXISTING VISIBILITY APPROX. 2.4x115m WITHIN HIGHWAY BOUNDARY

B1125 LEISTON ROAD

EXISTING VEGETATION AND WATERCOURSE HEADWALL IN THIRD PARTY LAND PREVENTS ACHIEVING 120m VISIBILITY SPLAY. CUT BACK VEGETATION TO HIGHWAY BOUNDARY.

PROPOSED SPEED LIMIT CHANGE FROM 30MPH TO 20MPH DURING EARLY YEARS OF CONSTRUCTION ONLY

GATEWAY 3 INCLUDING THEBERTON VILLAGE SIGN

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE

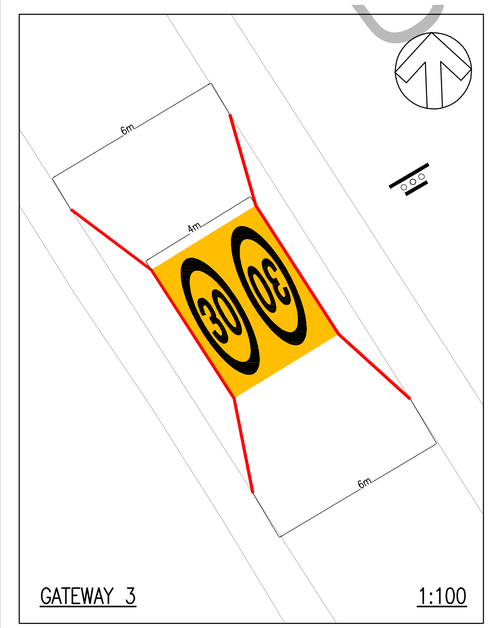
EXISTING VISIBILITY SPLAY APPROX. 2.4x32m.

PROPOSE ACCESS ONLY WITH EGRESS TO PRETTY ROAD

VISIBILITY SPLAY OBSTRUCTED BY HGV IN LAY-BY BUT CLEAR VEGETATION BACK TO HIGHWAY BOUNDARY

EXISTING LAY-BY RETAINED

DO NOT SCALE



GATEWAY 3 1:100

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS ARE IN METRES.
2. FOR SECTION DETAILS REFER TO DRAWING B1122-SK-05, B1122-SK-07 & B1122-SK-08.

KEY:

- 2.4m x 90m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- 2.4m x 215m VISIBILITY SPLAY
- POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
D	23/09/2021	MW	SZC COMMENTS INCORPORATED	NC	JH
C	01/07/2021	MPB	CLARIFICATIONS	MPB	NC
B	24/11/2014	IGB	CLARIFICATIONS	LJM	JH
A	09/05/2014	SDC	FIRST ISSUE	LJM	JH

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: SIZEWELL C

ARCHITECT:

PROJECT: SIZEWELL C

TITLE: B1122 EARLY YEARS MEASURES PLAN 2 OF 4

SCALE @ A1:	CHECKED:		APPROVED:
1:2500	LJM		JH
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	KW	KW	JULY 21

DRAWING No: B1122-SK-02 REV: D

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DO NOT SCALE

FOR CONTINUATION SEE DRAWING B1122-SK-02

VEGETATION TO BE CUT BACK TO ACHIEVE VISIBILITY AND POSSIBLY ROAD SIGN RELOCATED

REFER TO INSET 2

PRETTY ROAD

CHURCH ROAD

Theberton

EXTEND EXISTING FOOTWAY

EXTEND EXISTING FOOTWAY

ALTER EXISTING RADIUS

NEW PEDESTRIAN CROSSING WOULD NEED NEW STREET LIGHTING

FOR JUNCTION IMPROVEMENTS SEE DRAWING B1122-SK-B-1

ALTER EXISTING RADIUS

VISIBILTY LESS THAN 90m BUT LIMITED SCOPE FOR IMPROVEMENT

VEGETATION TO BE CUT BACK TO ACHIEVE VISIBILITY

EXISTING THEBERTON VILLAGE SIGN ENHANCED (WESTERN AND EASTERN VERGE)

EXTEND KERB ALONG EXISTING RADIUS

GATEWAY 4

ONNER'S LANE

ADJUST EXISTING RADIUS & INSTALL KERB

VEGETATION TO BE CUT BACK TO ACHIEVE VISIBILITY AND ROAD SIGN TO BE RELOCATED

VEGETATION TO BE CUT BACK TO ACHIEVE VISIBILITY

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE

PROPOSED SPEED LIMIT CHANGE FROM 30MPH TO 20MPH DURING EARLY YEARS OF CONSTRUCTION ONLY

MOAT ROAD

INSTALL KERB ALONG EXISTING JUNCTION RADIUS

VEGETATION TO BE CUT BACK TO ACHIEVE VISIBILITY

VISIBILITY SPLAY POSSIBLE 2.4x55m (APPROX.) AVAILABLE WITHIN HIGHWAY. INSTANTANEOUS OBSTRUCTION FROM TREE IN VERGE.

REFER TO INSET

BAKERS HILL

ONNER'S LANE

POTTERS STREET

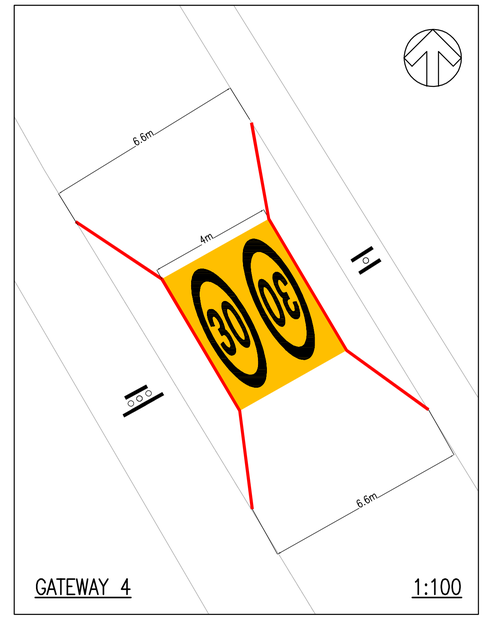
POTTERS STREET

VISIBILITY SPLAY 2.4x83m (APPROX.)

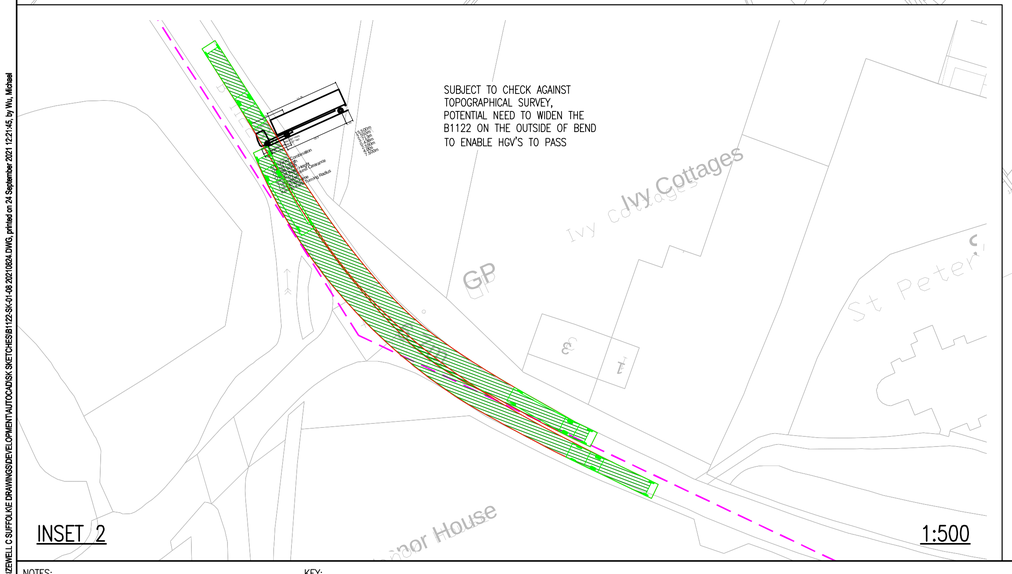
VISIBILITY SPLAY 2.4x11m (APPROX.)

VEGETATION TO BE CUT BACK TO HIGHWAY BOUNDARY TO IMPROVE VISIBILITY

POSSIBLY MAKE POTTERS STREET ONE-WAY NORTH BOUND WITH EGRESS VIA. ONNER'S LANE

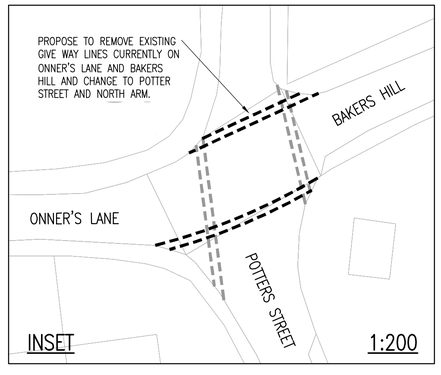


GATEWAY 4 1:100



SUBJECT TO CHECK AGAINST TOPOGRAPHICAL SURVEY, POTENTIAL NEED TO WIDEN THE B1122 ON THE OUTSIDE OF BEND TO ENABLE HGV'S TO PASS

INSET 2 1:500



INSET 1:200

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS ARE IN METRES.
2. FOR SECTION DETAILS REFER TO DRAWING B1122-SK-06 & B1122-SK-08.

KEY:

- 2.4m x 90m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- 2.4m x 215m VISIBILITY SPLAY
- POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
D	23/09/2021	MW	SZC COMMENTS INCORPORATED	NC	JH
C	01/07/2021	MPB	CLARIFICATIONS	MPB	NC
B	24/11/2014	IGB	CLARIFICATIONS	LJM	JH
A	09/05/2014	SDC	FIRST ISSUE	LJM	JH

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: SIZEWELL C

ARCHITECT:

PROJECT: SIZEWELL C

TITLE: B1122 EARLY YEARS MEASURES PLAN 3 OF 4

SCALE @ A1:	CHECKED:		APPROVED:
1:2500	LJM		JH
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	KW	KW	JULY 21

DRAWING No: B1122-SK-03 REV: D

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File name \\SERVER1\HER1\UKPROJECTS\50400326 - SIZEWELL C SUFFOLK\E DRAWING\SSD\REVELOPMENT\AUTOCAD\SK SHEETCHES\B1122-SK-01-09 2021\0624.DWG, printed on 24 September 2021 12:21:45, by Wu, Michael

DO NOT SCALE

A12

B1122 MIDDLETON ROAD

CUT BACK VEGETATION TO MAINTAIN VISIBILITY FROM PRIVATE MEANS OF ACCESSES

CUT BACK VEGETATION TO MAINTAIN FOOTWAY WIDTH

PROPOSED SPEED LIMIT CHANGE FROM NATIONAL SPEED LIMIT TO 40MPH TO 220m WEST OF LITTLEMOOR ROAD

EXISTING LEVEL CROSSING

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE

B1122 YOXFORD ROAD

TEMPORARY 30 MPH SPEED LIMIT DURING SLR CONSTRUCTION

FOR CONTINUATION SEE DRAWING B1122-SK-01

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE

POTENTIAL UNCONTROLLED CROSSING FOR FW10

GATEWAY 1

EXISTING MIDDLETON MOOR VILLAGE SIGN ENHANCED (SOUTHERN VERGE)

2.4x52m (APPROX.) WITHIN HIGHWAY BOUNDARY BUT GREATER IN PRACTICE

LITTLEMOOR ROAD

MOOR ROAD

EXISTING SIGN TO BE RELOCATED TO INCREASE VISIBILITY

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS ARE IN METRES.
2. FOR SECTION DETAILS REFER TO DRAWING B1122-SK-04 & B1122-SK-07.

KEY:

- 2.4m x 90m VISIBILITY SPLAY
- 2.4m x 120m VISIBILITY SPLAY
- 2.4m x 215m VISIBILITY SPLAY
- POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
A	23/09/2021	MW	FIRST ISSUE	NC	JH

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: SIZEWELL C

ARCHITECT:

PROJECT: SIZEWELL C

TITLE: B1122 EARLY YEARS MEASURES PLAN 4 OF 4

SCALE @ A1:	CHECKED:		APPROVED:
1:2500	NC		JH
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	-	MW	AUG 21

DRAWING No: B1122-SK-04 REV: A

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NOTES:

DO NOT SCALE

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. ALL LEVELS ARE IN METRES.

REV	DATE	BY	DESCRIPTION	CHK	APP
C	23/09/2021	MW	JUNCTION PROPOSAL REVISED	JH	NC
B	20/05/2014	SJF	EXISTING UTILITIES ADDED	LJM	JH
A	09/05/2014	KW	FIRST ISSUE	LJM	JH

DRAWING STATUS: S2 - FOR INFORMATION

wsp

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wsp.com

CLIENT: EDF

ARCHITECT:

PROJECT: B1122 MITIGTION DESIGN

TITLE: PEDESTRIAN PATH AND CROSSING ENHANCEMENTS B1122/CHURCH LANE JUNCTION

SCALE @ A3:	CHECKED:		APPROVED:
1:500	LJM		JH
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	KW	KW	February 14

DRAWING No: B1122-SK B-1 REV: C

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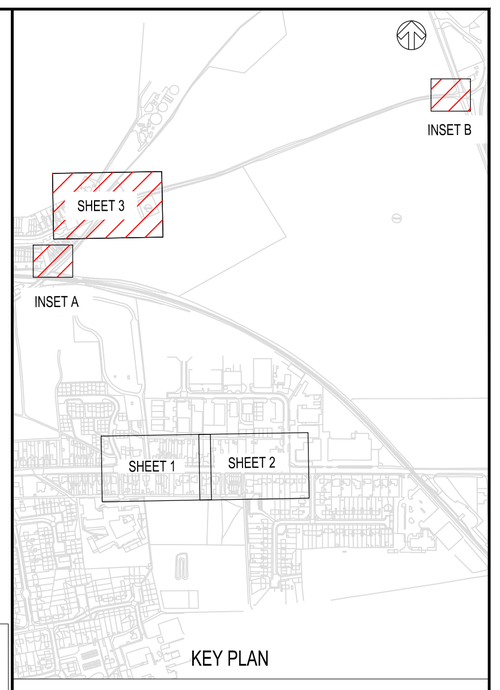
File name \\SER01HER1UK\PROJECTS\50400326 - SIZEWELL C SUFFOLK\E DRAWINGS\DEVELOPMENT\AUTOCAD\SK SKETCHES\B1122-SK B-1 & 2.DWG, printed on 24 September 2021 12:15:25, by Wu, Michael

ANNEX R

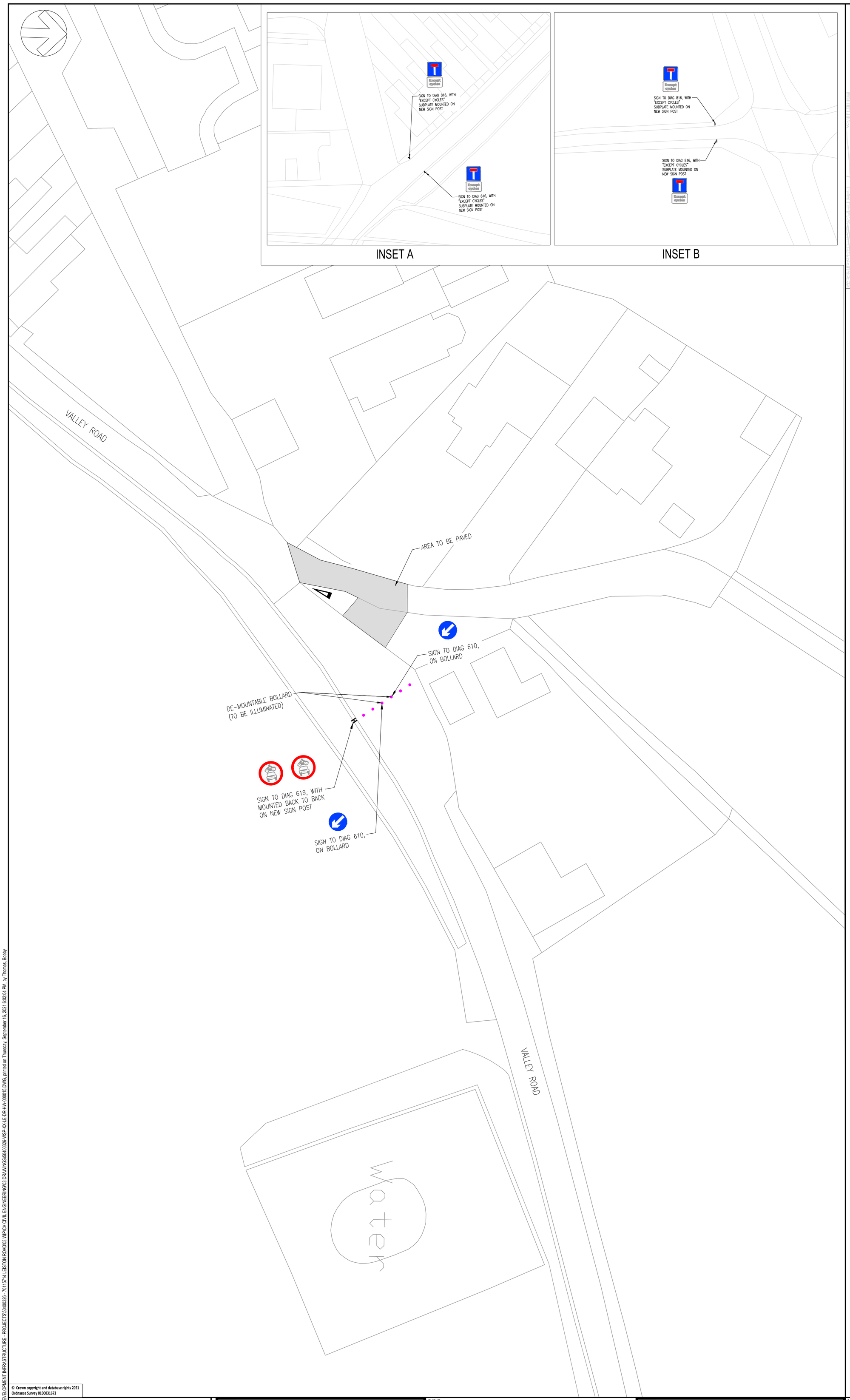
LEISTON SCHEME

INSET A

INSET B



KEY PLAN



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT, WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS LT/220/0507/P/0001-5 FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
7. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
8. ALL DRAINAGE PROPOSALS SHOWN ARE INDICATIVE AND ARE TO BE CONFIRMED FOLLOWING DETAILED DRAINAGE INVESTIGATIONS AT THE LATER SCHEME STAGES.
9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

- PROPOSED DRAINAGE GULLY (LOCATION TC BE CONFIRMED).
- EXISTING PEDESTRIAN GUARD RAIL TO BE REMOVED.
- PROPOSED LINEAR DRAINAGE CHANNEL/ SLOT DRAIN (LOCATION TO BE CONFIRMED
- PROPOSED KERB.
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSIN(
- TACTILE PAVING (CONTROLLED CROSSING)
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/09/2021	PK	FOR CONSULTATION	NM	JL
P01	04/06/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

PROJECT: LEISTON IMPROVEMENT SCHEME

ARCHITECT:

TITLE: PROPOSED LAYOUT
KING GEORGE AVENUE/VALLEY ROAD
SHEET 3 OF 3

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000015 REV: P02

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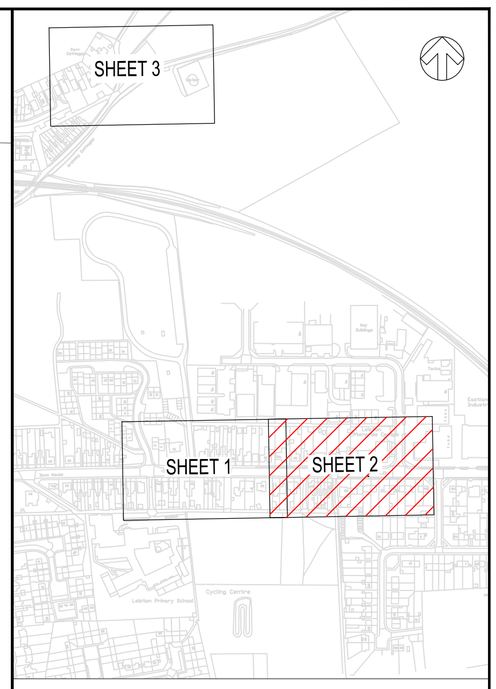
File name C:\USERS\NBT00692\WSP O365\UK ICRC DEVELOPMENT INFRASTRUCTURE - PROJECTS\50400326 - 70115714 LEISTON ROAD\03 WIP\CV CIVIL ENGINEERING\03 DRAWINGS\50400326-WSP-XX-LE-DR-HW-000015.DWG, printed on Thursday, September 16, 2021 6:02:04 PM, by Thomas, Bobby



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT, WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS LT/220/0507/P/0001-5 FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
7. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
8. ALL DRAINAGE PROPOSALS SHOWN ARE INDICATIVE AND ARE TO BE CONFIRMED FOLLOWING DETAILED DRAINAGE INVESTIGATIONS AT THE LATER SCHEME STAGES.
9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

- PROPOSED DRAINAGE GULLY (LOCATION TO BE CONFIRMED).
- EXISTING PEDESTRIAN GUARD RAIL TO BE REMOVED.
- PROPOSED LINEAR DRAINAGE CHANNEL/ SLOT DRAIN (LOCATION TO BE CONFIRMED).
- PROPOSED KERB.
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/09/2021	PK	FOR CONSULTATION	NM	JL
P01	04/06/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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62-64 Hills Road
Cambridge
CB2 1LA, UK
T+ 44 (0) 1223 558 050
F+ 44 (0) 1223 558 051
wsp.com

CLIENT: EDF ENERGY

PROJECT: LEISTON IMPROVEMENT SCHEME

ARCHITECT:

TITLE: PROPOSED LAYOUT
KING GEORGE AVENUE/VALLEY ROAD
SHEET 2 OF 3

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000014 REV: P02

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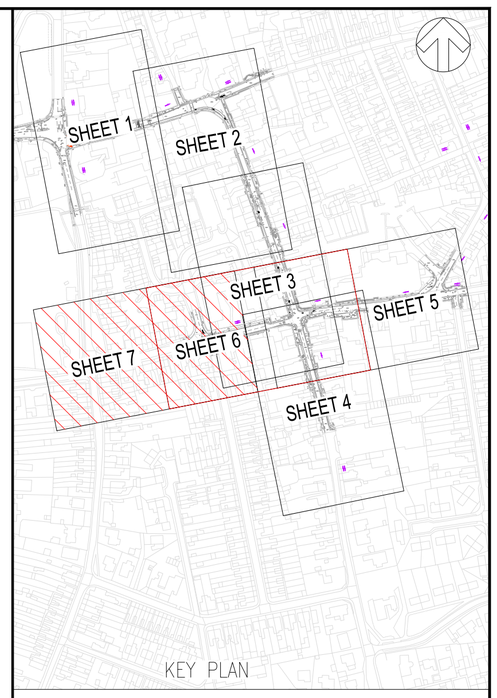
File name: C:\USERS\NBT00892\WSP O365\UK ICRC DEVELOPMENT INFRASTRUCTURE - PROJECTS\50400326 - 70115714 LEISTON ROAD\03 WIP\CIV CIVIL ENGINEERING\03 DRAWINGS\50400326-WSP-XX-LE-DR-HW-000014.DWG, printed on Thursday, September 16, 2021 6:00:43 PM, by Thomas, Bobby



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS
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- TACTILE PAVING (CONTROLLED CROSSING)
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

VICTORY ROAD
HAYLINGS ROAD
PARK HILL
CROSS STREET
CENTRAL ROAD
NARROW ROAD WARNING SIGN TO BE RELOCATED AND MOUNTED ON EXISTING STREET LIGHTING COLUMN
SIGN TO DIAG 816, WITH "EXCEPT CYCLES" SUBPLATE MOUNTED ON EXISTING SIGN POST (ON NEW SIGN POST) TO REPLACE TRAFFIC LIGHT AND NARROW ROAD WARNING SIGNS
Except cycles
4.1m
4.1m
FOR CONTINUATION SEE SHEET 5

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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/09/2021	PK	FOR CONSULTATION	NM	JL
P01	04/06/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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62-64 Hills Road
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wsp.com

CLIENT: EDF ENERGY

PROJECT: LEISTON IMPROVEMENT SCHEME

ARCHITECT:

TITLE: PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 7

SCALE @ A1:	CHECKED:	APPROVED:
1:250	NM	JL

PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000011 REV: P02

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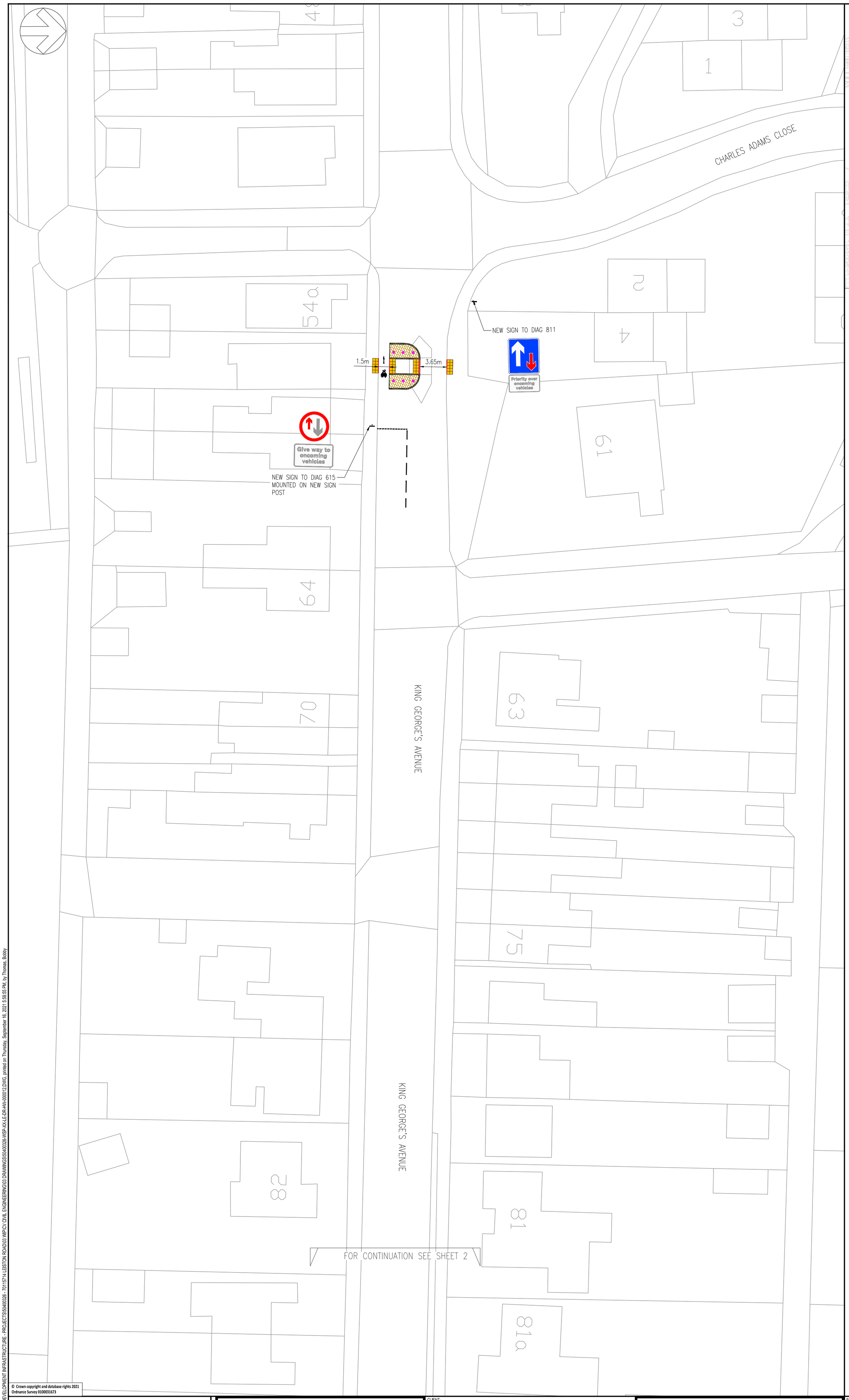

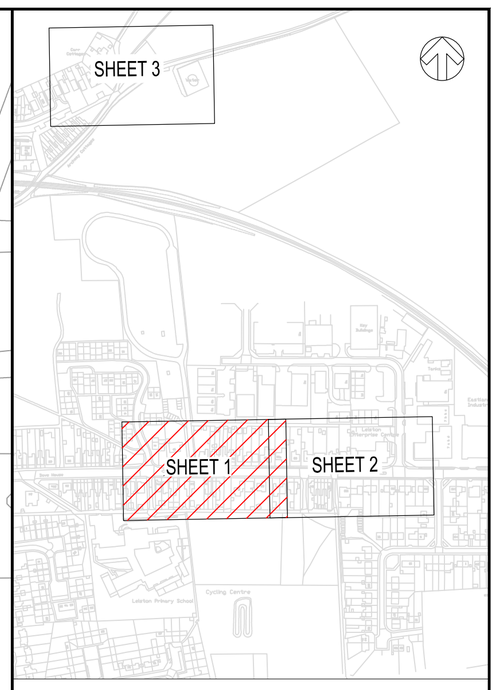

DO NOT SCALE

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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/09/2021	PK	FOR CONSULTATION	NM	JL
P01	04/06/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
KING GEORGE AVENUE/VALLEY ROAD
SHEET 1 OF 3

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000012 REV: P02

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SIGN TO DIAG 606, WITH "EXCEPT CYCLES" SUBPLATE MOUNTED ON EXISTING STREET LIGHTING COLUMN

SIGN TO DIAG 610, ON BOLLARD

SIGN TO DIAG 955, ON BOLLARD

HIGH STREET

FOR CONTINUATION SEE SHEET 2

4.4m

SIGN TO DIAG 610, ON BOLLARD

1m

SIGN TO DIAG 955, ON BOLLARD

HIGH STREET

SIGN TO DIAG 606 ON NEW SIGN POST

SIGN TO DIAG 610, ON BOLLARD

SIGN TO DIAG 816, WITH "EXCEPT CYCLES" SUBPLATE MOUNTED ON EXISTING SIGN POST (ON NEW SIGN POST) TO REPLACE TRAFFIC LIGHT AND NARROW ROAD WARNING SIGNS

REDUNDANT TRAFFIC SIGNAL POST TO BE REMOVED

SIGN TO DIAG 619, WITH MOUNTED BACK TO BACK ON EXISTING STREET LIGHTING COLUMN

REDUNDANT TRAFFIC SIGNAL HEADS AT JUNCTION TO BE REMOVED.

SIGN TO DIAG 955, ON BOLLARD

CROSS STREET

RAISED TABLE EXTENDED

LA VITA PIZZA CAR PARK

SIGN TO DIAG 610, ON BOLLARD

SIGN TO DIAG 610, ON BOLLARD

SIGN TO DIAG 609, WITH "EXCEPT CYCLES" SUBPLATE MOUNTED ON EXISTING STREET LIGHTING COLUMN

SIGN TO DIAG 960.1, ON NEW SIGN POST

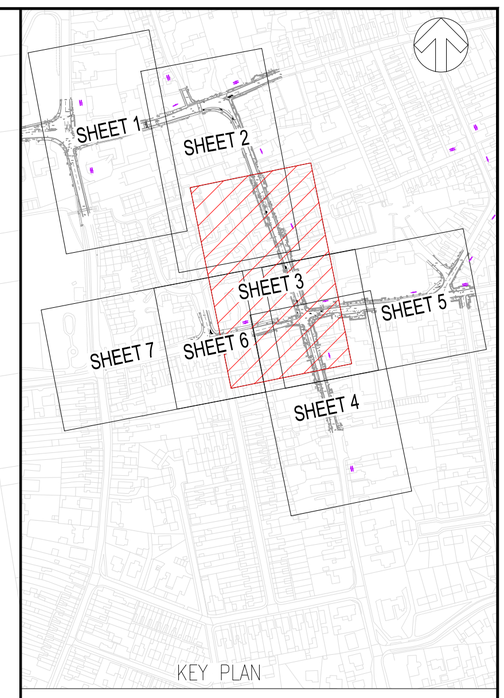
FOR CONTINUATION SEE SHEET 6

SIZEWELL

SIGN TO DIAG 955, ON BOLLARD

FOR CONTINUATION SEE SHEET 4

HIGH STREET



DO NOT SCALE

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KEY:

- PROPOSED DRAINAGE GULLY (LOCATION TO BE CONFIRMED).
- EXISTING PEDESTRIAN GUARD RAIL TO BE REMOVED.
- PROPOSED LINEAR DRAINAGE CHANNEL/ SLOT DRAIN (LOCATION TO BE CONFIRMED).
- PROPOSED KERB.
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
- ONE WAY VEHICULAR TRAFFIC
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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/06/2021	PK	ADDRESSED COUNCIL COMMENTS	NM	JL
P01	23/11/2020	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 3

SCALE @ A1:	CHECKED:	APPROVED:
1:250	NM	JL

PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000003 REV: P03

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File name C:\USERS\NPK02386\WSP O365\UK ICRC DEVELOPMENT INFRASTRUCTURE - PROJECTS\50400326 - 70115714 LEISTON ROAD\03 WIP\CIV CIVIL ENGINEERING\03 DRAWINGS\50400326-WSP-XX-LE-DR-HW-000003.DWG, printed on Friday, September 17, 2021 3:53:24 PM, by Kunnemaadhithalil Malada, Prasad

REDUNDANT TRAFFIC SIGNAL POST TO BE REMOVED

SIGN TO DIAG 619, WITH MOUNTED BACK TO BACK ON EXISTING STREET LIGHTING COLUMN

REDUNDANT TRAFFIC SIGNAL HEADS AT JUNCTION TO BE REMOVED.

SIGN TO DIAG 955, ON BOLLARD

FOR CONTINUATION SEE SHEET 6

CROSS STREET

SIZEWELL ROAD

FOR CONTINUATION SEE SHEET 5

RAISED TABLE EXTENDED

LA VITA PIZZA CAR PARK

SIGN TO DIAG 610, ON BOLLARD

SIGN TO DIAG 610, ON BOLLARD

SIGN TO DIAG 955, ON BOLLARD

SIGN TO DIAG 960.1, ON NEW SIGN POST

SIGN TO DIAG 609, WITH "EXCEPT CYCLES" SUBPLATE MOUNTED ON EXISTING STREET LIGHTING COLUMN

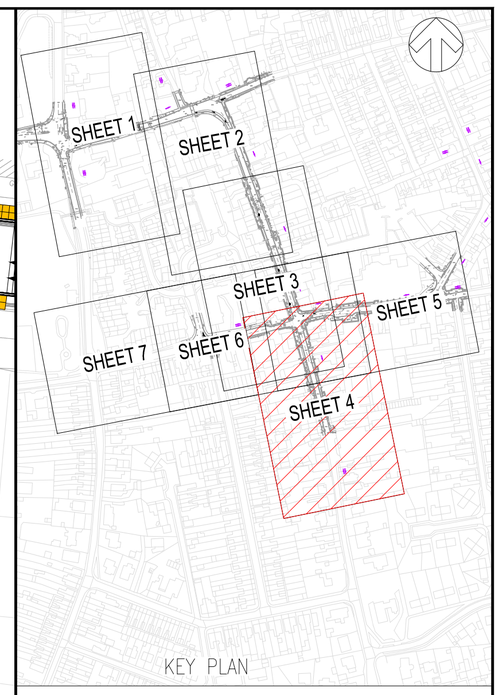
FOR CONTINUATION SEE SHEET 3

HIGH STREET

HIGH STREET

SIGN TO DIAG 616 AND SIGN TO DIAG 960.1 MOUNTED BACK TO BACK ON NEW SIGN POST

SIGN TO DIAG 521 AND SIGN TO DIAG 616,WITH "EXCEPT CYCLES" SUBPLATE MOUNTED BACK TO BACK ON NEW SIGN POST



KEY PLAN

DO NOT SCALE

NOTES:

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P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
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DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

PROJECT: LEISTON IMPROVEMENT SCHEME

ARCHITECT:

TITLE: PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 4

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000004 REV: P03

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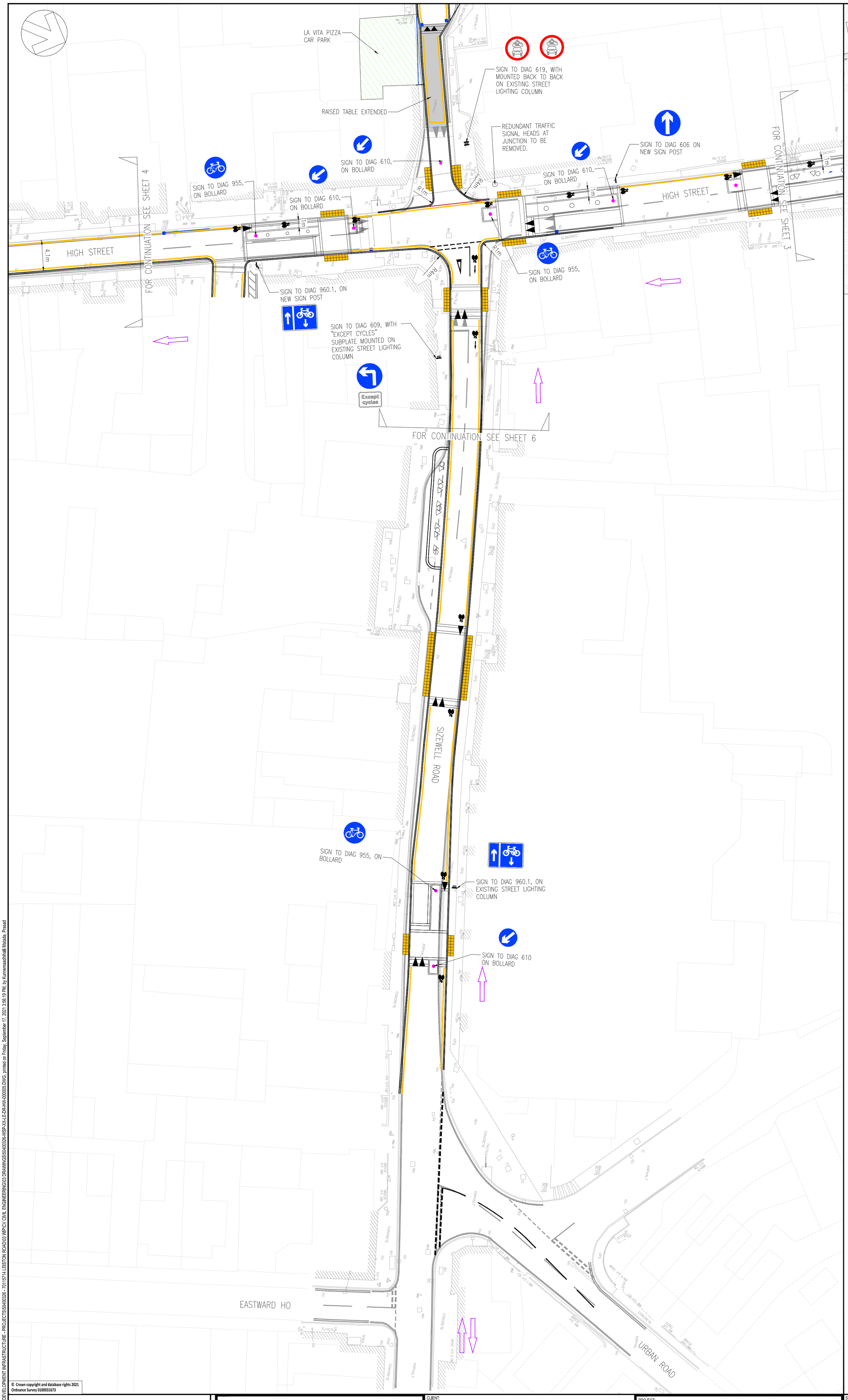

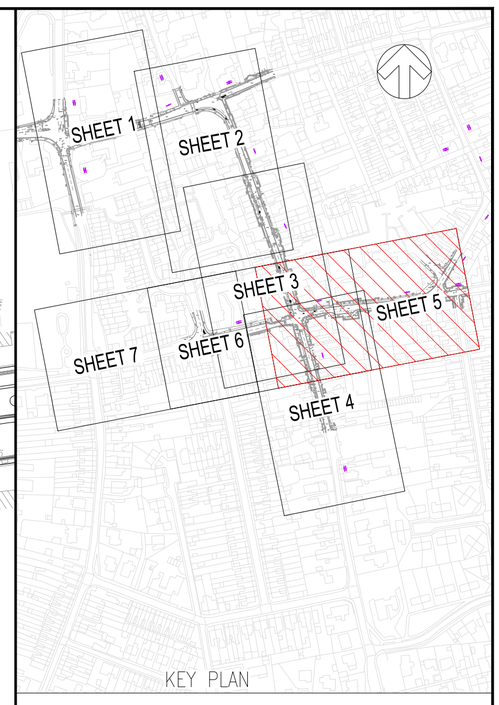

KEY PLAN

DO NOT SCALE

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10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

- PROPOSED DRAINAGE GULLY (LOCATION TO BE CONFIRMED).
- EXISTING PEDESTRIAN GUARD RAIL TO BE REMOVED.
- PROPOSED LINEAR DRAINAGE CHANNEL/ SLOT DRAIN (LOCATION TO BE CONFIRMED)
- PROPOSED KERB.
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING
- TACTILE PAVING (CONTROLLED CROSSING)
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/06/2021	PK	ADDRESSED COUNCIL COMMENTS	NM	JL
P01	23/11/2020	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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62-64 Hills Road
Cambridge
CB2 1LA, UK
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F+ 44 (0) 1223 558 051
wsp.com

CLIENT: EDF ENERGY

PROJECT: LEISTON IMPROVEMENT SCHEME

ARCHITECT:

TITLE: PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 5

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000005 REV: P03

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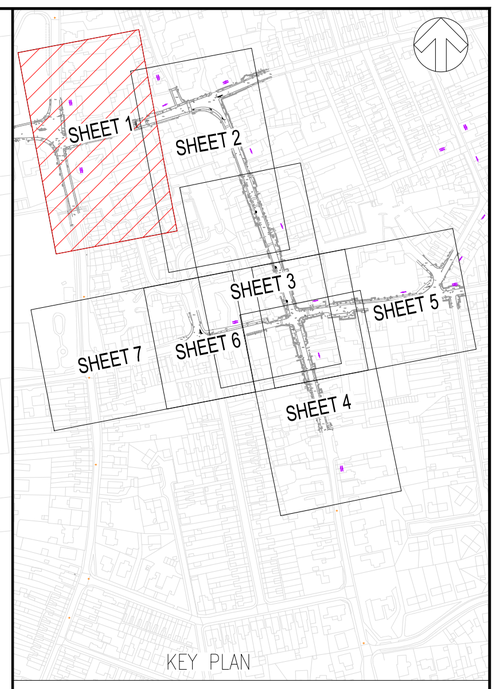
File name C:\USERS\NPK02398\WSP O365\UK ICRC DEVELOPMENT INFRASTRUCTURE - PROJECTS\50400326 - 70115714 LEISTON ROAD\03 WIP\CV CIVIL ENGINEERING\03 DRAWINGS\50400326-WSP-XX-LE-DR-HW-000005.DWG, printed on Friday, September 17, 2021 3:56:19 PM, by Kunneesadhinahalli Malada, Prasad



KEY PLAN

B 1122 STATION ROAD

B1119

MAIN STREET

KEEP CLEAR

R2m

R4m

4.3m

4.2m

LARGE EXISTING DIRECTIONAL SIGN AND POSTS TO BE REMOVED

FOR CONTINUATION SEE SHEET 2

B 1069 PARK HILL

DO NOT SCALE

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P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/06/2021	PK	ADDRESSED COUNCIL COMMENTS	NM	JL
P01	23/11/2020	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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F+ 44 (0) 1223 558 051
wsp.com

CLIENT: EDF ENERGY

PROJECT: LEISTON IMPROVEMENT SCHEME

ARCHITECT:

TITLE: PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 1

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000001 REV: P03

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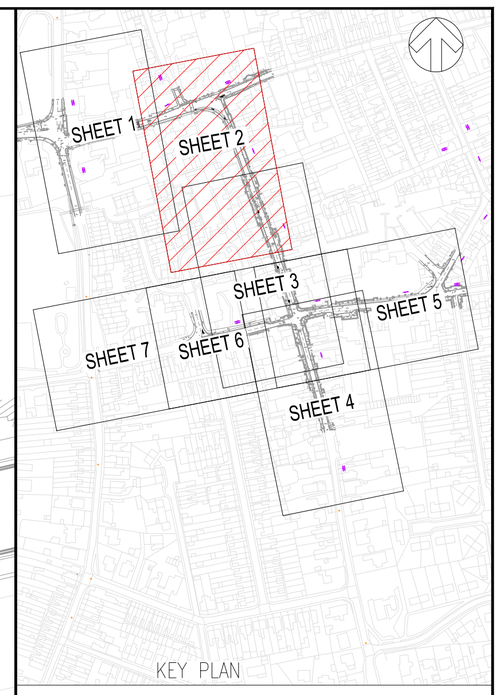

DO NOT SCALE

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P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/06/2021	PK	ADDRESSED COUNCIL COMMENTS	NM	JL
P01	23/11/2020	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 2

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000002 REV: P03

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NARROW ROAD WARNING SIGN TO BE RELOCATED AND MOUNTED ON EXISTING STREET LIGHTING COLUMN

CENTRAL ROAD

SIGN TO DIAG 816, WITH "EXCEPT CYCLES" SUBPLATE MOUNTED ON EXISTING SIGN POST (ON NEW SIGN POST) TO REPLACE TRAFFIC LIGHT AND NARROW ROAD WARNING SIGNS

Except cycles

4.1m

CROSS STREET

REDUNDANT TRAFFIC SIGNAL POST TO BE REMOVED

LA VITA PIZZA CAR PARK

2.6m

RAISED TABLE EXTENDED

SIGN TO DIAG 619, WITH MOUNTED BACK TO BACK ON EXISTING STREET LIGHTING COLUMN

REDUNDANT TRAFFIC SIGNAL HEADS AT JUNCTION TO BE REMOVED.

SIGN TO DIAG 606 ON NEW SIGN POST

SIGN TO DIAG 610, ON BOLLARD

SIGN TO DIAG 955, ON BOLLARD

SIGN TO DIAG 960.1, ON NEW SIGN POST

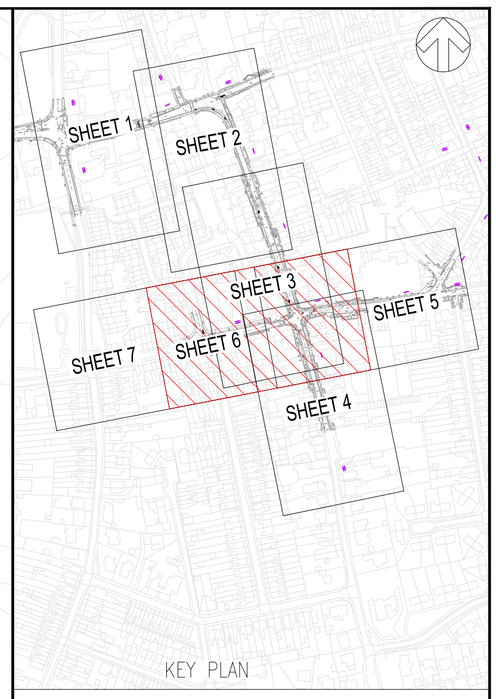
SIGN TO DIAG 609, WITH "EXCEPT CYCLES" SUBPLATE MOUNTED ON EXISTING STREET LIGHTING COLUMN

HIGH STREET

FOR CONTINUATION SEE SHEET 4

FOR CONTINUATION SEE SHEET 3

FOR CONTINUATION SEE SHEET 5



DO NOT SCALE

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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/06/2021	PK	ADDRESSED COUNCIL COMMENTS	NM	JL
P01	23/11/2020	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

PROJECT: LEISTON IMPROVEMENT SCHEME

ARCHITECT:

TITLE: PROPOSED LAYOUT MAIN STREET/HIGH STREET/ CROSS STREET/SIZEWELL ROAD SHEET 6

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000006 REV: P03

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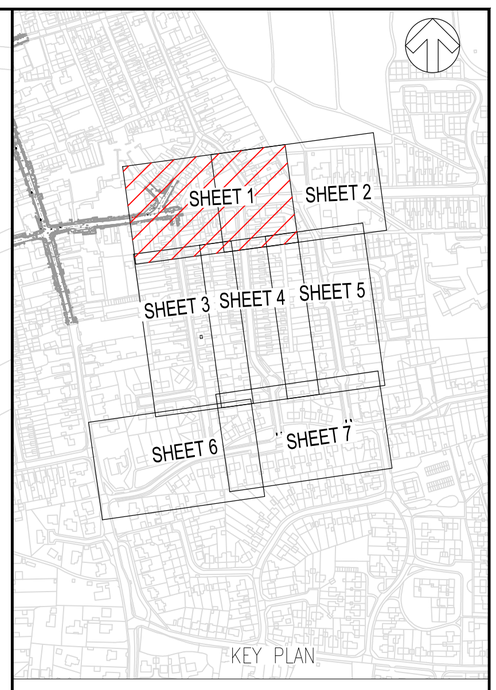

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KEY:

- PROPOSED KERB
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
- PROPOSED WIDENED FOOTWAY/PAVING
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

SIGN TO DIAG 610 ON BOLLARD

NEW SIGN TO DIAG 960.2, MOUNTED ON EXISTING STREET LAMP POST

NEW SIGN TO DIAG 602 AFFIXED TO BUILDING WALL

NEW SIGN TO DIAG 616 MOUNTED ON NEW POST

RAISED CARRIAGEWAY TABLE CROSSING

NEW SIGN TO DIAG 612 AFFIXED TO BUILDING WALL

NEW SIGN TO DIAG 612 MOUNTED ON EXISTING STREET LAMP

NEW SIGN TO DIAG 652 MOUNTED ON EXISTING STREET LAMP

NEW SIGN TO DIAG 816 MOUNTED ON NEW SIGN POST

NEW SIGN TO DIAG 816 MOUNTED ON NEW SIGN POST

NEW SIGN TO DIAG 612 MOUNTED ON NEW SIGN POST

8.6m

5.8m

8.4m

R2m

R2m

EASTWARD HO

GRIMSEY ROAD

SIZEWELL ROAD

URBAN ROAD

CROWN STREET

BUS STOP

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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/06/2021	PK	COMMENTS INCORPORATED	NM	JL
P01	09/04/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 1 OF 7

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000021 REV: P03

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NEW SIGN TO DIAG 612 MOUNTED ON NEW SIGN POST

NEW SIGN TO DIAG 956 MOUNTED BACK TO BACK ON NEW SIGN POST

3m

5m

5m

10m

PARKING BAYS 2.5m WIDE AND 5M LONG EACH

3m

NEW SIGN TO DIAG 956 MOUNTED BACK TO BACK ON NEW SIGN POST

3.5m

NEW SIGN TO DIAG 616 MOUNTED ON NEW SIGN POST

R6m

ARNHEM ROAD

R6m

NEW SIGN TO DIAG 602 AND TO DIAG 616 MOUNTED ON NEW SIGN POST

3.5m

GIVE WAY

SEAWARD AVENUE

NEW SIGN TO DIAG 956 MOUNTED BACK TO BACK ON EXISTING STREET LAMP

3m

5m

10m

PARKING BAYS 2.5m WIDE AND 5M LONG EACH

5.5m

3m

NEW SIGN TO DIAG 956 MOUNTED BACK TO BACK ON EXISTING STREET LAMP

5.3m

NEW SIGN TO DIAG 612 MOUNTED ON EXISTING STREET LAMP

NEW SIGN TO DIAG 652 MOUNTED ON EXISTING STREET LAMP

R8m

SYLVESTER ROAD

4.81m

4.77m

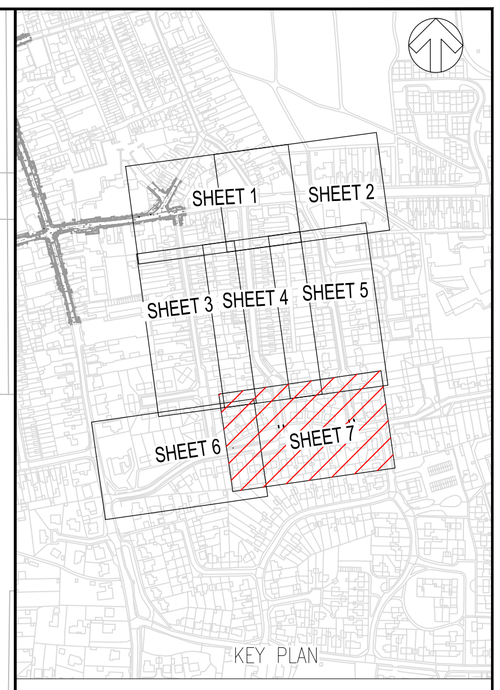
8.27m

3m

3m

5.8m

R8m



KEY PLAN

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KEY:

- PROPOSED KERB
- BOLLARD
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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/09/2021	PK	FOR CONSULTATION	NM	JL
P01	18/06/2021	BT	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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62-64 Hills Road
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CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 7 OF 7

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	BT	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000028 REV: P02

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NEW SIGN TO DIAG 606 MOUNTED ON NEW SIGN POST

One way

3.27m

4.67m

NEW SIGN TO DIAG 956 MOUNTED BACK TO BACK ON EXISTING STREET LAMP

SYLVESTER ROAD

5.19m

One way

NEW SIGN TO DIAG 521 AND DIAG 609 MOUNTED ON EXISTING STREET LAMP BACK TO BACK

4.27m

R6m

PAXTON CHADWICK CLOSE

One way

NEW SIGN TO DIAG 606 MOUNTED ON EXISTING STREET LAMP

R2m

4.84m

6.43m

4m

3m

NEW SIGN TO DIAG 956 MOUNTED BACK TO BACK ON EXISTING STREET LAMP

4.59m

3m

SYLVESTER ROAD

NEW SIGN TO DIAG 652 MOUNTED ON EXISTING STREET LAMP

3m

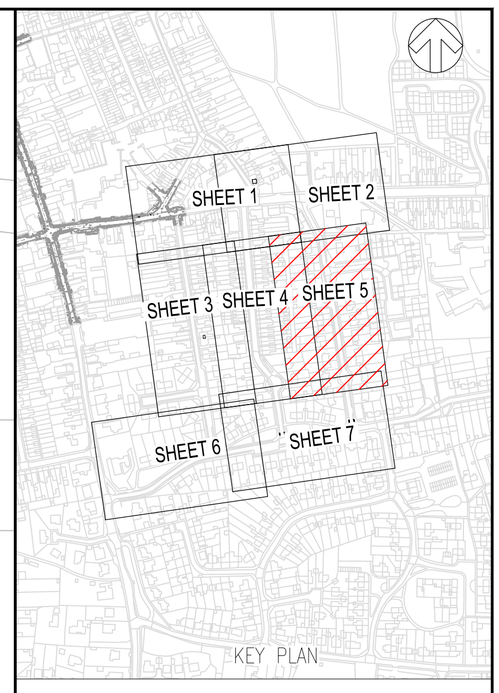
NEW SIGN TO DIAG 956 MOUNTED BACK TO BACK ON EXISTING STREET LAMP

SYLVESTER ROAD

8.27m

5.8m

4.77m



DO NOT SCALE

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P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	16/07/2021	PK	ADDRESSED COUNCIL COMMENTS	NM	JL
P01	04/06/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 5 OF 7

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000025 REV: P03

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GRIMSEY ROAD

R2m

R2m

NEW SIGN TO DIAG 652 MOUNTED ON EXISTING STREET LAMP

Except cycles

NEW SIGN TO DIAG 816 MOUNTED ON NEW SIGN POST

CROWN STREET

Except cycles

NEW SIGN TO DIAG 816 MOUNTED ON NEW SIGN POST

8.6m

NEW SIGN TO DIAG 612 MOUNTED ON NEW SIGN POST

BUS STOP

5.8m

8.4m

GIVE WAY

NEW SIGN TO DIAG 612 AND TO DIAG 616, MOUNTED ON NEW SIGN POST

R4m

SYLVESTER ROAD

R2m

NEW SIGN TO DIAG 616 MOUNTED ON NEW SIGN POST

KEEP CLEAR

3m

3m

NEW SIGN TO DIAG 606 MOUNTED ON NEW SIGN POST

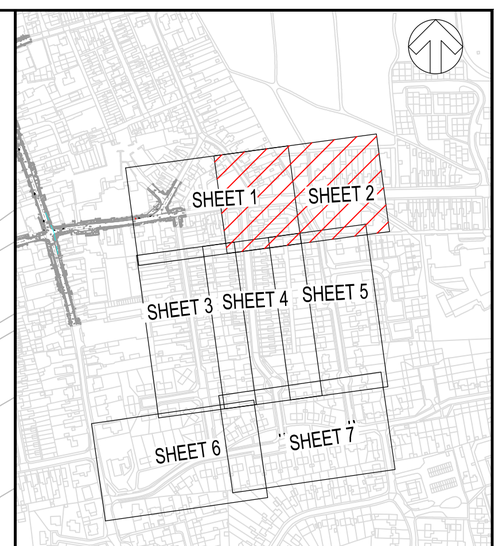
One way

NEW SIGN TO DIAG 956 MOUNTED BACK TO BACK ON NEW SIGN POST

NEW SIGN TO DIAG 612 MOUNTED ON NEW SIGN POST

9.13m

KING GEORGE'S AVENUE



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P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/06/2021	PK	INCORPORATED THE COUNCIL COMMENTS	NM	JL
P01	26/05/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

wsp
62-64 Hills Road
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CB2 1LA, UK

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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 2 OF 7

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000022 REV: P03

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EASTWARD HO

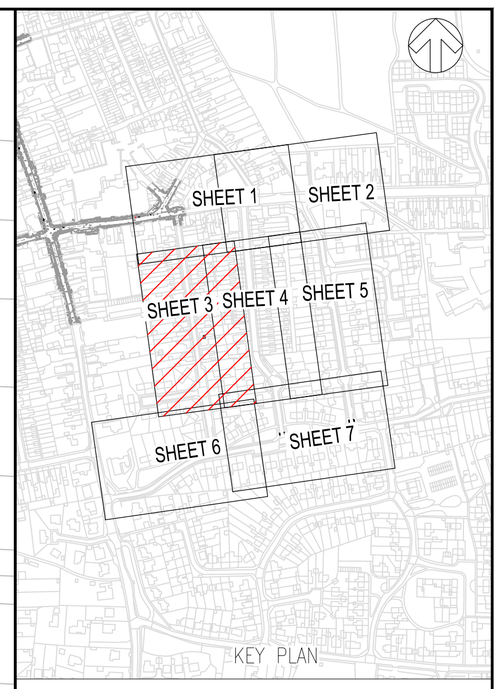
EASTWARD HO

HAVEN ROAD

NEW SIGN TO DIAG 652 MOUNTED ON EXISTING STREET LAMP

NEW SIGN TO DIAG 521 AND DIAG 609 MOUNTED ON NEW SIGN POST BACK TO BACK

NEW SIGN TO DIAG 606 MOUNTED ON EXISTING STREET LAMP



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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	16/09/2021	PK	FOR CONSULTATION	NM	JL
P02	04/06/2021	PK	COMMENTS INCORPORATED	NM	JL
P01	09/04/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

62-64 Hills Road
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wsp.com

CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD / SLYVESTER ROAD /SEAWARD AVENUE
SHEET 3 OF 7

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000023 REV: P03

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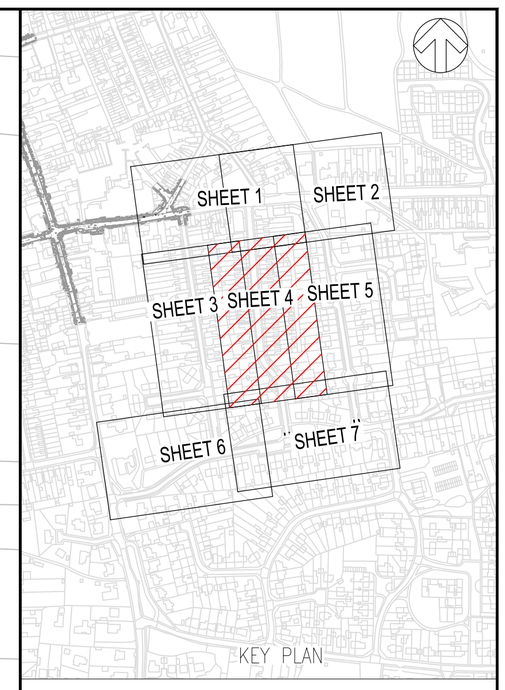
GRIMSEY ROAD

GRIMSEY ROAD

ARNHEM ROAD

NEW SIGN TO DIAG 652
MOUNTED ON EXISTING
STREET LAMP



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DRAWING STATUS:
S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

PROJECT: LEISTON IMPROVEMENT SCHEME

ARCHITECT:

TITLE: PROPOSED LAYOUT
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SHEET 4 OF 7

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000024 REV: P03

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ALDERBURGH ROAD

NEW SIGN TO DIAG 956
MOUNTED BACK TO BACK
ON EXISTING STREET LAMP

4.66m

3.62m

5.03m

3.3m

SEAWARD AVENUE

2.9m

4.55m

3.6m

NEW SIGN TO DIAG 956
MOUNTED BACK TO BACK
ON EXISTING STREET LAMP

3.18m

R6m

NEW SIGN TO DIAG
652

EASTWARD HO

R6m

NEW SIGN TO DIAG 612
MOUNTED ON NEW SIGN
POST

NEW SIGN TO DIAG 956
MOUNTED BACK TO BACK
ON NEW SIGN POST

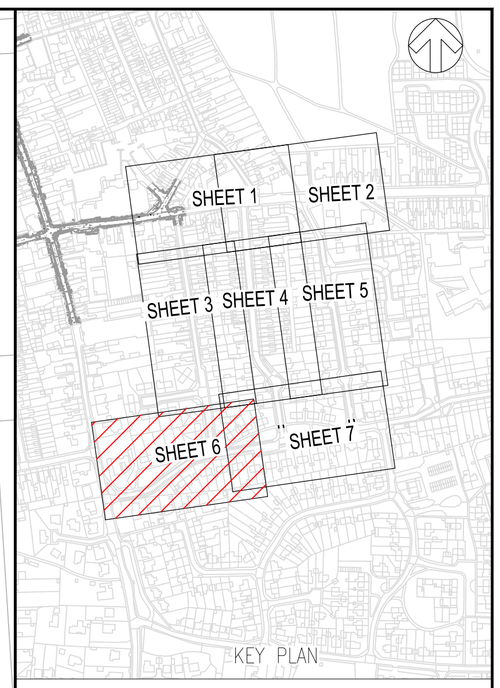
3m

5m

5m

10m

PARKING BAYS 2.5m WIDE
AND 5M LONG EACH



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9. LINES AND LEVELS OF EXISTING BURIED UTILITIES ARE YET TO BE ESTABLISHED AND THE LAYOUTS MAY NEED TO BE REVISED AS PART OF MITIGATION MEASURE TO MINIMISE ANY IMPACT ON EXISTING UTILITIES.
10. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY:

- PROPOSED KERB
- BOLLARD
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)
- TACTILE PAVING (CONTROLLED CROSSING)
- PROPOSED WIDENED FOOTWAY/PAVING
- ONE WAY VEHICULAR TRAFFIC
- TWO WAY VEHICULAR TRAFFIC

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/09/2021	PK	FOR CONSULTATION	NM	JL
P01	04/06/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
SIZEWELL ROAD / EASTWARD HO / GRIMSEY ROAD /
SLYVESTER ROAD /SEAWARD AVENUE
SHEET 6 OF 7

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	June 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000027 REV: P02

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File name C:\USERS\NBT0092W\WSP O365\UK ICRC DEVELOPMENT INFRASTRUCTURE - PROJECTS\50400326 - 70115714 LEISTON ROAD\03 IMP\CV CIVIL ENGINEERING\03 DRAWINGS\50400326-WSP-XX-LE-DR-HW-000027.DWG, printed on Thursday, September 16, 2021 6:08:16 PM, by Thomas, Bobby

EAST OF ENGLAND
CO-OP SUPERMARKET

NEW SIGN TO DIAG 616
AND DIAG 521 MOUNTED
ON NEW SIGN POST
BACK TO BACK

Except cycles

NO ENTRY

4.74m

4.88m

URBAN ROAD

SIZEWELL ROAD

CROWN STREET

NEW SIGN TO DIAG 960.2 MOUNTED ON NEW SIGN POST

NEW SIGN TO DIAG 619 MOUNTED ON NEW SIGN POST BACK TO BACK

EXCEPT CYCLES

3.4m

One way

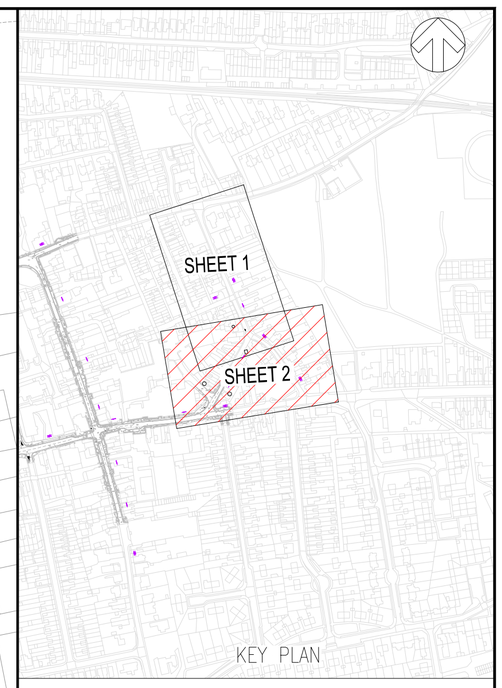
NEW SIGN TO DIAG 609, MOUNTED ON NEW SIGN POST

1.5m

3m

SIGN TO DIAG 610, KEEP LEFT ON BOLLARD, EITHER SIDE

NEW SIGN TO DIAG 816 MOUNTED ON NEW SIGN POST



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE STATUTORY UNDERTAKERS PRIOR TO THE COMMENCEMENT OF THE WORKS, TO ESTABLISH THE POSITION OF THEIR PLANT, WHICH SHALL BE CONFIRMED BY HAND DUG TRIAL PITS. ANY SERVICE COVERS IN THE EXISTING VERGE/FOOTWAY WILL BE RAISED TO SUIT NEW LEVELS.
5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6. CERTAIN EXTENTS OF THE SITE LAYOUT ARE BASED ON TOPOGRAPHICAL SURVEY COMPLETED BY WARNER SURVEYS LT/220/0507/P/0001-5 FOR LEISTON IN DECEMBER 2020. WSP TAKE NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY DATA.
7. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
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KEY:

ONE WAY VEHICULAR TRAFFIC

TWO WAY VEHICULAR TRAFFIC

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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/09/2021	PK	FOR CONSULTATION	NM	JL
P01	24/05/2021	PK	FIRST ISSUE	NM	JL

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: EDF ENERGY

ARCHITECT:

PROJECT: LEISTON IMPROVEMENT SCHEME

TITLE: PROPOSED LAYOUT
CROWN STREET/URBAN ROAD
SHEET 2 OF 2

SCALE @ A1:	CHECKED:		APPROVED:
1:250	NM		JL
PROJECT No:	DESIGNED:	DRAWN:	DATE:
50400326	PK	PK	May 2021

DRAWING No: 50400326-WSP-XX-LE-DR-HW-000063 REV: P02

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