East Anglia ONE North Offshore Windfarm

Outline Construction Traffic Management Plan

Applicant: East Anglia ONE North Limited
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Applicable to

East Anglia ONE North

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001	n/a	n/a	Final for Submission
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Figure 3	Proposed Public Highway Footpath Mitigation Measures (A1094 and B1122)

Glossary of Acronyms

AIL	Abnormal Indivisible Load
CCS	Construction Consolidation Site
CTMP	Construction Traffic Management Plan
CTMPCo	Construction Traffic Management Plan Co-ordinator
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
EIA	Environment Impact Assessment
ES	Environmental Statement
ESDAL	Electronic Service Delivery for Abnormal Loads System
HDD	Horizontal Directional Drill
HGV	Heavy Goods Vehicle
OAMP	Outline Access Management Plan
OCoCP	Outline Code of Construction Practice
OTP	Outline Travel Plan
OCTMP	Outline Construction Traffic Management Plan
OPCTMTP	Outline Port Construction Traffic Management and Travel Plan
OPRoWS	Outline Public Rights of Way Strategy
PPA	Planning Performance Agreement
PRoWS	Public Rights of Way Strategy
RSA	Road Safety Audit
SCC	Suffolk County Council
SZC	Sizewell C nuclear power station
TCo	Transport Coordinator

Glossary of Terminology

Applicant	East Anglia ONE North Limited.
Construction consolidation sites	Compounds associated with the onshore works which may include elements such as hard standings, lay down and storage areas for construction materials and equipment, areas for vehicular parking, welfare facilities, wheel washing facilities, workshop facilities and temporary fencing or other means of enclosure.
Contractor	An individual or business in charge of carrying out construction work.
Development area	The area comprising the onshore development area and the offshore development area (described as the 'order limits' within the Development Consent Order).
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
Horizontal directional drilling (HDD)	A method of cable installation where the cable is drilled beneath a feature without the need for trenching.
Jointing bay	Underground structures constructed at intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land, and connect to the onshore cables.
National Grid infrastructure	A National Grid substation, cable sealing end compounds, cable sealing end (with circuit breaker) compound, underground cabling and National Grid overhead line realignment works to facilitate connection to the national electricity grid, all of which will be consented as part of the proposed East Anglia ONE North project Development Consent Order but will be National Grid owned assets.
National Grid substation	The substation (including all of the electrical equipment within it) necessary to connect the electricity generated by the proposed East Anglia ONE North project to the national electricity grid which will be owned by National Grid but is being consented as part of the proposed East Anglia ONE North project Development Consent Order.
Onshore cable route	This is the construction swathe within the onshore cable corridor which would contain onshore cables as well as temporary ground required for construction which includes cable trenches, haul road and spoil storage areas.
Onshore cables	The cables which would bring electricity from landfall to the onshore substation. The onshore cable is comprised of up to six power cables (which may be laid directly within a trench, or laid in cable ducts or protective covers), up to two fibre optic cables and up to two distributed temperature sensing cables.

Onshore development area	The area in which the landfall, onshore cable corridor, onshore substation, landscaping and ecological mitigation areas, temporary construction facilities (such as access roads and construction consolidation sites), and the National Grid Infrastructure will be located.
Onshore infrastructure	The combined name for all of the onshore infrastructure associated with the proposed East Anglia ONE North project from landfall to the connection to the national electricity grid.
Onshore substation	The East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
Transition bay	Underground structures at the landfall that house the joints between the offshore export cables and the onshore cables.

Outline Construction Traffic Management Plan

1 Introduction

1. This Outline Construction Traffic Management Plan (OCTMP) relates to the onshore infrastructure of the proposed East Anglia ONE North project.

2. The OCTMP forms part of a set of documents that supports the Environmental Statement (ES) (document reference 6.1) submitted by the Applicant as part of the Development Consent Order (DCO) application.

3. A final detailed Construction Traffic Management Plan (CTMP) will be produced post-consent, prior to commencement of the onshore construction of the proposed East Anglia ONE North project, and will be in line with this OCTMP (as required by the draft DCO). Once contractors[1] have been appointed, the final CTMP measures would be further developed in consultation with Suffolk County Council (as the local highway authority) and agreed with East Suffolk Council (as the relevant local planning authority), prior to the commencement of works.

4. EDF Energy Nuclear Generation Limited will be consulted in the development of the final CTMP to the extent that the plan relates to Works Nos. 10 and 15.

~~4.~~5. The final CTMP sets out the standards and procedures for managing the impact of Heavy Goods Vehicle (HGV) traffic during the construction period, including localised road improvements and traffic management necessary to facilitate the safe use of the existing road network.

~~5.~~6. This OCTMP reinforces commitments made in the ES and presents the requirements and standards that will be incorporated into the final CTMP.

~~6.~~7. In respect to traffic and transport, the ~~two~~ certified plans referred to in the draft DCO, which support the OCTMP, are outlined below:

- Outline Access Management Plan (OAMP): The OAMP sets out detail on location, frontage, general layout, visibility and embedded mitigation

[1] The term contractor is used throughout this report. The term contractor in relation to contractor responsibilities relates to either a Principal Contractor(s) or sub-contractors(s) and will be defined within the final CTMP.

measures for access points to the onshore development area. It presents the requirements and standards that will be incorporated into the final access design; and

- Outline Travel Plan (OTP): The OTP sets out how construction personnel traffic would be managed and controlled.
- Outline Port Construction Traffic Management and Travel Plan (OPCTMTP): The OPCTMTP serves to capture a framework of measures and commitments to manage the port construction and potation traffic generated by the offshore development area, The port locations are to be determined and the need for these plans will be established in consultation with the relevant planning authority for the selected construction port(s) or operation port(s).

~~7.~~8. Management of dust emissions, and examples of dust suppression measures are provided in the Outline Code of Construction Practice (OCoCP), submitted with the DCO application.

~~8.~~9. Management of Public Rights of Way (PRoW) are detailed within the Outline Public Rights of Way Strategy (OPRoWS), submitted with the DCO application.

1.1 OCTMP Scope

~~9.~~10. Works within the scope of this OCTMP relate to works undertaken from the commencement of construction (as defined in the draft DCO) and include site construction, commissioning and re-instatement of the proposed East Anglia ONE North project for onshore infrastructure. This is relevant from the landfall to the onshore substation (inclusive). Activities include:

- Export cable installation from the landfall location to the transition bays, including Horizontal Directional Drilling (HDD);
- Temporary works associated with landfall HDD and transition bay excavation;
- Onshore cable installation along the onshore cable route including jointing bays and potential HDD;
- Temporary works associated with the onshore cable route and onshore substation including establishment of a haul road for the entire cable route, Construction Consolidation Sites (CCSs) and temporary working areas;
- Onshore substation, and access;
- National Grid infrastructure; and
- Reinstatement and mitigation works enacted during the construction phase.

~~10.~~11. The East Anglia TWO project is also in the Examination phase. The East Anglia TWO project has a separate DCO application which has been submitted at the

same time as the East Anglia ONE North project. The two projects share the same landfall location and onshore cable route, and the two onshore substations are co-located and connect into the same National Grid substation.

~~11.~~12. The impact assessment presented in the ES considers the proposed East Anglia TWO project and the proposed East Anglia ONE North project under two construction scenarios:

- Scenario 1 ~~-~~ the proposed East Anglia TWO project and proposed East Anglia ONE North project are built simultaneously; and
- Scenario 2 ~~-~~ the proposed East Anglia TWO project and the proposed East Anglia ONE North project are built sequentially.

The scope of this OCTMP applies to both scenario 1 and scenario 2.

~~12. The scope of this OCTMP does not extend to the base port to be utilised for offshore construction and maintenance as no decision has yet been made regarding a preferred base port for the offshore construction and operation of the proposed East Anglia TWO project. Such facilities would be provided or brought into operation by means of one or more planning applications or as port operations with permitted development rights.~~

1.2 CTMP Governance

13. Prior to the commencement of construction, a CTMP co-ordinator (CTMPCo) will be appointed by the contractor(s). Their key responsibilities will include:

- Managing the implementation of the CTMP;
- Reporting on monitoring targets;
- Preparing monthly monitoring reports; and
- Acting as a point of contact for construction workers and sub-contractors.

14. If the proposed East Anglia TWO and proposed East Anglia ONE North projects are constructed simultaneously (scenario 1), depending upon how contracts are let, there could be one contractor for each project, or one contractor for both the proposed East Anglia TWO and proposed East Anglia ONE North projects. In addition, the National Grid Infrastructure works would be completed separately by contractors appointed by National Grid.

15. Therefore, recognising that there potentially could be multiple contractors working on discrete contracts, each contractor would be required to appoint its own CTMPCo.

16. For consistency of approach, the Applicant would establish the role of the Transport Co-ordinator (TCo) to take responsibility for the overall implementation of the CTMP.

17. The TCo responsibilities include:

- Assisting and directing the CTMPCos in managing the implementation of the final CTMP;
- Reporting the monitoring of the final CTMP to Suffolk County Council (SCC);
- Acting as a point of contact for the local community; and
- Providing a link between the CTMPCos and the Applicant.

18. An indicative relationship between the CTMPCo(s), TCo and other parties is shown in ***Plate 1.1***.

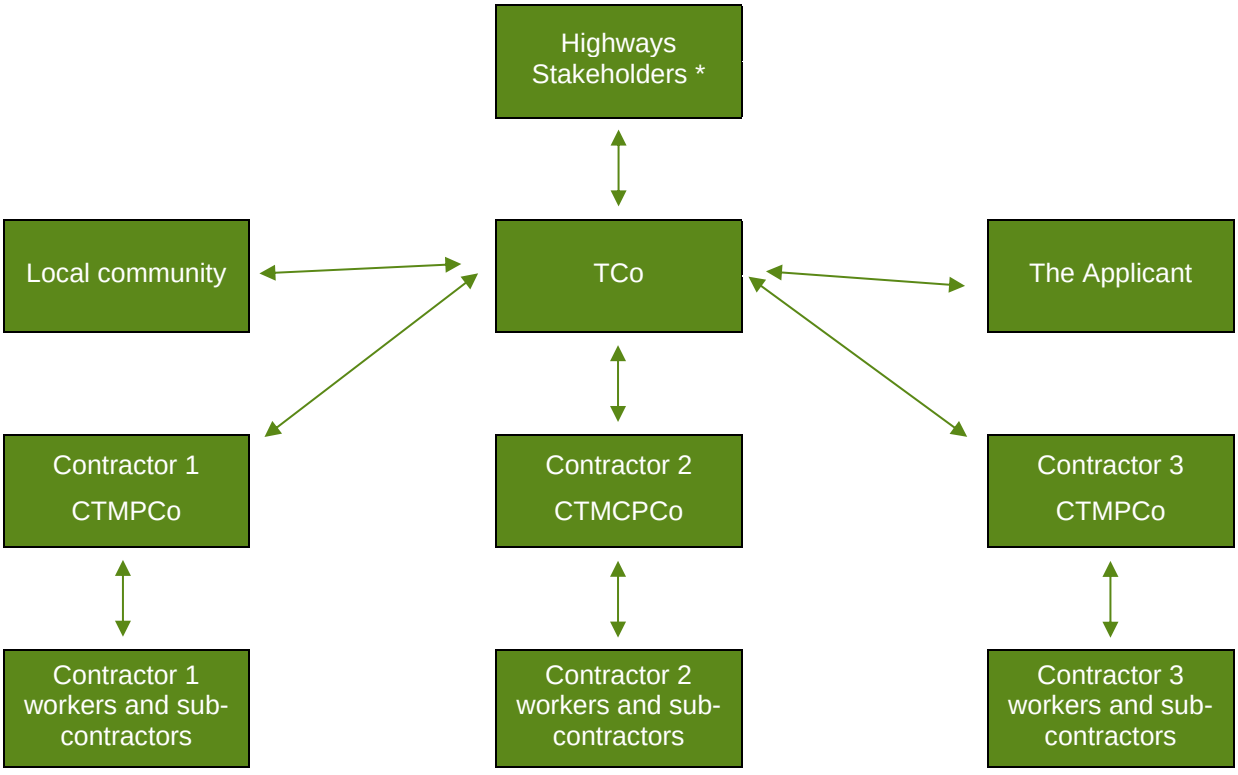


Plate 1.1 Outline CTMP Governance Structure

***** *Highways Stakeholders will include SCC, East Suffolk Council, Highways England, relevant local Parish and Town Councils, EDF Energy Nuclear Generation Limited and developers of other consented Nationally Significant Infrastructure Projects within the onshore highway study area.*

19. Full details of all the responsibilities of CTMPCos and TCo and associated timescales are provided as an Action Plan in ***section 4.4*.**

20. Contact details for the CTMPCos and TCo will be submitted to ~~stakeholders~~SCC and East Suffolk Council (ESC) for their records prior to commencement of construction. Should the name or contact details of a CTMPCo or TCo change, revised details will be provided to SCC and ESC within at most 20 days.

21. The OCoCP details that the Applicant will also appoint a local community liaison officer. Their responsibilities will include:

- Ensuring communication with local residents and businesses that may be affected by the construction works;
- Keeping local residents informed of the type and timing of works involved, paying particular attention to activities which may occur in close proximity to receptors; and
- Keeping local residents informed through the establishment of a combination of communication channels, for example information boards and parish council meetings.

1.3 Planning Performance Agreement

22. The Applicants have agreed to enter into a Planning Performance Agreement (PPA) with SCC. The PPA will allow SCC to recover reasonable costs for activities including but not limited to the following:

- Additional costs of routine, cyclic and emergency highway maintenance resulting from the Applicants' occupation or use of the highway;
- Visual inspection of highway and SCC review of inspection reports;
- Structural surveys to facilitate AIL movements;
- Damage to the Highway (in accordance with the provisions of Section 59 Highways Act 1980);
- Creation of temporary traffic regulation orders (including SCC consultation and issue of permits);
- Assessments of highway structures;
- Relocating / removing street furniture and all other highway infrastructure; and
- Review of submitted materials for monitoring the final management plans (such as CTMP/ Travel Plan / PRoW Strategy etc);

23. In undertaking works on the public highway, the Applicants shall ensure through appropriate agreements and approvals that:

- The areas of the public highway occupied pursuant to Articles 12, 13 or 15 of the DCO are maintained to the reasonable satisfaction of SCC (as the local

highway authority) (taking account of the use to which it is currently being put) during that period of occupation.

- The Applicants shall ensure that SCC is provided reasonable protection against third party claims caused by the Applicants' occupation of the public highway pursuant to Article 12, 13 or 15 of the DCO.
- In seeking to temporarily stop up, alter, divert or use as a temporary working site a street to which Article 12(5)(c) of the DCO applies, it may be appropriate to allow a reasonable notice period, (guidance[2] suggests three months notice in certain circumstances).
- SCC shall be provided with the ability to inspect the public highway with reasonable access during the works.

[2] *Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters*

2 Control of HGV Movements

~~22.~~24. ***Chapter 26 Traffic and Transport*** of the ES (~~document reference 6.1.26~~APP-074) for the proposed East Anglia ONE North project has assessed the environmental impact of traffic on the routes within the onshore highway study area across a range of effects, namely:

- Pedestrian amenity;
- Severance;
- Road safety; and
- Driver delay.

~~23.~~25. The assessment was predicated on a CTMP being implemented as embedded mitigation that would manage the daily delivery profiles and control movements and routeing. The assessment concluded that appropriate CTMP measures would ensure that the environmental impacts would not be 'significant' in EIA terms (major or moderate impact).

~~24.~~26. This OCTMP provides a level of detail as to the traffic management measures that would be implemented to control HGV movements during the construction phase. In doing so, the OCTMP will set the management measures and performance required of the contractors.

~~25.~~27. These measures are an absolute requirement established from the parameters outlined in the ES, to be adopted by the appointed contractor and only revised with the agreement of SCC.

~~26.~~28. To secure the required performance standards, this OCTMP adopts a series of 'input' measures, supported by an action plan. HGV traffic flow forecasts (extrapolated from the ES) are presented as a monitoring indicator.

2.1 HGV Movements and Background

~~27.~~29. Through the development of the EIA, HGV routes were carefully selected (in liaison with highway stakeholders) to minimise the potential for adverse environmental impacts. The onshore infrastructure includes works at the following seven discrete sites:

- Landfall location;
- Onshore cable route section 1;
- Onshore cable route section 2;
- Onshore cable route section 3;

- Onshore cable route section 4;
- Onshore substation; and
- National Grid Infrastructure.

~~28.~~30. The location of the seven sites in relation to the proposed access locations is contained within ***Figure 1***~~.~~ ***(Annex 6)***.

~~29.~~31. In order to access the seven sites, an access strategy has been developed. The access strategy applies a hierarchical approach (informed by the SCC HGV route hierarchy) to selecting routes and where possible, seeks to reduce the impact of HGV traffic upon the most sensitive communities. A copy of the SCC HGV route hierarchy plan is provided in ***Annex 1***.

~~30.~~32. To allow HGV traffic to be routed away from the most sensitive communities, the Applicant has committed to the implementation of a temporary haul road for the length of onshore cable route. The use of the haul road allows:

- All construction HGV traffic wishing to access the landfall location to do so via Sizewell Gap rather than travelling via the B1122 from Aldeburgh and B1353 towards Thorpeness;
- All construction HGV traffic to the onshore substation and National Grid infrastructure to avoid travelling via Friston or Sternfield by accessing from the B1069 (south of Knodishall/ Coldfair Green) and travelling along the temporary haul road and crossing over Grove Road; and
- All construction HGV traffic wishing to access ~~all~~ onshore cable route section 2 to the south of the B1353 to do so via Sizewell Gap rather than travelling via the B1122 from Aldeburgh and B1353 towards Thorpeness.

~~31.~~33. The use of the haul road has allowed the Applicant to commit the following access strategy:

- All HGV traffic would be required to travel via the A1094 or B1122 from the A12, no HGV traffic would be permitted to travel via alternative routes, such as the B1121 or B1119;
- No HGV traffic would be permitted to travel though Leiston or Coldfair Green / Knodishall;
- No HGV traffic would be permitted to travel via the B1121 through Friston, Sternfield or Benhall-Green; and
- No HGV traffic would be permitted to travel via the B1353 towards Thorpeness.

~~32.~~34. HGVs travelling to the landfall location and onshore cable route sections 1 and 2 would travel from the A12 before joining the B1122 and travelling south to Lover's Lane. HGVs would then travel via Lover's Lane and Sizewell Gap to the respective access points (1 and 2) along Sizewell Gap. These routes are depicted graphically within ***Figure 2*** ~~.~~ ***(Annex 6)***.

~~33.~~35. HGVs travelling to onshore cable route sections 3 and 4, the onshore substation and National Grid infrastructure would travel from the A12 before joining the A1094 and travelling east to the B1069. HGVs would then travel north via the B1069 to access 10. This route is also depicted graphically within ***Figure 2*** ~~.~~ ***(Annex 6)***.

~~34.~~36. The ES assessed the forecast number of construction HGVs associated with the construction of the proposed East Anglia ONE North project (scenario 2) and simultaneously with the proposed East Anglia TWO North project (scenario 1). ~~***Table 2.1***~~***Table 2.1*** details the forecast HGV movements ~~to each access (depicted in ***Figure 1***)~~ for both scenarios for each link.

Table 2.1 Forecast HGV Movements

Link Description	Forecast two-way daily HGV movements	
	East Anglia TWO or East Anglia ONE North, scenario 2	East Anglia TWO and East Anglia ONE North, scenario 1
A12 north of the B1122	210	270
A12 between the B1122 and A1094	210	270
A12 south of the A1094	210	270
B1122 from the A12 to Lover's Lane	115	153
B1121 from the A12 to Friston	0	0
A1094 from the A12 to the B1121 / B1069	205	256
B1121 Friston to the A1094	0	0
A1094 from the B1069 to B1122	7	10
B1069 from the A1094 to south of Knodishall / Coldfair Green	213	265
B1122 from Aldeburgh to the B1353	7	10
Lover's Lane	115	152
Sizewell Gap	115	152
Aldringham Lane	0	0
B1122 south of Lover's Lane to Leiston	0	0

Link Description	Forecast two-way daily HGV movements	
	East Anglia TWO or East Anglia ONE North, scenario 2	East Anglia TWO and East Anglia ONE North, scenario 1
B1069 through Knodishall, Coldfair Green and Leiston	0	0

37. ***Table 2.2*** details the forecast HGV movements to each access (depicted in ***Figure 1, Annex 6***) for both scenarios.

Table 2.2 Forecast HGV Movements per Access

Accesses *	Forecast two-way daily HGV movements	
	East Anglia TWO or East Anglia ONE North, scenario 2	East Anglia TWO and East Anglia ONE North, scenario 1
Accesses 1 and 2 (Sizewell Gap)	115	152
Accesses 5 and 6 (B1122)	7	10
Accesses 9 and 10 (B1069)	205	255
Total daily two-way HGV movements across all accesses	210	270
Notes: * Accesses 3, 4, 7, 8, 11 and 12 are provided as crossing only and as such traffic would not access the onshore development area at these locations. No HGV traffic would be permitted to use access 13.		

~~35.~~38. The numbers presented in ***Table 2.2*** represent the peak demand that could travel to each access when considered in isolation. The assessment noted that construction activities would not all peak at the same time and determined a peak daily HGV demand of 210 and 270 two-way HGV movements for scenario 2 and scenario 1 respectively. Therefore, both the daily access demand and aggregated overall demand will inform the approach of the final CTMP.

2.2 Measures

2.2.1 Control of HGV Numbers

~~36.~~39. To ensure compliance with the assessed peak HGV movements, the primary target will be to limit total two-way HGV movements to 210 for scenario 2 and 270 two-way HGV movements for scenario 1 in line with the HGV movements assessed within ***Chapter 26*** of the ES~~.~~ (APP-074). A secondary target will also be adopted of ensuring two-way HGV movements per access do not exceed the peaks outlined in ***Table 2.2***.

~~37.~~40. To ensure compliance with the assessed HGV movements, a booking system for deliveries will be established by the CTMPCos and TCo. The booking system will enable a daily profile of deliveries to be maintained and allow the CTMPCos to ensure that the required deliveries are regularly forecast and planned.

~~38.~~41. In accordance with good construction practice, opportunities will be sought to reduce the overall number of HGV movements by consolidating loads and using the largest feasible vehicles taking into account any other environmental constraints that may affect HGV routes.

~~39.~~42. The CTMPCos will be required to plan for maintaining stockpiles of critical path items such as aggregate. These stockpiles will facilitate advanced planning of deliveries, maximise payloads, and enable a smooth import profile to be maintained.

2.2.2 HGV timings

~~40.~~43. In accordance with the OCoCP, submitted as part of the DCO application, the standard construction working hours for the proposed East Anglia ONE North project and any construction-related traffic movements will be between the following hours:

- 07:00 – 19:00 Monday to Friday; and
- 07:00 – 13:00 on Saturday.

~~41.~~44. There are a few exceptions noted to the above working times as defined in the draft DCO.

2.2.3 Control of HGV Routes

~~42.~~45. The proposed HGV routes to each onshore cable route section are presented in ***Figure 2*** ~~.~~ ***(Annex 6)***. To ensure compliance with the agreed HGV delivery routes, the following measures are proposed:

- Direction signing for the identified delivery routes would be implemented. This would direct construction traffic from the A12 to the respective sites along the agreed delivery routes. Information signs will also be erected which will include a telephone number for the public to report concerns;
- The delivery routes would be communicated by the CTMPCos to all companies and/or drivers involved in the transport of materials and plant to and from site by HGV construction vehicle;
- The registration numbers for all HGVs making deliveries would be recorded by the CTMPCos. This would allow for checking and enforcement of any reported breaches of the agreed delivery routes; and

- The CTMP will provide a mechanism to enable residents to identify if a HGV is engaged on work on the proposed East Anglia ONE North project and shall be submitted to and approved by SCC as part of the CTMP.

~~43.~~46. Compliance with the agreed HGV delivery routes will be subject to monitoring and enforcement measures set out in ***section 3***.

2.2.4 Control of HGV Routes (B1122)

~~44.~~47. An existing highway constraint was identified at the roundabout junction of the A1094 and B1122 in Aldeburgh whereby large articulated HGVs delivering to section 3B (access 5 and 6) would have to pass into the oncoming lane when exiting the roundabout.

~~45.~~48. To mitigate the risk and potential for delays, all deliveries to section 3B would first be required to travel to the CCS at access 10 (located off the B1069). The CTMPCo would then seek to consolidate loads on appropriately sized HGVs for onward transfer to accesses 5 and 6. This proposed HGV route is illustrated in ***Figure 2*** ~~.~~ ***(Annex 6)***.

~~46.~~49. Where loads cannot be consolidated, and an articulated HGV is required to transport the load then a pilot vehicle would be utilised. The pilot vehicle would depart from access 10 ahead of the HGV, at the junction with the A1094 and B1122, the pilot vehicle would run ahead of the escorted HGV and the operatives would stop any oncoming traffic. The use of a pilot vehicle would prevent conflict with oncoming vehicles and reduce the potential for delays.

50. In accordance with the requirements of Chapter Eight of the Traffic Signs Manual, (Department for Transport, 2009) the pilot vehicle operatives will use the 'Stop-Work' sign to stop traffic.

~~47.~~51. The use of a pilot vehicle is expected to be an infrequent event during construction.

2.2.5 Parking and Loading

~~48.~~52. Appropriate loading/ unloading areas will be designated within the CCSs to avoid the need for parking or waiting on the highway. The planning of deliveries (via the booking system) will assist the contractor to allocate sufficient space within the CCSs to accommodate the planned number of deliveries.

~~49.~~53. Once a contractor has been appointed, detailed layouts for the CCSs will be submitted to SCC for approval.

54. To ensure that HGV drivers do not park or wait on the public highway in inappropriate locations the following measures are proposed:

- The booking system will be developed to allow deliveries to be planned not to arrive prior to 07:00 or after 19:00 (Monday to Friday) or 13:00 on Saturdays;
- The delivery instructions provided to drivers will include details of the delivery times and provide drivers with locations where they can wait or park up if required;
- The delivery instructions will include advice that drivers will not be permitted to wait overnight unless at a licenced location; and
- Accesses to the CCS will be opened by the CTMPCo prior to 07:00 in advance of the first delivery to allow drivers to pull off the highway should they arrive early. Any drivers arriving early will be required to wait until 07:00 before being unloaded.

2.2.6 Road Safety

~~50.~~55. All regular HGV construction vehicle drivers will be formally inducted to the proposed East Anglia ONE North project. The induction will seek to establish a clear set of responsibilities that drivers will be required to follow including:

- Timings, pre-booked slots;
- Clarification of approved HGV routes;
- Highway safety concerns;
- Adherence to speed limits; and
- Details of reporting accidents and 'near misses'.

~~51.~~56. Any HGV construction vehicle driver not inducted and not regularly delivering to the proposed East Anglia ONE North project will be issued with a Driver Code of Conduct and approved delivery route plan.

2.2.7 Incident Management

~~52.~~57. To reduce the potential for the construction HGV traffic to have an adverse impact upon the highway network during planned and unplanned events, the measures set out in ***Table 2.3*** will be adopted.

Table 2.3 Measures Adopted During Events

Potential Event	Mitigation Measures
An emergency at the Sizewell power station site.	The CTMPCo will engage with EDF Energy and the Suffolk Resilience Forum to provide relevant contact details and agree procedures in case of an emergency. Should the

Potential Event	Mitigation Measures
	CTMPCo be made aware of any issues, they would take appropriate direction as instructed. This could include preventing HGVs and employees from leaving site, and suspending works and deliveries.
Sizewell B nuclear power station operate regular outages, where the numbers of vehicles travelling to and from Sizewell B increases.	The CTMPCo will engage with EDF Energy to understand the timing of the future outages. Where possible, peak construction activities will be scheduled to avoid these periods and HGV deliveries will be scheduled to avoid the start and end of shifts.
Managing traffic demand during major events on the highway (e.g. bike races, parades, etc) and around public holidays.	A stockpile of materials will enable advanced planning to ensure there are limited HGV movements during planned major events whilst not impacting upon the construction programme. To facilitate stockpiling, the CTMPCos will liaise with local stakeholders to understand when major events may occur.
Managing traffic demand during major incidents such as accidents on the highway, the closure of Orwell Bridge or the implementation of operational restrictions at Felixstowe.	The CTMPCo will monitor traffic conditions. Should the CTMPCo become aware of an incident then the Contractor will liaise directly with suppliers to suspend HGV deliveries along affected routes where required.
Incidents involving contractor HGVs traffic blocking the highway, such as, breakdowns, accidents, etc.	The contractor and their suppliers fleets will have arrangements with recovery companies to allow breakdowns and accidents to be cleared as quickly as possible. All breakdowns and accidents will be reported to the TCo.

2.2.8 Abnormal Loads

~~53. The movement of abnormal loads would be outside of the restrictions (routes and times) contained within this OCTMP and should be subject to separate agreement with the relevant highway authorities and police through the Electronic Service Delivery for Abnormal Loads (ESDAL) system.~~

~~54.~~58. The ES identifies that the construction of the onshore substation would require the delivery of up to two transformers for the proposed East Anglia TWO project and two transformers for the proposed East Anglia ONE North project. Each transformer delivery would be classified as a Special Order[3] ~~AIL~~Abnormal Indivisible Load (AIL) delivery due to the size of the vehicle.

~~55.~~59. The ES identifies that offsite highway works would be required to accommodate the movement of the transformers. ~~The CTMPCo would be required to liaise with~~

[3] *The Road Vehicles (Authorisation of Special Types) (General) Order 2003 (SI 1998) limits gross weight of an AIL to 150 tonnes, axle weight to 16,500kg, length to 30m and/or width to 6.1m, above which a Special Order is required from Highways England.*

~~the relevant highway authorities to agree the design of these improvements~~***~~Section~~ 3.1.1*** provides further details.

60. The movement of Special Order AILs would be outside of the restrictions (routes and times) contained within this OCTMP and would be subject to separate agreement with the relevant highway authorities and police through the Electronic Service Delivery for Abnormal Loads (ESDAL) system.

~~56.~~61. There would also be a requirement for ~~additional AIL~~non-Special Order abnormal load movements associated with the delivery of plant and cable drums. The ~~AIL~~abnormal load deliveries would not however constitute a Special Order. ***Annex 2*** provides details of the forecast number (an average of less than one delivery per day) and type of non-Special Order ~~AIL~~abnormal load deliveries.

62. The movement of the non-Special Order abnormal loads would be subject to the same delivery route restrictions as HGVs (outlined in ***section 2.2.3***) however the timing of movements may be outside the standard hours (outlined in ***section 2.2.2***) and subject to separate agreement with the relevant highway authorities and police through the ESDAL system.

~~57.~~63. Prior to the movement of any AILs or abnormal loads, the CTMPCo will ensure stakeholders are notified through ESDAL and agree appropriate timings, routes and asset protection measures (with the relevant highway authorities, police and Network Rail) appropriate to the type of load.

2.2.9 HGV Emissions

64. ~~To~~ It has been agreed with ESC and SCC to ensure ~~that the~~ emissions ~~of~~from HGVs are minimised ~~so far as reasonably practicable,~~ through Stratford St. Andrew that; in the event of an overlap of the proposed East Anglia TWO and East Anglia ONE North projects' construction phase with the construction of the proposed Sizewell C nuclear power station (SZC), there would be a requirement to ensure 70% of the HGVs are of a Euro VI-standard.

65. This requirement would only apply prior to the opening of the Two-Villages Bypass[4].

~~58.~~66. Should there be no overlap of with SZC or the Two-Villages Bypass has been constructed, the CTMPCo will ensure that all HGVs are of a Euro VI standard ~~(~~where possible and where specific specialised operations will allow~~).~~. Where

[4] The Two-Villages bypass is a proposed as mitigation by EDF Energy to mitigate the impacts SZC to bypass of the villages of Farnham and Stratford St. Andrew on the A12.

possible means where a vehicle required for a particular task complies with Euro VI-standards, subject to availability this will be used in place of vehicles not compliant with this standard.

3 Offsite Highway Works

~~59.~~67. Offsite highway works are identified within the ES to mitigate transport impacts and are subdivided into two categories.

- Authorised development as defined in the draft DCO; and
- Additional transport mitigation measures within the public highway.

68. Following the submission of the ES, the Applicant has undertaken an assessment of the potential for cumulative impacts with SZC. This assessment has identified the potential for cumulative impacts potentially requiring additional transport mitigation measures within the public highway.

69. The following sections describe these offsite highway works.

3.1 Authorised Development

~~60.~~70. The offsite highway works authorised by the draft DCO are:

- Work No. 35 — highway alterations to the junctions between the A1094 and the B1121 and the A1094 and the B1069 including widening of the highway and vegetation clearance;
- Work No. 36 — highway alterations to the junction between the A12 and the A1094 including widening of the highway and vegetation clearance; and
- Work No. 37 — highway alterations comprising reinforcement of bridge together with temporary construction works area and formation of access from the A12.

3.1.1 Work No. 35

71. The ES identified the requirement for works at the junction of the A1094 and B1069 to accommodate the movement of special order AILs associated with the delivery of up to two transformers for the proposed East Anglia TWO project and two transformers for the proposed East Anglia ONE North project.

72. An outline concept sketch for these works is provided in ***Annex 3*** (drawing number TP-PB4842-DR026) and includes carriageway widening and vegetation clearance. The proposed works would be required prior to the movement of the transformers and would be temporary in nature and removed upon completion of delivery.

3.1.2 Work No. 36

73. The ES identified the requirement for works at the junction of the A12 and A1094 (known as Friday Street) to address potential road safety concerns related to increases in construction traffic from proposed East Anglia TWO and East Anglia ONE North project.

74. Following submission of the ES, the Applicant and SCC have agreed a scheme to signalise the junction and reduce the speed limit on the A12 from 50mph to 40mph. An outline concept sketch for these works is provided in ***Annex 4*** (drawing numbers TP-PB4842-SK001 and TP-PB4842-SK002).

75. It has been agreed with SCC that the proposed works would be required prior to commencement of Works Nos. 26, 30, 41. It has also been agreed that the works (including the temporary speed limit) would be removed by the Applicant upon completion of construction unless instructed otherwise by SCC and in agreement with ESC.

76. It is proposed by EDF Energy that the junction will be replaced with a roundabout to mitigate the impacts of SZC. If the roundabout is implemented prior to commencement of proposed East Anglia TWO and/or East Anglia ONE North, then the signal scheme would not be required.

77. As part of the final CTMP submitted for approval under Requirement 28 the Applicants will submit details of the mitigation works it proposes to implement (if any) to address predicted impacts at the Friday Street junction taking account of the most up to date information available on the SZC mitigation proposals and programme. The mitigation works are set out within the concept design as presented in ***Annex 4*** (drawing numbers TP-PB4842-SK001 and TP-PB4842-SK002). Any works to mitigate the impact on the Friday Street junction approved as part of the final CTMP shall be known as the 'Friday Street Mitigation Scheme'.

78. The Applicants will not commence Works Nos. 26, 30, 41 until mitigation in accordance with the Friday Street Mitigation Scheme (if any) is completed unless prior to that time SCC provides written approval, following a request from the Applicants, that the scheme need not be implemented/fully implemented. SCC are likely to confirm the Friday Street Mitigation Scheme is not required should it become clear that the roundabout junction has been or is likely to be delivered as part of the SZC project within a reasonable timeframe.

3.1.3 Work No. 37

79. In the event that the transformers are imported to Felixstowe, the AIL deliveries would be required to pass over the bridge at Marlesford. Initial investigations by

the Applicant have categorised the bridge as being at risk of requiring potential intervention measures to bear the transformer loads.

80. Prior to the movement of the transformers, the Applicant will undertake a three stage process:

a. Obtain structural information from SCC and undertake an initial comparative assessment. This will clarify if the load can be transported with no structural intervention and what haul precautions would need to be observed.

b. If the comparative assessment is negative or inconclusive, a more detailed survey will be undertaken to clarify bridge bearing capacity.

c. If stage b) proves negative, a detailed engineering assessment will be undertaken to determine the form of temporary intervention.

81. Noting that the bridge span is 6.1m, the most likely structural intervention (if required) would be a temporary steel bridge placed over the existing bridge deck. There is potential for this intervention to be implemented under single lane closure, to avoid the requirement to divert traffic.

82. The works area (Work No. 37) represents the land within which a temporary working area will be required for inspection access and if required, to service the temporary structural intervention (i.e. lay down, cranage, welfare and access).

3.2 Additional Mitigation Measures Within the Public Highway

~~61.~~83. Additional mitigation measures within the public highway consist of footway amenity improvements through Theberton, Snape, Marlesford and ~~Snape~~Yoxford.

3.2.1 Theberton Amenity Improvements

~~62.~~84. Along the B1122 through Theberton a series of permanent footway improvements are proposed within the existing highway boundary, these include:

- Extending the existing footway on the eastern side of the road near to Manor Cottage to align with Ivy Cottages on the northern side of the road;
- Providing a pedestrian dropped crossing (a dropped kerb where the pavement is gently sloped to the same level as the road) to facilitate pedestrians crossing from the extended footway neat Manor Cottage to Ivy Cottages; and

- Providing a short section of footway on the western side of Church Road (outside the church) with a dropped crossing (with tactile paving) to allow pedestrians to cross from one side of the road to the other and stand outside the church off the highway.

~~63.~~85. An outline concept sketch for these improvements is provided within ***Annex ~~3~~5*** (drawing number TP-PB4842-DR028). The location of these improvement works is included as ***Figure 3~~.~~ (Annex 6)***.

86. As part of the final CTMP submitted for approval under Requirement 28, the Applicants will submit further details of the above mitigation works it proposes to implement to address predicted impacts along the B1122 through Theberton. Any works to mitigate the impact along the B1122 through Theberton (approved as part of the final CTMP) shall be known as the 'Theberton Mitigation Scheme'.

87. The Applicants will not commence Works Nos. 11 or 13 until mitigation in accordance with the Theberton Mitigation Scheme is completed.

3.2.2 Snape Amenity Improvements

~~64.~~88. Along the A1094 north of Snape a series of permanent footway improvements are proposed within the existing highway boundary, these include:

- Provision of a pedestrian dropped crossing (with tactile paving) and short section of footway outside the church to allow pedestrians to cross the A1094 and wait outside the church off the highway;

- An extension of the existing footway along the front of the petrol filling station to reduce the distance residents living to the west of the village have to walk in the road; and

- Providing a footway opposite the petrol filling station near the post box and village notice board and associated pedestrian dropped crossing (with tactile paving) to access the southern side of the road.

~~65.~~89. An outline concept sketch for these improvements is provided within ***Annex ~~3~~5*** (drawing number TP-PB4842-DR029). The location of these improvement works is included as ***Figure 3 (Annex 6)***.

90. As part of the final CTMP submitted for approval under Requirement 28, the Applicants will submit further details of the above mitigation works it proposes to implement to address predicted impacts at the A1094 north of Snape. Any works to mitigate the impact at the A1094 north of Snape approved as part of the final CTMP shall be known as the 'Snape Mitigation Scheme'.

91. The Applicants will not commence Works Nos. 26, 30, 41 until mitigation in accordance with the Snape Mitigation Scheme is completed.

3.2.3 Marlesford Amenity Improvements

92. It has been assessed that amenity impacts could occur if there was a temporal overlap with SZC.

93. Should this temporal overlap occur, a series of permanent footway and uncontrolled pedestrian dropped crossing improvements are proposed within the existing highway boundary. The final details are being discussed with SCC.

94. As part of the final CTMP submitted for approval under Requirement 28, the Applicants will submit further details of the above mitigation works it proposes to implement (if any) to address predicted impacts at Marlesford taking account of the most up to date information available on the SZC proposals and programme. Any works to mitigate the impact at the Marlesford approved as part of the final CTMP shall be known as the 'Marlesford Mitigation Scheme'.

95. The Applicants will not commence Works Nos. 26, 30, 41 until mitigation in accordance with the Marlesford Mitigation Scheme is completed.

3.2.4 Yoxford Amenity Improvements

96. It has been assessed that amenity impacts could occur if there was a temporal overlap with SZC up until such a point as the Sizewell Link Road[5] is constructed. Following the completion of the Sizewell Link Road it has been assessed that there would be no significant amenity impacts at Yoxford.

97. Should this temporal overlap occur, a series of permanent footway and uncontrolled pedestrian dropped crossing improvements are proposed within the existing highway boundary. The final details are being discussed with SCC.

98. As part of the final CTMP submitted for approval under Requirement 28 the Applicants will submit further details of the above mitigation works it proposes to implement (if any) to address predicted impacts at Yoxford taking account of the most up to date information available on the SZC proposals and programme. Any works to mitigate the impact at the Yoxford approved as part of the final CTMP shall be known as the 'Yoxford Mitigation Scheme'.

[5] *The Sizewell Link Road is a proposed as embedded mitigation to mitigate the impacts of SZC and would provide a new route from the A12 south of Yoxford to Sizewell, effectively bypassing the existing B1122.*

99. The Applicants will not commence Works Nos. 26, 30, 41 until mitigation in accordance with the Yoxford Mitigation Scheme is completed.

3.3 Technical approval

~~66.~~100. Prior to implementation of offsite highway works ~~outside of the draft DCO~~, technical approvals will be agreed with SCC under Section 278 of the Highways Act (1980), where required.

~~67.~~101. The technical approval process will include agreement of drawings, showing details of the ~~offsite~~ highways works, including drainage, lighting, signing, and standard construction details.

3.3.1 Road Safety Audit

102. The Applicant will comply with the Road Safety Audit (RSA) process (as defined in the Design Manual for Roads and Bridges GG 119 (Highways England January 2020)) for all off site highway works. The RSA process comprises of a systematic process for the independent review of highway schemes. The purpose of the RSA process is to minimise the future occurrences and severity of collisions once a scheme has been built.

103. The Applicant will apply the following RSA stages:

- The technical approval documentation will include a combined Stage 1/2 ~~Road Safety Audit~~RSA (detailed design) and designer's response. This stage will seek to identify and eliminate issues prior to the commencement of construction;
- A Stage 3 RSA (completion of construction) will be undertaken prior to, or just after opening and identify any issues requiring remedial works; and
- Stage 4 RSA (post opening monitoring) will be undertaken 12 months after opening and comprise of a review of the collision records (pre and post opening) to understand if there are emerging issues that could warrant intervention.

3.4 Temporary Traffic Management

~~68.~~104. In order to construct the offsite highway works, temporary traffic management will be implemented to maintain highway safety and to minimise delays to road users.

~~69.~~105. The detailed design of temporary traffic management will be agreed with SCC in advance of works and notified in accordance with the provisions within the New Road and Street Works Act 1991 (and other relevant highways legislation where applicable) and draft DCO (Part 3).

106. For highway safety reasons, a temporary speed limit reduction to 30mph will be required in the vicinity of and for the duration of the implementation of the offsite highway works and a temporary speed limit reduction to 40mph will be required as part of the temporary Friday Street Mitigation Scheme. In each case these reductions are to be implemented by SCC at the Applicant's request and cost.

3.5 Church Road, Friston, Traffic Management.

~~70.~~107. To allow water from the onshore substation attenuation ponds to be discharged to the local watercourse (in the north of the village of Friston) the Applicant has identified that there would be a requirement for a discharge pipe to be installed along a short length of Church Road. ~~-~~Construction of this discharge pipe is expected to take three weeks.

108. Due to the width of Church Road, in order to maintain a safe separation between the construction works and travelling public~~,~~ there will be a requirement for a temporary closure of Church Road to through traffic.

109. The final design of the temporary road closure of Church Road would be developed by the appointed contractor and agreed with SCC as the local highway authority. There are a number of options available to ensure that access can be maintained, these are detailed below.

- The use of trenchless methods to install the ducts under the road. Drill pits could be positioned to allow access to residents, the Village Hall and Church from either the east or west of Church Road;
- The staging of trenching works to allow drainage ducts to be installed in sections. For example, works along Church Road could be completed by working west from the church/Village Hall access thereby allowing access from the east via Church Road, and then working east of this access to allow access from the west; or
- Using steel plates to allow local access over open trenches.

~~71.~~110. The final traffic management measures will be ~~required which will be~~ developed prior to construction and agreed with the local highway authority. Notification of the traffic management measures will be in accordance with the requirements of the New Roads and Street Works Act (1991) (and other relevant highways legislation where applicable) and the draft DCO (Part 3).

~~72.~~111. The CTMPCo would consult directly with residents living along Church Road in relation to the traffic management measures to be adopted.

3.6 Cable Crossings

112. The ES identifies that the proposed East Anglia TWO and East Anglia ONE North project onshore cables would need to be installed across the B1353, B1122, B1069, Sloe Lane and Grove Road.

113. To ensure that these roads can remain open at all times and minimise disruption it is proposed that:

- The road crossings would be completed in two stages maintaining one traffic lane in each direction;
- Traffic would be controlled through temporary traffic signals;
- A safe route would be maintained for pedestrians through the works area;
- Advanced signing would be implemented to assist drivers in finding alternative routes; and
- The works would be staggered, i.e. not closing a lane on the B1122 at the same time as the B1069.

~~73.~~114. To ensure that one lane can be maintained in each direction the process would involve the installation of ducts halfway across the road, before swapping to install ducts on the other half of the road, thereby allowing the onshore cables to be pulled through at a later date. The land within the order limits will be utilised to ensure that a minimum highway lane of 3.0m and a minimum lateral safety clearance of 0.5m is maintained.

4 Monitoring, Enforcement and Action Plan

~~74.~~115. The following section sets out how the targets and measures contained within this OCTMP will be monitored to ensure compliance.

4.1 Monitoring

4.1.1 HGV Numbers

~~75.~~116. To ensure compliance with the assessed HGV movements (detailed in ***section 2***), the contractor will operate a booking system for all deliveries. The booking system will be continuously monitored by the CTMPCo(s) and TCo to ensure adherence with the assessed HGV movements.

~~76.~~117. Each delivery will be recorded at the controlling CCS together with any details of onward journeys.

4.1.2 HGV Routeing

~~77.~~118. The contractor will implement a system to help the public distinguish HGV construction vehicles associated with the proposed East Anglia ONE North project from other traffic on the highway network. Each HGV will be required to display a unique identifier, provided by the CTMPCos within the window of the cab (a recognisable logo) that will allow members of the public to report any concerns such as driver behaviour or the use of unapproved routes via a publicised telephone contact number.

~~78.~~119. The TCo will be the first point of call for all concerns raised. Contact details will be made available in a regular newsletter that will be circulated to all local Parish and Town Councils and stored at community hubs, such as libraries, for reference.

~~79.~~120. Signs will be erected at all construction accesses with the relevant contact number clearly displayed for public enquiries.

121. ~~The contractor will also ensure that their HGV fleet, where appropriate, are fitted with a GPS tracking system. The GPS tracking~~In addition, to the provision of direction signing and the use of a unique identifier, it is common amongst contractors and the supply chain that vehicles are fitted with monitoring devices (such as GPS tracking) to record the routes, time speed of vehicles when making deliveries. The TCo and CTMPCos will also ensure that where suppliers' HGVs are fitted with a monitoring system, that these are activated, and records are made available to the TCo and CTMPCos.

~~80.~~122. The use of HGV monitoring together with delivery records will serve to augment the unique identifier to allow the TCo to respond to any complaints and provide a complete evidence base.

4.1.3 Road Safety

~~81.~~123. A 'near miss' reporting system for all highways incidents will be established by the TCo. The CTMPCo will ensure that all accidents and near misses are recorded within this system and that drivers are reminded during inductions and within the Driver Code of Conduct to report all issues through the near miss system. Any accidents or near misses will be recorded, investigated, and reported to transport stakeholders (such as the Highway Authority) by the TCo.

~~82.~~124. The TCo will retain records of all incidents and ~~submit to SCC upon request.~~publish the details within the quarterly monitoring report (further details are provided in ***section 4.2***). If emerging issues are identified, the CTMPCo and TCo will initiate discussions with SCC to promote a 'Zero Harm Culture'.

4.1.4 Highway Asset Monitoring

~~83.~~125. Condition surveys will be undertaken by the contractor both prior to the commencement of construction and subsequently at a point close to the completion of construction to identify existing highway defects and any changes following completion of the proposed East Anglia ONE North project. The methodology and scope of surveys will be agreed between the contractor and SCC prior to commencement of construction.

~~84.~~126. Any damage (the scope of which will be agreed with SCC and the contractor) to the highway caused by construction traffic will be repaired by the contractor or a financial contribution made to SCC to cover the cost of remedial works proportional to the assessed impact.

4.1.5 HGV Emissions

~~85.~~127. The CTMPCo will maintain a record of the types of HGVs delivering to site to allow reporting of the proportion of deliveries that meet Euro VI standards. This ~~is~~ will form part of the monitoring reports as described in ***section 4.2***.

4.2 Monitoring Reports

~~86.~~128. Data recorded from the monitoring processes outlined above, would be drawn together by the TCo with the assistance of the CTMPCos to produce a quarterly monitoring report.

~~87.~~129. In compiling the monitoring reports, the TCo will be able to identify effective/ ineffective measures and the requirement for any remedial action to achieve the agreed targets.

130. The monitoring reports will be made publicly available on a quarterly basis. The method of publishing and sharing the monitoring report will be agreed with SCC as part of the final CTMP.

~~88.~~131. A typical structure for a monitoring report would be as follows:

- Introduction and Background – this will provide detail with regards to the types of works being undertaken;
- Results of Surveys and Monitoring – the TCo will collate the results of surveys and monitoring that have been undertaken by the CTMPCos. Where appropriate, the results of the surveys undertaken will be compared to the targets defined in this OCTMP;
- Achievements – this will include the work undertaken over the previous period with evidence and examples;
- Specific Measures – this will detail how all measures from the CTMP have been implemented;
- Summary – the TCo will detail whether the CTMP is on track to meet its targets and if not, why not; and
- Future Plan – this will detail the CTMP for the next period to include any specific outcomes or desired results with any additional measures that are to be included to remediate action.

4.3 Enforcement

~~89.~~132. To ensure that the final CTMP can be effectively enforced, it is important to define what will constitute a breach. The following actions are considered to constitute a breach of the CTMP, whereby corrective measures would be required:

- Exceedance of assessed daily HGV numbers;
- Failure to achieve the required Euro VI-standard for 70% of HGVs[6];
- Construction HGV traffic not parking in designated areas;
- Construction HGV traffic operating outside of agreed hours;
- Construction HGVs not adhering to the agreed routes; or
- Construction HGV traffic being driven inappropriately, e.g. speeding.

[6] Where there is an overlap with the proposed Sizewell C nuclear power station and the Two-Villages bypass has not been finalised.

4.3.1 Corrective Process

~~90.~~133. On receipt of a report of a potential breach, TCo and CTMPCo will investigate the circumstances and compile a report for the highway authority. The highway authority will then review the information, request further clarifications (if required) and confirm to the TCo if a material breach has occurred.

~~91.~~134. If the breach is found to be material the following three stage process will be followed:

- Stage One – the highway authority confirms a breach and requests TCo to review the data and concerns. The highway authority and the TCo would then agree the extent of the breach of controls, and agree action. This is likely to be a contractor warning at this stage;
- Stage Two – If a further material breach is identified the contractor would be given a further warning and required to produce an action plan to outline how the issue would be rectified and any additional mitigation measures proposed; and
- Stage Three – Should further breaches still occur the contractor would be required to remove the offender from site and the contractor/ supplier would receive a formal warning. Any continued breaches by individuals of the supplier/ contractor may be dealt with by the formal dispute procedures of the contract.

~~92.~~135. Individual employee breaches would be addressed through UK employment law whereby the three-stage process outlined above would form the basis for disciplinary proceedings.

4.4 Action Plan

~~93.~~136. The action plan set out in ***Table 4.1*** summarises the commitments and measures to be implemented.

Table 4.1 CTMP Action Plan

Measure	Timescale	Responsibility
Appointment of a Transport Co-ordinator (TCo)	Prior to construction commencement	The Applicant
Appoint Construction Traffic Management Plan Co-ordinators (CTMPCo)	Prior to construction commencement	Contractor
Obtain technical approval for construction of offsite highway mitigation measures	Prior to construction commencement	Contractor
Implement direction signing	Prior to construction commencement	Contractor

Measure	Timescale	Responsibility
Establish monitoring systems: • Delivering booking system; • GPS monitoring systems; • Euro VI standards; • Unique vehicle identifier system; and • Telephone reporting system.	Prior to construction commencement	CTMPCo
Agree scope of highway condition surveys with SCC	Prior to construction commencement	CTMPCo
Engage with EDF Energy and the Suffolk Resilience Forum	Prior to construction commencement	CTMPCo
Monitoring of CTMP measures: • HGV movements; • Accidents and near misses; • HGV monitoring; • Complaints; and • Produce monitoring reports.	Ongoing throughout construction	TCo and CTMPCo

4.5 Contractor Measures

~~94.~~137. The appointed contractor will develop a series of their own actions to implement this OCTMP. Such actions will include the following:

- Staff inductions for regular HGV construction vehicle drivers;
- Driver information to include driver rules for public highways and on-site and a Driver Code of Conduct;
- General site rules (licences, Personal Protective Equipment, emergency procedures, vehicle maintenance, security etc);
- Dirt and dust management (in accordance with those measures detailed in the OCoCP, submitted with the DCO application);
- Information management; and
- CTMP implementation, review and auditing.

5 References

Department for Transport, 2009. Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations

Highways Act 1980, Available at: https://www.legislation.gov.uk/ukpga/1980/66/contents (Accessed: 19 November 2020)

Highways England (January 2020). Design Manual for Roads and Bridges (DMRB) GG119 – Road Safety Audit

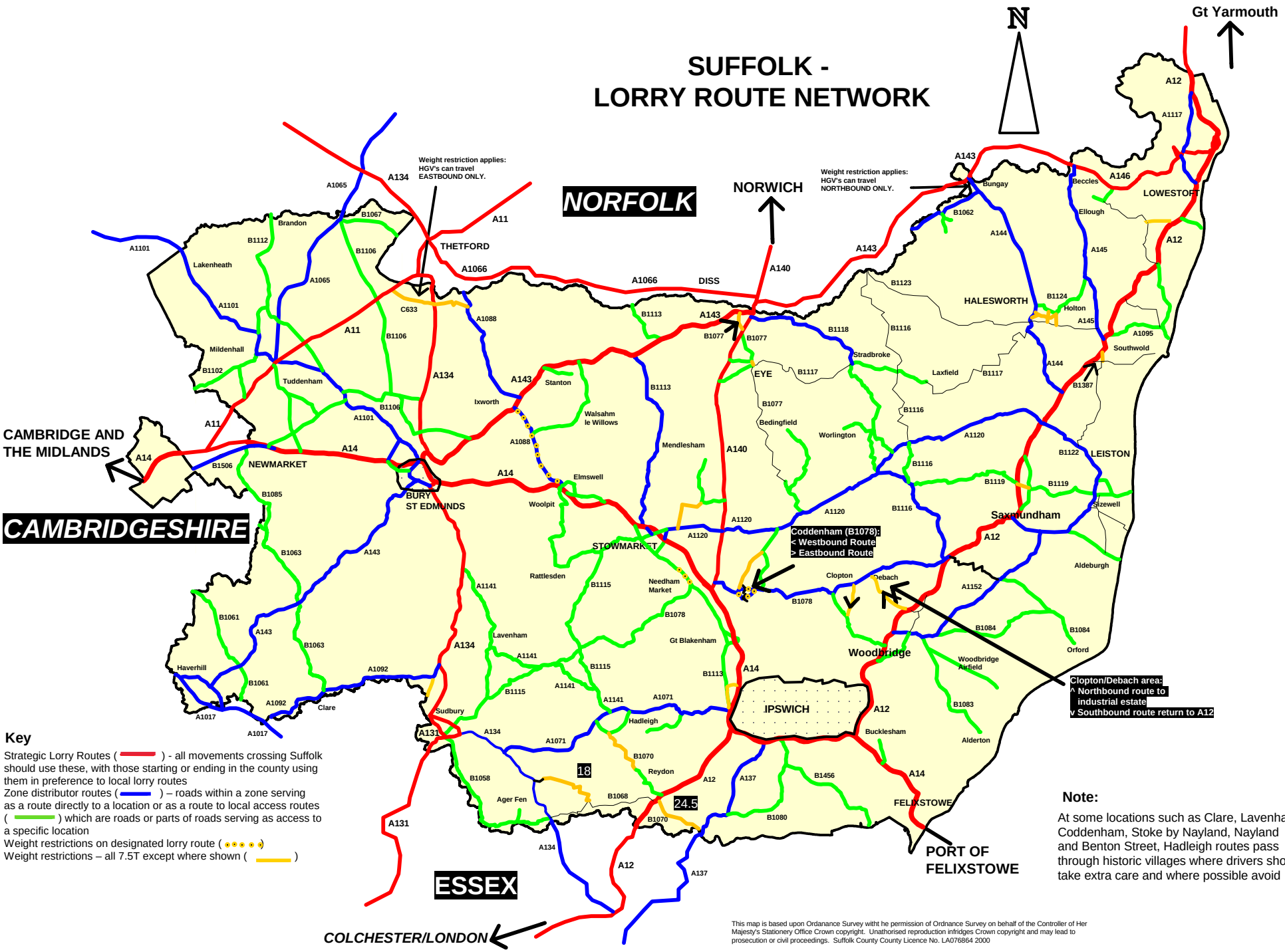
New Roads and Street Works Act 1991, Available at: http://www.legislation.gov.uk/ukpga/1991/22/contents (Accessed: 9 December 2020)

Road Traffic Regulation Act 1984, Available at: http://www.legislation.gov.uk/ukpga/1984/27/contents (Accessed: 9 December 2020)

Suffolk County Council, 2017. Lorry Route Map. ~~Available online: https://www.suffolk.gov.uk/assets/Roads-and-transport/lorry-management/Lorry-Route-Map-Amended-MAY-17.pdf~~Available online: https://www.suffolk.gov.uk/assets/Roads-and-transport/lorry-management/Lorry-Route-Map-Amended-MAY-17.pdf

Annex 1: Suffolk – Lorry Route Network (extract)

SUFFOLK - LORRY ROUTE NETWORK



Key

Strategic Lorry Routes ( ) - all movements crossing Suffolk should use these, with those starting or ending in the county using them in preference to local lorry routes

Zone distributor routes ( ) – roads within a zone serving as a route directly to a location or as a route to local access routes ( ) which are roads or parts of roads serving as access to a specific location

Weight restrictions on designated lorry route ( )

Weight restrictions – all 7.5T except where shown ( )

Note:

At some locations such as Clare, Lavenham, Coddenham, Stoke by Nayland, Nayland and Benton Street, Hadleigh routes pass through historic villages where drivers should take extra care and where possible avoid

Annex 2: Non Special Order AIL Movements

Forecats non-Special Order AILs - Scenario 1

Onshore Cable Route Section 1	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer	2	2			2	2	1								2	2	2				2	2	2	2										2	2	2
30T excavator	6	6			4	4	4	4	4	4	4	4	4	4	4	4	4	2			2	2	2	2										3	3	3
20T Dumper	6	6			5	5	5	6	6	6	6	6	6	6	8	8	4	2			2	2	2	2										6	6	6
Cable drum											7	7	7	7	7	7	7	7	7																	
Mobile crane												1	1	1	1	1	1	1	1	1																
Grader	1	1			1	1	1																													
Crawler Crane							1	1	1	1	1	2	2	2	2	2	1	1	1	1																
Total Plant Onsite	15	15	0	0	12	12	12	11	11	11	18	20	20	20	24	24	19	13	9	2	6	6	6	6	0	0	0	0	0	0	0	0	0	11	11	11
Deliveries / Returns	15	0	15	0	12	0	2	3	0	0	7	2	0	0	4	0	5	6	4	7	8	0	0	0	6	0	0	0	0	0	0	0	0	11	0	11

Onshore Substation	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer				4	6	6	6	6	4	4	4	2	2	2	2	2	2	2																2	2	2
30T excavator				4	6	6	6	6	6	4	4	2	2	2	2	2	2	2																2	2	2
20T dumper				4	6	6	6	6	6	4	4	2	2	2	2	2	2	2																2	2	2
Grader				4	4	4	4	4	4	4	4	2	2	2	2	2	2	2																2	2	2
Mobile crane (light for general use)														2	2	4	4	4	4	4	2	2	2	2	2	2	2	2	2	2						
Mobile crane (heavy)				0														2	2	2	2	2	2	2	2	2	2	2	2	2						
Total Plant Onsite	0	0	0	16	22	22	22	23	21	16	16	8	8	10	10	12	12	14	6	6	4	4	4	4	4	4	4	4	4	4	0	0	0	4	4	4
Deliveries / Returns	0	0	0	16	6	0	0	1	2	5	0	8	0	2	0	2	0	2	8	0	2	0	0	0	0	0	0	0	0	0	4	0	0	8	0	4

Onshore Cable Route Section 2	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer	1	1	1	2	2	2	1								2	2	2				2	2	2	2										2	2	2
30T excavator	3	3	3	6	4	4	4	4	4	4	4	4	4	4	4	4	4	2			2	2	2	2										3	3	3
20T Dumper	3	3	3	6	5	5	5	6	6	6	6	6	6	6	8	8	4	2			2	2	2	2										6	6	6
Cable drum											8	8	8	8	8	8	8	8	8																	
Mobile crane												1	1	1	1	1	1	1	1	1																
Grader	1	1	1	1	1	1	1																													
Crawler Crane							1	1	1	1	1	2	2	2	2	2	1	1	1	1																
Total Plant Onsite	8	8	8	15	12	12	12	11	11	11	19	21	21	21	25	25	20	14	10	2	6	6	6	6	0	0	0	0	0	0	0	0	0	11	11	11
Deliveries / Returns	8	0	0	7	3	0	2	3	0	0	8	2	0	0	4	0	5	6	4	8	8	0	0	0	6	0	0	0	0	0	0	0	0	11	0	11

Onshore Cable Route Section 3	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer					4	4															2	2	2	2										2	2	2
30T excavator					5	5	2	4	4	4	4	4	4	4	4	4	2	2			2	2	2	2										3	3	3
20T Dumper					5	5	2	6	6	6	6	6	6	6	6	6	2	2			2	2	2	2										6	6	6
Cable drum											5	5	5	5	5	5	5	5	5																	
Mobile crane												1	1	1	1	1	1	1	1	1																
Grader					1	1																														
Crawler Crane							1	1	1	1	1	2	2	2	2	2	1	1	1	1																
Total Plant Onsite	0	0	0	0	15	15	5	11	11	11	16	30	31	32	33	34	11	29	7	2	6	6	6	6	0	0	0	0	0	0	0	0	0	11	11	11
Deliveries / Returns	0	0	0	0	15	0	12	6	0	0	5	2	0	0	0	0	7	0	4	5	8	0	0	0	6	0	0	0	0	0	0	0	0	11	0	11

Onshore Cable Route Section 4	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer	1	2	2	2	2	2			0												2	2	2	2										2	2	2
30T excavator	3	4	4	4	2	2	2	4	4	4	4	4	4	4	4	4	2	2			2	2	2	2										3	3	3
20T Dumper	3	6	6	6	2	2	2	6	6	6	6	6	6	6	6	6	2	2			2	2	2	2										6	6	6
Cable drum											6	6	6	6	6	6	6	6	6																	
Mobile crane												1	1	1	1	1	1	1	1	1																
Grader	1	2	2	2																																
Crawler Crane							1	1	1	1	1	2	2	2	2	2	1	1	1	1																
Total Plant Onsite	8	14	14	14	6	6	5	11	11	11	17	19	19	19	19	19	12	12	8	2	6	6	6	6	0	0	0	0	0	0	0	0	0	11	11	11
Deliveries / Returns	8	6	0	0	8	0	3	6	0	0	6	2	0	0	0	0	7	0	4	6	8	0	0	0	6	0	0	0	0	0	0	0	0	11	0	11

Landfall Location	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer			2	2	2								2	2																				2	2	2
30T excavator			2	2	2					2	2		2	2																				2	2	2
20T Dumper			3	3	3					2	2		2	2																				2	2	2
Mobile crane												1	1	1																						
Grader			1	1	1																															
Crawler Crane												1	1	1																						
Total Plant Onsite	0	0	8	8	8	0	0	0	0	4	4	2	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6
Deliveries / Returns	0	0	8	0	0	8	0	0	0	4	0	6	6	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6

National Grid Works	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer	1						2	2	2																									2	2	2
30T excavator	3						2	2	2																									2	2	2
20T Dumper	3						2	2	2																									2	2	2
Mobile crane									0																											
Grader	1						1		0																											
Crawler Crane								1	1																									0	0	0
Total Plant Onsite	8	0	0	0	0	0	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6
Deliveries / Returns	8	8	0	0	0	0	7	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6

Forecast total non-Special Order AIL movements (deliveries/returns) per month	Month																																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	Average
Monthly Deliveries / Returns	39	14	23	23	44	8	26	21	2	16	26	22	6	2	16	2	24	14	24	26	34	0	0	0	24	0	0	0	0	0	4	0	0	64	0	60	15.7
Dailly Deliveries / Returns	2	1	1	1	2	0	1	1	0	1	1	1	0	0	1	0	1	1	1	1	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	3	0.8

Forecats non-Special Order AILs - Scenario 2

Onshore Cable Route Section 1	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer	2	2			2	2	1								2	2	2				2	2	2	2										2	2	2
30T excavator	4	4			2	2	2	2	2	2	2	2	2	2	2	2	2	2			2	2	2	2										2	2	2
20T Dumper	4	4			4	4	4	4	4	4	4	4	4	4	4	4	4	2			2	2	2	2										4	4	4
Cable Drum											4	4	4	4	4	4	4	4	4																	
Mobile crane												1	1	1	1	1	1	1	1	1																
Grader	1	1			1	1	1																													
Crawler Crane							1	1	1	1	1	1	1	1	1	1	1	1	1	1																
Total Plant Onsite	11	11	0	0	9	9	9	7	7	7	11	12	12	12	14	14	14	10	6	2	6	6	6	6	0	0	0	0	0	0	0	0	0	8	8	8
Deliveries / Returns	11	0	11	0	9	0	2	2	0	0	4	1	0	0	2	0	0	4	4	4	8	0	0	0	6	0	0	0	0	0	0	0	0	8	0	8

Onshore Substation	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer				2	4	4	4	4	4	4	4	2	2	2	2	2	2	2																1	1	1
30T excavator				2	4	4	4	6	6	4	4	2	2	2	2	2	2	2																1	1	1
20T dumper				2	4	4	4	6	6	4	4	2	2	2	2	2	2	2																1	1	1
Grader				2	2	2	2	2	2	2	2	1	1	1	1	1	1	1																1	1	1
Mobile crane (heavy)																		1	2	2	1	1	1	1	1	1	1	1	1	1						
Specialist heavy-lifting gantry & associated equipment																																				
Crawler Crane								1	1																											
Total Plant Onsite	0	0	0	8	14	14	14	19	19	14	14	7	7	8	8	9	9	10	4	4	2	2	2	2	2	2	2	2	2	2	0	0	0	4	4	4
Deliveries / Returns	0	0	0	8	6	0	0	5	0	5	0	7	0	1	0	1	0	1	8	0	2	0	0	0	0	0	0	0	0	0	2	0	0	4	0	4

Onshore Cable Route Section 2	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer	1	2	2	2	2	2	1								2	2	2				2	2	2	2										2	2	2
30T excavator	3	3	3	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2			2	2	2	2										2	2	2
20T Dumper	3	3	3	4	2	2	4	4	4	4	4	4	4	4	4	4	4	2			2	2	2	2										4	4	4
Cable drum											4	4	4	4	4	4	4	4	4																	
Mobile crane												1	1	1	1	1	1	1	1	1																
Grader	1	1	1	2			1																													
Crawler Crane							1	1	1	1	1	1	1	1	1	1	1	1	1	1																
Total Plant Onsite	8	9	9	12	6	6	9	7	7	7	11	12	12	12	14	14	14	10	6	2	6	6	6	6	0	0	0	0	0	0	0	0	0	8	8	8
Deliveries / Returns	8	1	0	3	6	0	5	2	0	0	4	1	0	0	2	0	0	4	4	4	8	0	0	0	6	0	0	0	0	0	0	0	0	8	0	8

Onshore Cable Route Section 3	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer					3	3															2	2	2	2										2	2	2
30T excavator					3	3	2	2	2	2	2	2	2	2	2	2	2	2			2	2	2	2										2	2	2
20T Dumper					4	4	2	4	4	4	4	4	4	4	4	4	2	2			2	2	2	2										4	4	4
Cable drum											3	3	3	3	3	3	3	3	3																	
Mobile crane												1	1	1	1	1	1	1	1	1																
Grader					1	1																														
Crawler Crane							1	1	1	1	1	1	1	1	1	1	1	1	1	1																
Total Plant Onsite	0	0	0	0	11	11	5	7	7	7	10	23	24	25	26	27	9	27	5	2	6	6	6	6	0	0	0	0	0	0	0	0	0	8	8	8
Deliveries / Returns	0	0	0	0	11	0	8	2	0	0	3	1	0	0	0	0	2	0	4	3	8	0	0	0	6	0	0	0	0	0	0	0	0	8	0	8

Onshore Cable Route Section 4	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer	1	2	2	2	3	3															2	2	2	2										2	2	2
30T excavator	3	4	4	4	3	3	2	2	2	2	2	2	2	2	2	2	2	2			2	2	2	2										2	2	2
20T Dumper	3	4	4	4	4	4	2	4	4	4	4	4	4	4	4	4	2	2			2	2	2	2										4	4	4
Cable drum											3	3	3	3	3	3	3	3	3																	
Mobile crane												1	1	1	1	1	1	1	1	1																
Grader	1	2	2	2	1	1																														
Crawler Crane							1	1	1	1	1	1	1	1	1	1	1	1	1	1																
Total Plant Onsite	8	12	12	12	11	11	5	7	7	7	10	11	11	11	11	11	9	9	5	2	6	6	6	6	0	0	0	0	0	0	0	0	0	8	8	8
Deliveries / Returns	8	4	0	0	3	0	8	2	0	0	3	1	0	0	0	0	2	0	4	3	8	0	0	0	6	0	0	0	0	0	0	0	0	8	0	8

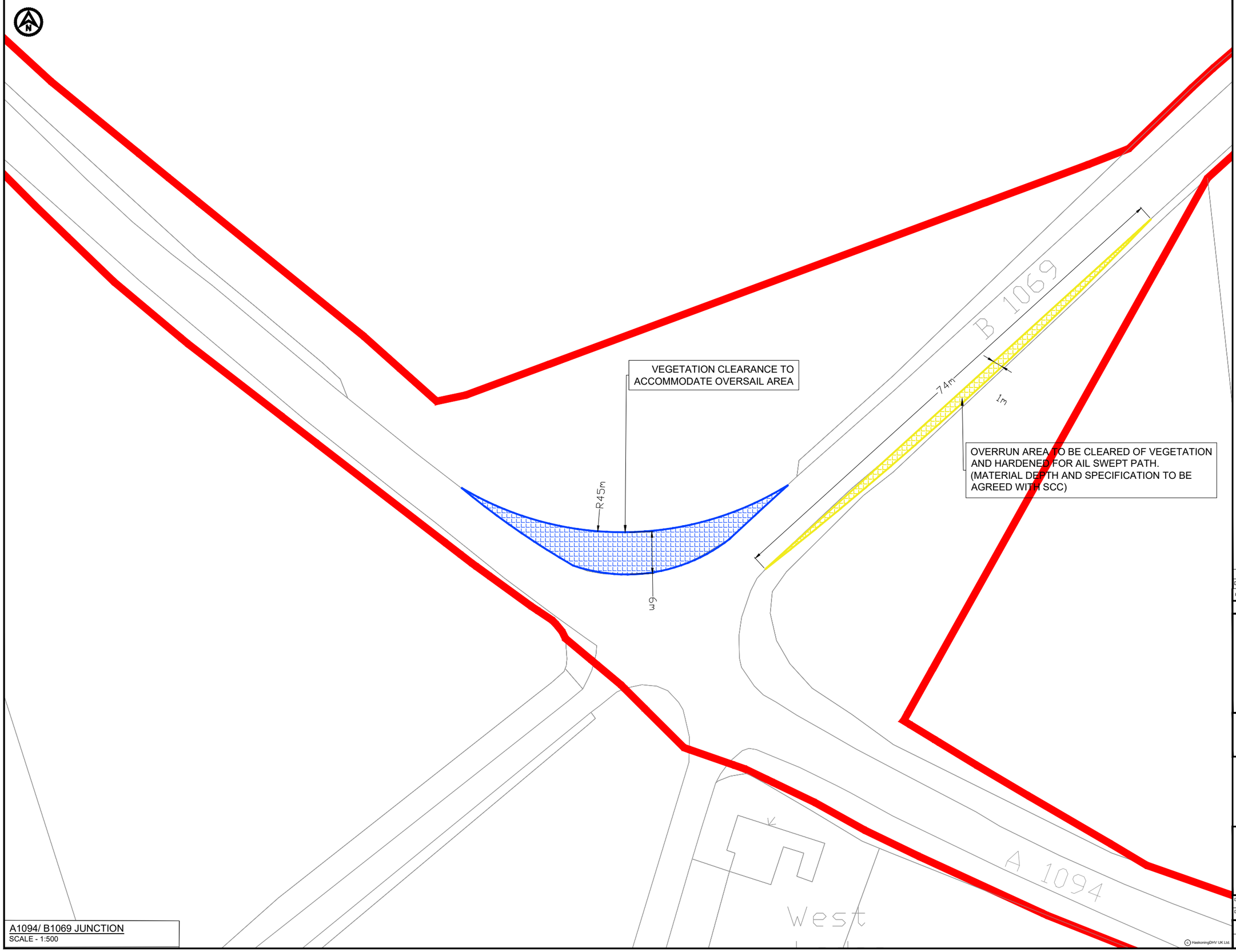
Landfall Location	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer			2	2	2								1	1																				1	1	1
30T excavator			2	2	2					1	1		1	1																				2	2	2
20T Dumper			3	3	3					2	2		2	2																				2	2	2
Mobile crane												1	1	1																						
Grader			1	1	1																															
Crawler Crane												1	1	1																						
Total Plant Onsite	0	0	8	8	8	0	0	0	0	3	3	2	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
Deliveries / Returns	0	0	8	0	0	8	0	0	0	3	0	5	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5

National Grid Works	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer	1	1					2	2	2																									2	2	2
30T excavator	3	3					2	2	2																									2	2	2
20T Dumper	3	3					2	2	2																									2	2	2
Mobile crane																																				
Grader	1	1					1																													
Crawler Crane								1	1																											
Total Plant Onsite	8	8	0	0	0	0	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6
Deliveries / Returns	8	0	8	0	0	0	7	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6

Forecast total non-Special Order AIL movements (deliveries/returns) per month	Month																																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	Average
Monthly Deliveries / Returns	35	5	27	11	35	8	30	15	0	15	14	16	4	1	10	1	4	9	24	14	34	0	0	0	24	0	0	0	0	0	2	0	0	47	0	47	12.0
Dailly Deliveries / Returns	2	0	1	1	2	0	2	1	0	1	1	1	0	0	1	0	0	0	1	1	2	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0.6

Annex 3: ~~Proposed Mitigation Measures (A1094 and B1122)~~Work No. 35

DRAWING No.
TP-PB4842-DR026



A1094/ B1069 JUNCTION
SCALE - 1:500

NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY
- ORDER LIMITS
- TEMPORARY OVERRUN AREA
- OVERSAIL AREA

REV	DATE	DESCRIPTION	BY	CHK	APP
D.01		FIRST ISSUE			

REVISIONS

CLIENT
SCOTTISHPOWER RENEWABLES

PROJECT
EAST ANGLIA ONE NORTH

TITLE
A1094/ B1069 WIDENING FOR ABNORMAL INDIVISIBLE LOAD

Enterprise House,
Delta Way, Egham,
Surrey, TW20 8RX
Tel +44(0)1932 569566
www.royalhaskoningdhv.com
Royal HaskoningDHV
Enhancing Society Together

DRAWN	CHECKED	APPROVED
JI	SKT	ADR

DATE	SCALE AT A3	AUTOCAD REF.
06.06.2019	1:500	

DRAWING No.	REVISION
TP-PB4842-DR026	D0.1
CLIENT DWG No.	

Annex 4: Work No. 36

DRAWING No.
TP-PB4842-SK001

SCALE - 1:500

SCALE - 1:200

NO ENTRY

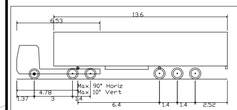
3.9m
3.6m
2.8m
3.8m
3.7m
5m
4.1m
3.2m
3.1m
R18m

NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data..

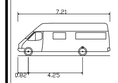
KEY

- ORDER LIMITS
- EXISTING ROAD ALIGNMENT
- NEW KERB LINE
- EXISTING ROAD MARKING TO BE RETAINED/REFRESHED
- EXISTING ROAD MARKING TO BE REMOVED
- DMRB STOPPING SIGHT DISTANCE FOR 40MPH (120m)
- PRIMARY SIGNAL HEAD
- SECONDARY SIGNAL HEAD
- REFLECTIVE MARKER POSTS
- ILLUMINATED BOLLARD
- EXISTING SPLITTER ISLAND TO BE REMOVED
- HIGH FRICTION BLACK SURFACING, 50m BACK FROM THE STOP LINE
- JUNCTION INTERVISIBILITY ZONE
- MAINTENANCE LAYBY
- MAX. LEGAL ARTICULATED HGV SWEPT PATH (FORWARD GEAR)



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.581m
Min Body Ground Clearance	0.411m
Max Track Width	2.300m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



7.5t Panel Van

Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	3.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

DRAFT

REV	DATE	DESCRIPTION	BY	CHK	APP
D.03	14.07.20	LARGE (7.5t) VAN SPA ADDED	RNE	ADR	ADR
D.02	02.07.20	A1094 - LEFT TURN LANE ADDED	RNE	ADR	ADR
D.01	24.06.20	FIRST ISSUE	SKT	ADR	ADR

REVISIONS

CLIENT

SCOTTISHPOWER RENEWABLES

PROJECT

EAST ANGLIA TWO AND EAST ANGLIA ONE NORTH

TITLE

A12/A1094 FRIDAY STREET PROPOSED TRAFFIC SIGNAL LAYOUT

Enterprise House,
Delta Way, Egham,
Surrey, TW20 8RX
Tel +44(0)1932 569569
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Royal HaskoningDHV
Enhancing Society Together

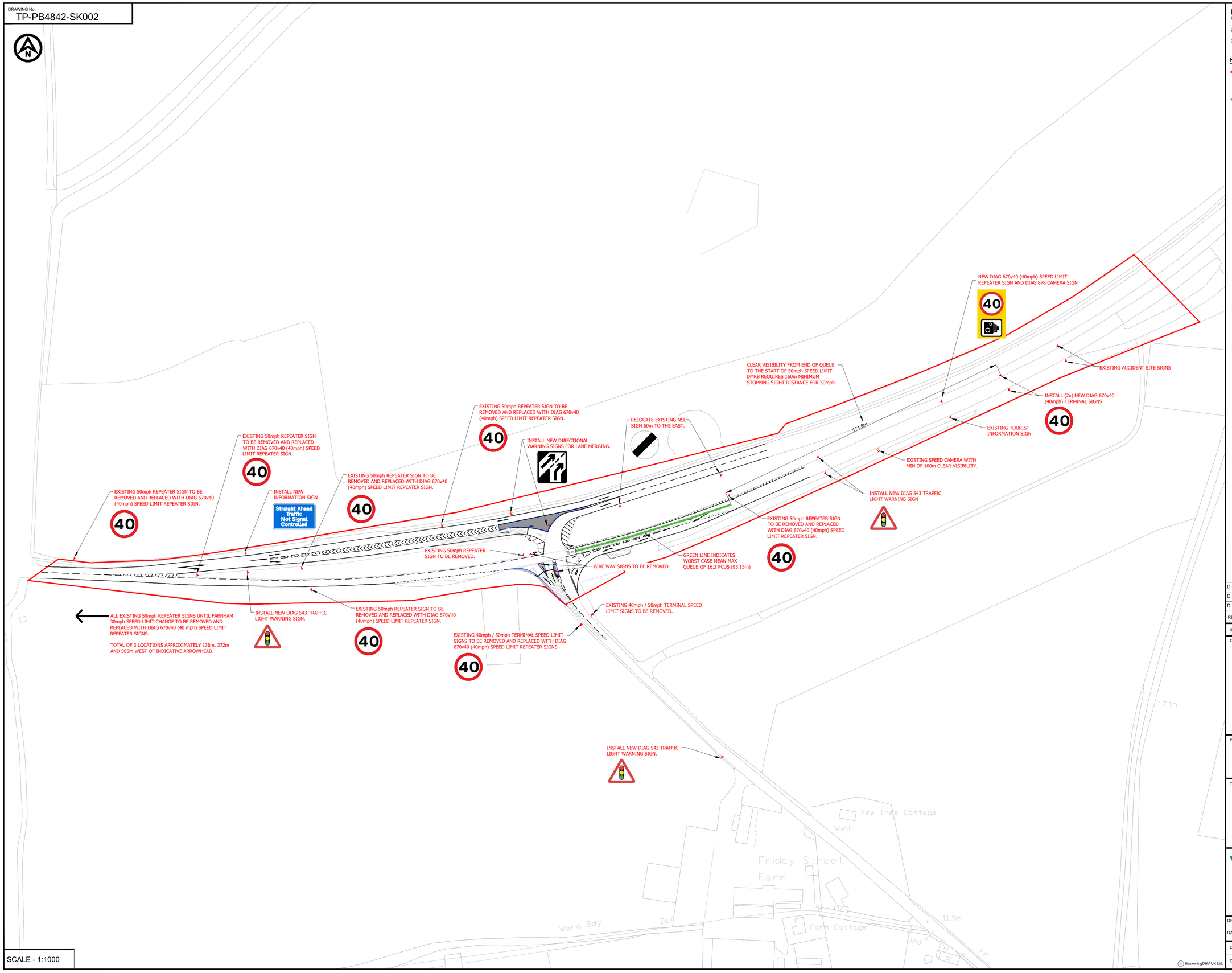
DRAWN	CHECKED	APPROVED
SKT	ADR	ADR

DATE	SCALE AT A1	AUTOCAD REF.
24.06.20	VARIES	

DRAWING No. TP-PB4842-SK001 — REVISION D0.3

CLIENT DWG No.

DRAWING No.
TP-PB4842-SK002



SCALE - 1:1000

NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
3. For proposed junction amendments please see Drawing No. TP-PB4842- Sketch 001.

KEY

- ORDER LIMITS
- EXISTING/ PROPOSED TRAFFIC SIGN LOCATION
- WORST CASE MEAN MAXIMUM QUEUE LENGTH (A12 EAST ONLY)

DRAFT

REV	DATE	DESCRIPTION	BY	CHK	APP
D.03	14.07.20	REPEATER SIGNS NOTE AMENDED	RNE	ADR	ADR
D.02	08.07.20	UPDATED TO SCC COMMENTS	RNE	ADR	ADR
D.01	06.07.20	FIRST ISSUE	RNE	ADR	ADR

REVISIONS

CLIENT

SCOTTISHPOWER RENEWABLES

PROJECT

EAST ANGLIA TWO AND EAST ANGLIA ONE NORTH

TITLE

A12/A1094 FRIDAY STREET PROPOSED SIGNAGE LAYOUT

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Surrey, TW20 8RX
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www.royalhaskoningdhv.com

Royal HaskoningDHV
Enhancing Society Together

DRAWN	CHECKED	APPROVED
RNE	ADR	ADR

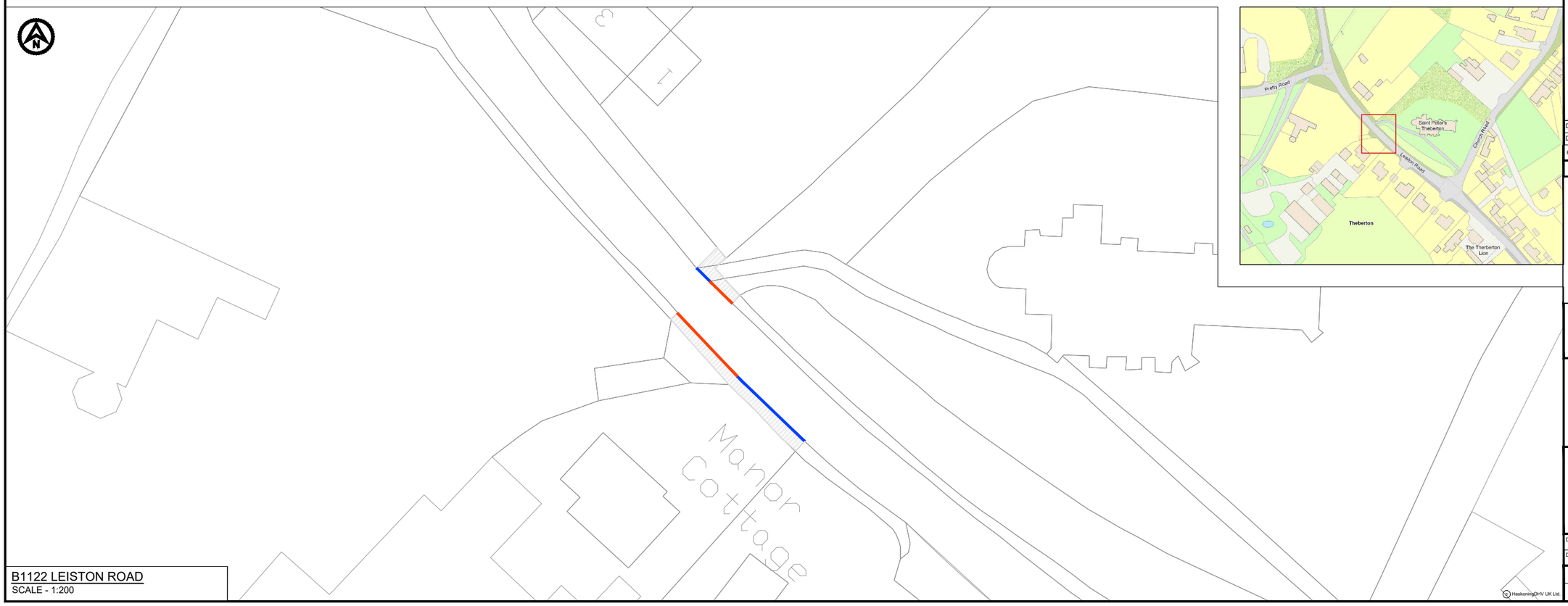
DATE	SCALE AT A1	AUTOCAD REF.
06.07.20	1:1000	

DRAWING No. TP-PB4842-SK002
REVISION D0.3
CLIENT DWG No.

Annex 5: Proposed Mitigation Measures (Theberton and Snape)

DRAWING No.
TP-PB4842-DR028

B1122 / CHURCH ROAD JUNCTION
SCALE - 1:200



B1122 LEISTON ROAD
SCALE - 1:200

NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY
- PROPOSED NEW FOOTWAY
- PROPOSED DROPPED KERB
- PROPOSED FULL HEIGHT KERB
- TACTILE PAVING

REV	DATE	DESCRIPTION	BY	CHK	APP
D0.2	30.07.19	UPDATED TO CLIENT'S COMMENTS	JI	SKT	ADR
D.01		FIRST ISSUE			

REVISIONS

SCOTTISHPOWER RENEWABLES

PROJECT
EAST ANGLIA ONE NORTH

TITLE
LINK 4b (B1122 - LEISTON ROAD) MITIGATION MEASURES

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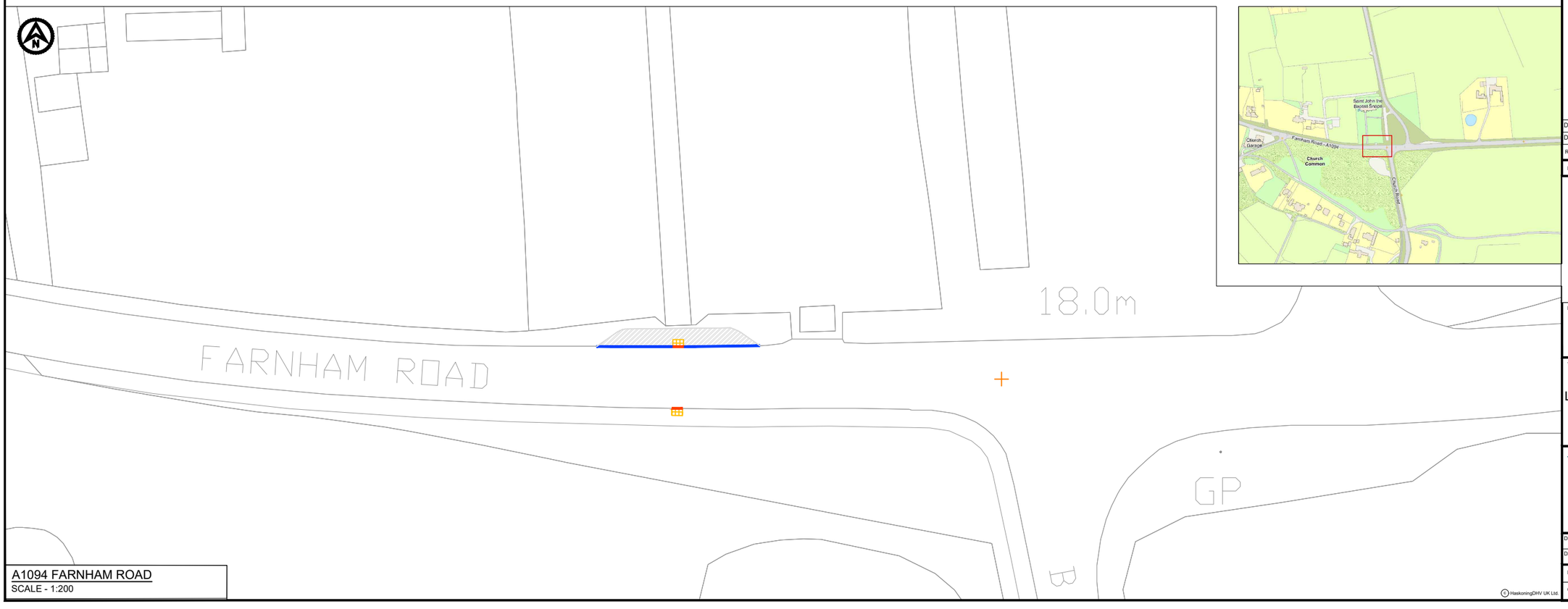
JI	SKT	ADR

DATE	SCALE AT A3	AUTOCAD REF.
12.06.2019	1:200	

DRAWING No.	REVISION
TP-PB4842-DR028	D0.2
CLIENT DWG No.	

DRAWING No.
TP-PB4842-DR029

A1094 FARNHAM ROAD
SCALE - 1:200



A1094 FARNHAM ROAD
SCALE - 1:200

NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY

- PROPOSED NEW FOOTWAY
- PROPOSED DROPPED KERB
- PROPOSED FULL HEIGHT KERB
- TACTILE PAVING

REV	DATE	DESCRIPTION	BY	CHK	APP
D0.2	30.07.19	UPDATED TO CLIENT'S COMMENTS	JI	SKT	ADR
D.01		FIRST ISSUE			

REVISIONS

SCOTTISHPOWER RENEWABLES

PROJECT
EAST ANGLIA ONE NORTH

TITLE
LINK 6b (A1094 - FARNHAM ROAD)
MITIGATION MEASURES

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DATE	SCALE AT A3	AUTOCAD REF.
12.06.2019	1:200	

DRAWING No. TP-PB4842-DR029 | REVISION D0.2
CLIENT DWG No.

Annex 6: Supporting Figures

Legend

- East Anglia ONE North Onshore Development Area
- National Grid Substation
- Indicative East Anglia ONE North Onshore Substation
- Indicative East Anglia TWO Onshore Substation
- Access ID
- Crossing ID
- Landfall
- Section 1
- Section 2
- Section 3
- Section 4
- Onshore Substations and National Grid Infrastructure

EA1N

EA2

SCOTTISHPOWER RENEWABLES

Rev	Date	By	Comment		
3	14/12/2020	AB	Third Issue.		
2	30/08/2019	AB	Second Issue.	Prepared:	AB
1	18/07/2019	AB	First Issue.	Checked:	BD
				Approved:	FM

1:30,000 Scale @ A3

0 0.5 1 Km

East Anglia ONE North

Access Locations and Associated Onshore Infrastructure

Drg No	EA1N-DEV-DRG-IBR-000957	
Rev	3	Coordinate System: BNG Datum: OSGB36
Date	14/12/20	
Figure	1	

D:\Box Sync\PB4842 EA 1N and 2\PB4842 EA 1N and 2 Team\E. TECHNICAL DATA\E03 GIS\EA1N_EA2_Examination\Figures\Traffic_And_Transport\Outline_Travel_Plan\Fig_1_EA1N_AccessLocations_RH_20201214.mxd

N

A12

B1122

B1069

A1094

Lover's Lane

Sizewell Gap

1

2

5

6

9

10

Legend

- East Anglia ONE North Onshore Development Area
- National Grid Substation
- Indicative East Anglia ONE North Onshore Substation
- Indicative East Anglia TWO Onshore Substation
- Designated HGV Delivery Routes
- Route to Access 5 and 6 from the Construction Consolidation Site

Access Locations

- Access ID

Rev	Date	By	Comment		
3	14/12/2020	AB	Third Issue.		
2	30/08/2019	AB	Second Issue.	Prepared:	AB
1	18/07/2019	AB	First Issue.	Checked:	BD
				Approved:	FM

1:80,000 Scale @ A3

0 2 4 Km

East Anglia ONE North

Designated HGV Delivery Routes

Drg No	EA1N-DEV-DRG-IBR-000963
Rev	3
Date	14/12/20
Figure	2

Coordinate System: BNG Datum: OSGB36

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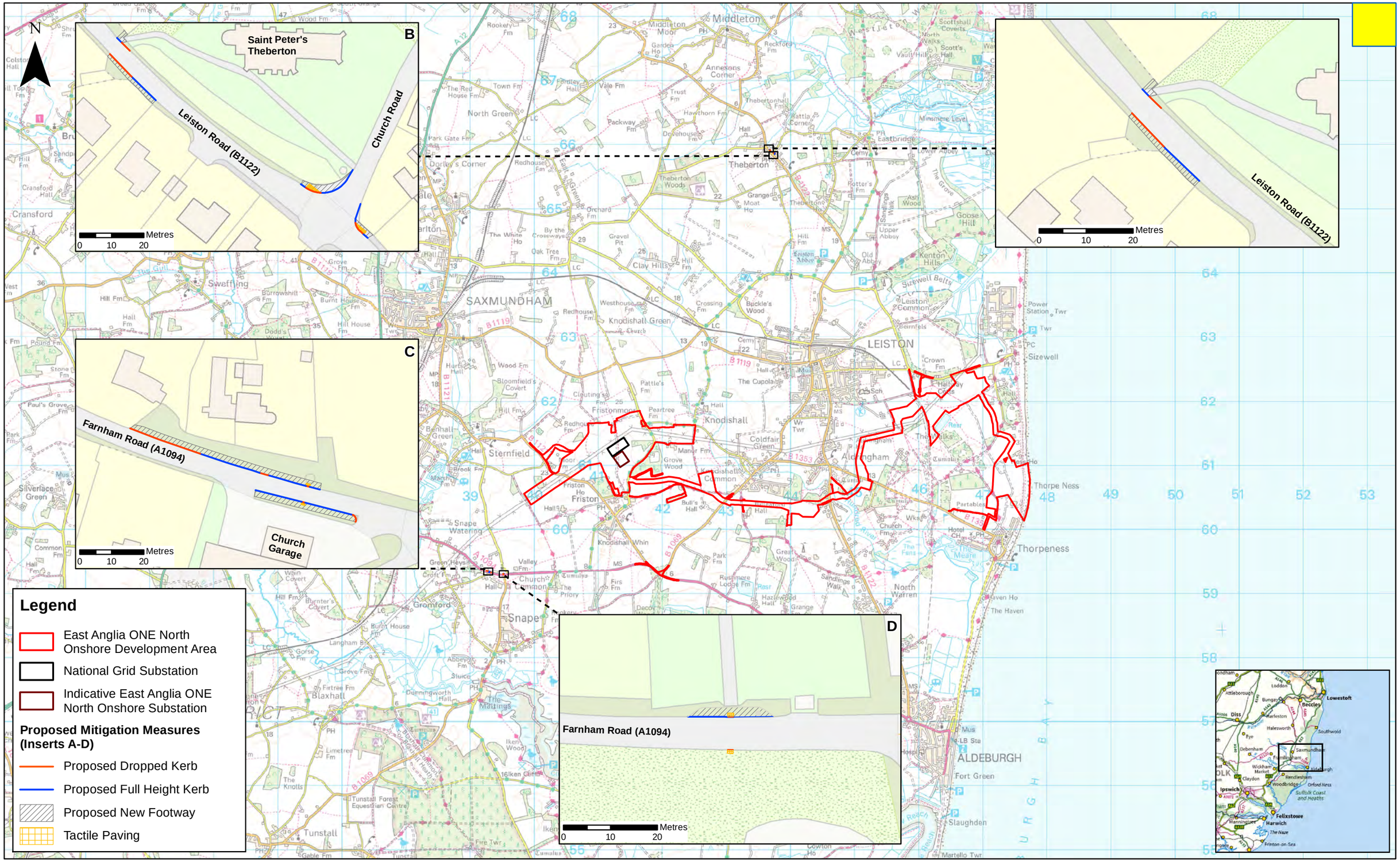

Rev	Date	By	Comment		
3	15/12/2020	AB	Third Issue.		
2	30/08/2019	FC	Second Issue.	Prepared:	AB
1	12/08/2019	FC	First Issue.	Checked:	BD
				Approved:	FM

1:55,000 Scale @ A3

Km 0 1 2

East Anglia ONE North

Proposed Public Highway Footpath Mitigation Measures (A1094 and B1122)

Drg No	EA1N-DEV-DRG-IBR-001015
Rev	3
Date	15/12/20
Figure	3

Coordinate System: BNG Datum: OSGB36

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