

The Sizewell C Project, Ref. EN010012

Comments on any additional information/submissions received at D6 and D5

Suffolk County Council Registration ID Number: 20026012

Deadline 7

3 September 2021

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COMMENTS ON ANY ADDITIONAL INFORMATION/SUBMISSIONS RECEIVED AT D6

1. There are a number of documents that the Applicant submitted at Deadline 6 which SCC has not yet had the chance to consider fully. Accordingly, it is reserving judgement on these matters until Deadline 8. In particular, this includes [REP6-026] Fen Meadow Plan Draft 1 s.
2. In addition East Suffolk Council submitted comments at Deadline 6 to points made at Deadline 5 by SCC on the Outage Car Park (in [REP6-032]). The Applicant, in its submission [REP6-025], Comments at Deadline 6 on Submissions from Earlier Submissions, postponed a response on all of those comments provided by SCC at Deadline 5 until Deadline 7. This would have included a response to SCC's comments on the Outage Car Park. Therefore, SCC proposes to respond to ESC's and the Applicant's comments on this subject together at Deadline 8 rather than dealing with ESC's comments individually at this time.
3. At this Deadline, SCC would like to offer specific comments to an element of [REP6-024] Appendix A and Appendix C and on the Traffic Management Measures proposed in [REP6-006] Draft DCO Schedule 14.

SCC response to [REP6-024] Appendix A

Ref	SZC Co statement	SCC Deadline 7 response
2.1.3	This concept drainage strategy was developed in consultation with drainage regulators and local authorities, including SCC and the Environment Agency (EA). The observations/requirements of drainage regulators were incorporated in the strategy.	SCC have not been consulted in the development of this drainage strategy. The only information previously seen by SCC in relation to the Northern Park and Rides drainage strategy, is that contained in the Outline Drainage Strategy [APP-181], responded to in East Suffolk Council & Suffolk County Councils Local Impact Report [REP1-045, para 20.88].
4.1.11	It appears that the land to the west of the A12 is at a lower level such that the A12 forms a barrier. Overland flow from fields to the west builds up and is predicted to overflow across the road and then follow the field boundary on the east of the A12 before discharging into a watercourse located within 150 m of the A12.	As stated, it is unknown if a watercourse is located adjacent to the site, or potentially 150m to the east.
4.1.12	It is possible that there is a field boundary ditch but this needs to be confirmed by site inspection. A site inspection would also confirm if there is a culvert crossing beneath the A12.	If the extent of the watercourse is unknown, SCC assume that it is also unknown whether any outfall ditch is located within the Order Limits. It would also be a fair assumption that it is therefore not possible to state what the invert level of the ditch is and therefore what the maximum depth of any

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		attenuation structure could be, in order to maintain a gravity outfall.
5.1.2	The new data which informs the design development is listed below: <ul style="list-style-type: none"> • Ground Investigation and infiltration testing undertaken in May 2020 	Information not provided as part of submission
7.1.3	Runoff from the internal roads and the bus/HGV standing areas with impermeable surface would be drained via surface outlets, gullies, linear channels and drains etc. These would discharge into underground carrier drains which would convey the runoff to the same attenuation basins and swales.	It may be possible to remove large sections of piped network, in favour of sheet flow being collected by swales adjacent roads or adjacent permeable paving (proposed for parking areas). This can be assessed further at detailed design and would be supported by SCC LLFA.
7.1.6	The underground carrier drains would discharge all surface water into a series of cascading attenuation basins and swales which would provide suitable final treatment in accordance with CIRIA C753 The SuDS Manual (Ref. 2). They would also provide attenuation storage for all runoff required in order that discharge to watercourse from the site is limited to the equivalent greenfield runoff.	Treatment is only provided if water depths are compliant with those stated in CIRIA SuDS Manual (<100mm) during 1:1+CC rainfall event. No pollution assessment has been provided as part of this submission for either the Northern Park and Ride site or the proposed highway works to the A12.
7.1.7	Initial calculations for the required total attenuation storage volume are shown in Table 1. These assume a controlled discharge rate to the watercourse at a 1 in 100 year return period greenfield runoff rate.	Discharging at 1 in 100 for all rainfall events is not compliant with National Guidance (DEFRA Non-Statutory Technical Standards) or Local Policy (Suffolk Flood Risk Management Strategy – Appendix A).
7.1.8	Upon review it is noted that a discharge rate based on 1 in 100 year return period greenfield runoff rate would not be compliant with SCC policy which is based on permitting a discharge rate from new development to watercourse set at Qbar or 2 l/s/Ha.	Discharging at 1:100 for the 1:100 event, using long term storage, could be acceptable if this is an approach the applicant wishes to pursue further. However, Qbar is always supported as a more preferable and conservative approach by SCC LLFA.

7.1.9	<p>Hydraulic modelling calculations have been undertaken to determine a required attenuation storage volume if the discharge rate is limited to Qbar. The calculations are shown in Appendix B. The required storage is 8,700 m³ which is an increase of 200% on the concept design. However as shown in a copy of the site layout plan in Appendix A this volume represents a very small proportion of the site and would be accommodated within the Order Limits, enabling the appropriate discharge rate to be met. The plan areas shown are for illustrative purposes only and do not represent the fixed or final position of the attenuation storage positions.</p>	<p>Appendix B contains greenfield runoff calculations (although these are not supported by an impermeable area plan). It does not contain attenuation storage calculations to determine a volume requirement. SCC therefore cannot comment on the stated attenuation requirement.</p> <p>The design assumptions to size the proposed attenuation areas are unknown (side slopes, 1:100 water depth, total basin depth, freeboard etc.) and supporting details such as sections are not provided.</p> <p>The plan area of the proposed attenuation structures is unknown. Whilst SCC LLFA appreciate the location or indeed number of these structures could change, it must be demonstrated that the plan area is available to accommodate the identified attenuation volume, whilst complying with national and local policy, best practice and guidance.</p> <p>The calculations contained in Appendix B use FSR methodology. A sensitivity test should be undertaken using FEH methodologies, which are stated as preferable by national guidance (CIRIA SuDS Manual). Depending on the outputs of these methodologies, the most conservative rate should be used for design purposes, or if this is deemed to be onerous in comparison, a discussion should take place with SCC LLFA and other relevant stakeholders to agree a suitable discharge rate.</p> <p>The reference to the concept design, is not relevant.</p>
7.1.11	<p>The proposed design assumes a free outfall to the watercourse within the western area of the site and no</p>	<p>This should not be an assumption. It is critical to the deliverability and functionality of the proposed drainage</p>

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	increased flood risk from the watercourse, but this would require to be confirmed.	strategy. It must be evidenced and supporting information such as invert levels of the ditch and ultimately the outfall beneath the railway should be used in the design of the sites surface water drainage strategy to ensure that an effective outfall is available.
7.1.12	Plate 5 shows the Environment Agency surface water flood map and indicates the area adjacent to the watercourse to be at risk of flooding due to a 1 in 30 year return period event. As a result, it cannot be assumed that there would be a free outfall. The site topography survey shows a fall of level towards the watercourse but does not include watercourse levels. The depth of the watercourse is not determined.	<p>The high level EA modelling would not have accounted for the presence of a pipe beneath the railway. Providing this effective outfall can be evidenced, combined with the site itself contributing less overland flow due to the proposed engineered drainage system restricting runoff rates to Qbar, it is likely that the predicted surface water flood risk is less than is stated by EA national mapping.</p> <p>Confirmation that the depth of the watercourse has not been determined supports SCC's statement made in response to 7.1.11. The level of the watercourse is fixed and the sites surface water drainage strategy must be designed to accommodate this.</p>
10.1.1	The surface water drainage strategy for the highway drainage subject to adoption by SCC remains unchanged being infiltration to ground to the extent that this is achievable...	6.1.3 of this submission clearly states that infiltration is not viable. Therefore, infiltration cannot be relied upon for design purposes.
10.1.4	On the basis that infiltration would not be viable, the infiltration basin would change to an attenuation basin with a positive outfall. The basin outfall would pass under the A12 and along the field boundary to the existing watercourse located within 150 m. A culvert beneath the road and boundary ditch may already exist and be capable of being utilised but this will be confirmed by future site visit. Hydraulic calculations have been undertaken to establish the required attenuation basin storage volume and are shown in Appendix	<p>Until such time that an existing culvert beneath A12 or a field boundary ditch are proven to exist, SCC LLFA will work on the basis they are not present.</p> <p>As such, any proposed attenuation structure at this location is proposed to outfall to an existing watercourse 150m east of A12. Not only does this lie outside the Order Limits, but it is also unclear how access would be facilitated for SCC Highways to maintain this system (if adopted).</p>

	<p>C. The required footprint for the basin is shown in Appendix A.</p>	<p>The invert level of the proposed outfall watercourse is unknown. It is therefore not possible to determine with any level of certainty that a gravity outfall from the proposed attenuation structure can be achieved.</p> <p>SCC LLFA have the following comments to make on the calculations contained in Appendix C:</p> <ol style="list-style-type: none"> 1. No climate change allowance has been included 2. FSR rainfall has been used with no sensitivity test against FEH methodologies, as stated as preferable by national guidance (CIRIA SuDS Manual) 3. The modelled attenuation structure is a 1.5m deep, vertical sided tank. This is not what is proposed in the drainage strategy. 4. Water depths exceed 1m (1.216m) during 1:100, not including an allowance for climate change. 1m is the maximum water level for the critical return event, as per national guidance. <p>The footprint in Appendix A is not dimensioned. It is therefore not possible to make a comparison against the area used in the modelling contained in Appendix C. Any such comparison at this stage would be inaccurate due to the incorrect modelling.</p> <p>The footprint of the modelled tank is 650m². SCC LLFA assume that this is the maximum allowable land take. If this is the case, once an open feature is modelled, the plan area at the top level would remain the same but would significantly reduce at base level to accommodate suitable side slopes. This would result in even greater water depths</p>
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		<p>(which are already modelled as deeper than acceptable) in the critical return event.</p> <p>A tank with a depth of 1.5m and vertical sides is not what is proposed in the surface water drainage strategy. The modelling is therefore inaccurate, and it is not possible to draw any accurate conclusions from this.</p>
10.1.5	<p>In summary, based on Qbar calculated as being 4.6 l/s and assuming a tank with a depth of 1.5 m and vertical sides, the storage volume required would be 975 m³ which is less than the footprint for the basin shown at concept design stage.</p> <p>The attenuation would be constructed in the form of an open basin in order to intercept overland flow from adjacent land. This would ensure that the currently predicted surface water flood risk to the A12 due to overland flow from adjacent land is mitigated including allowance for climate change.</p>	<p>Tanked attenuation would not be eligible for adoption by SCC Highways and is not supported as a suitable approach by East Suffolk Local Plan, Suffolk Coastal, Policy SCLP 9.6 – Sustainable Drainage Systems.</p>
11.1.2	<p>The drainage design for both the internal northern park and ride facility and A12 roundabout modification and site access road have been developed to a level of detail to provide sufficient evidence of an achievable drainage strategy that is compliant with national planning and environmental regulatory requirements.</p>	<p>SCC's assessment of the submission does not enable us to concur with this statement. Very little has been demonstrated in this submission and what has been demonstrated (calculations in Appendix C) is inaccurate and does not represent the proposed surface water drainage strategy. Whilst the principles of the surface water drainage strategy are supported (open attenuation, pollution treatment through natural processes and a reduction in greenfield runoff rates), it has not been demonstrated through evidence that a suitable and sufficient surface water drainage strategy can be implemented, in accordance with national and local policy, best practice and guidance, to an extent that could be considered primary mitigation, as per the Environmental Statement.</p>

SCC response to [REP6-024] Appendix C

Ref	SZC Co plans in [REP6-024]	SCC Deadline 7 response
1.1.9	In addition to the six watercourses that would be affected, three local field ditch crossings have been identified following a site visit in January 2021.	Despite the different terminology used, these 'three local field ditches' are ordinary watercourses, as is the case for SW 2, 3, 4, 5 & 7.
Plate 4 & 5	Pretty Road Drain Watercourse Diversion West to Pretty Road Drain & Pretty Road Drain Watercourse Diversion East to Theberton Watercourse	Illegible
4.1.4	<p>Appendix C, para 4.1.4 states that <i>SZC Co. is committed to mitigating the impact of loss of watercourses and delivering enhancement of the existing watercourses within the extent of land which will form part of permanent land take for the Sizewell link road in order to offset these losses and deliver overall biodiversity net gain. This land will transfer to SCC upon adoption of the road. The land take is typically 50 m upstream and downstream of the proposed new portal culverts. In addition, SZC.Co. commits to include natural enhancement features within the three watercourse diversions shown on Plates 3, 4 & 5 above. At Middleton drain, the retained section of ditch will be augmented with new wetland habitat such as a scrape to be provided within the triangular area bounded by the existing retained and proposed new diverted watercourse.</i></p>	<p>Discussions have not taken place with SCC regarding adoption of the watercourse 50m upstream and downstream of the proposed portal culverts. The adoption of such large areas of watercourse is not something SCC recognises as being a typical arrangement, and is indeed unaware of any similar arrangement in Suffolk, and does not consider that such areas of land should be transferred to the authority.</p> <p>SCC notes that the order limits do not show such areas.</p> <p>It is unclear who will be responsible for the adoption and maintenance of any diverted sections of ordinary watercourse, or for any areas retained for wetland habitat. The maintenance requirements of these features and the facility to access them (for whoever may be responsible for them) also remains unknown.</p>

SCC response to [REP6-006] Draft DCO Schedule 14 Traffic management measures regarding its content and accuracy

4. SCC has made some initial comments on Schedule 14 relating to the content and accuracy of the information. This is attached as Appendix 1.

SCC comments on Draft Development Consent Order (Draft DCO) Revision 6.0 August 2021 [REP6-010]

5. SCC and the Applicant are currently engaged in discussions on the content of the dDCO. A summary of certain of the provisions which are subject to those discussions is set out in the table below.

Articles

No.	Provision	Comment
1	Article 2 (requirements)	Footpath and footpath implementation plan: SCC notes that art.2 defines “footpath” as “a means a public right of way on foot only, unless otherwise specified”. “Footpath implementation plan” is defined as “a written plan submitted to and approved by Suffolk County Council under Requirement 6A”. SCC understands that the applicant proposes to rename this plan as a “Public Rights of Way implementation plan” in the Rev. 8 DCO.
2	Article 2(5) (requirements)	SCC remains unsure about why article 2(5) is required at all. If a statutory body is abolished, merged, or reorganised, then it will be done by statute, and the statute will make provision about what happens to the original body’s functions. SCC maintains there is no need to say that a statutory body includes its successors.
3	Article 4(1)(a) (vertical limits of deviation)	The powers contained in this definition are broad and the breadth appears unprecedented. The Applicant is in the process of organising a workshop session where an explanation will be provided as to how the requirements, plans etc. adequately control the physical location of the works. SCC will consider its position in respect of article 4 (together with requirement 11 and Schedule 7) after this session.
4	Article 11(3)	The precedents say that the general power mentioned in article 11(1) can only be exercised with the consent of the street authority. That is also the case for Sizewell but with the addition (in article 11(3)) that the consent must not be unreasonably withheld or delayed. Given that there is a deeming provision in (4), article 11(3) is not necessary, and there is no reason for Sizewell to be different. SCC and the Applicant have discussed this provision and the Applicant has cited the Southampton Pipeline DCO as a precedent for a DCO which includes both a duty on the highway authority not to unreasonably withhold or delay approval, coupled with a deeming provision. SCC acknowledges that similar provisions are included in the Southampton Pipeline DCO; however, SCC also notes that the Southampton DCO interferes with highways in at least 3 local authority areas. In that context, it is easier to understand why provisions similar to articles 11(3) and 11(4) are required. The position is clearly different in Sizewell where a smaller

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		<p>number of highways are affected, each of which is included in SCC's administrative area, and particularly in the light of the fact that the deeming provision would see any application to which no decision had been given granted consent within 56 days. SCC maintains its objection to the inclusion of article 11(3).</p> <p>Similar points arise in other articles, including articles 12(2), 12(3), 17(5)(b), 19(1)(b), and 22(2).</p>
5	Article 12(1) (street works)	The only precedent for "without the consent of the street authority" appears to be Wylfa, and the words are unnecessary. SCC understands that the Applicant intends to delete these words in the Rev. 8 DCO. SCC would be content with this amendment.
6	Article 12(1)	<p>In Hinkley and other precedents, the list of types of work that are authorised is shorter than in Sizewell and Thames</p> <p>SCC understands that, in the Rev. 8 DCO, the Applicant intends to limit the types of street works described in article 12(1) to a narrower set of works along the lines included in the corresponding provision of the Hinkley C DCO.</p>
7	Article 12(2)	The more general power in paragraph (2) to carry out works to any street whether or not within the Order limits is preceded in Tideway. It is subject to the consent of the street authority which in Tideway must not be unreasonably withheld but in Sizewell must not be unreasonably withheld or delayed. SCC requests that, in article 12(2), the Applicant leaves out "or delayed."
8	Article 12(3)	The street authority's consent is deemed to have been given if it does not give its decision within 56 days. There is no such provision in Tideway. SCC requests that, in article 12, the Applicant leaves out paragraph (3)
9	Article 13 (application of the 1991 Act)	<p>Paragraph 5.17 of the Explanatory Memorandum says: "It [art 13(1)] is also intended to apply the co-ordination measures under section 84 of the 1991 Act (measures necessary where apparatus affected by major works) to such works whereby the undertaker and other statutory undertakers must co-operate to secure the efficient implementation of the works." However, paragraph 4(1) of Schedule 24 to the Order disapplies section 84. SCC would welcome an explanation.</p> <p>The wholesale disapplication of so many sections in Schedule 24 (miscellaneous controls) is highly unusual, if not unprecedented. The EM mentions the Hinkley and Glyn Romney Orders as precedents, but neither disapplies as many 1991 Act provisions (and it appears Hinkley disapplies none). SCC would welcome a section-by-section explanation why each section of the 1991 Act mentioned in sub-paragraph 4(1) of</p>

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		<p>Schedule 24 is disapplied (except those well precedented sections mentioned below). The EM only gives a broad indication by saying they are not relevant or will be managed through various documents. SCC would welcome a breakdown for each disapplied section of the reason for each, explaining why they are not relevant or referring to the particular provision of the particular document where the matter will be managed. SCC does not consider that the unmade Wylfa Order is sufficient precedent.</p> <p>In paragraph 4(1) of Schedule 24 “sections 71 to 74A” and “86 to 106” of the 1991 Act are disapplied. SCC would welcome confirmation of whether consideration been given to prospective amendments to the 1991 Act which could bring in new sections within those ranges? In particular, sections 73A to 73F are not yet in force. SCC would welcome confirmation whether they intended to be disapplied.</p> <p>It is not clear to SCC why the supplementary provisions in sections 95 to 106 of the 1991 Act have been disapplied, including provisions which merely provide definitions etc. Again, an explanation would be welcomed.</p> <p>It is accepted there are recent precedents for the disapplication of sections 56, 56A, 58, 58A, 73A, 73B, 73C, 78A, and Schedule 3A and SCC is content for those to be disapplied.</p> <p>In short, unless the Applicant can answer SCC’s concerns to its satisfaction, SCC considers that it would be appropriate for the article to be recast on the lines of a standard highways DCO such as the most recently made one (A1 Birtley to Coal House Development Consent Order 2021: 2021/74), the Southampton to London Pipeline Order, or the Northampton Gateway Order.</p>
10	Article 14(4)	The Applicant understands that, in the Rev. 8 DCO article 13(4), “or change in status under (3)” will be substituted with “or the status of a highway is changed under paragraph (3)”. SCC would be content with this amendment.
11	Schedule 10, all parts	SCC understands, in the headings of each Part, the use of “Being a” will be changed to “Streets to be stopped up...” In the Rev. 8 DCO. SCC would be content with this amendment.
12	Schedule 10, Part 1	SCC understands the reference to "PMA" in Schedule 10, Part 1, column (2), after “Street or” will be deleted from the Rev. 8 DCO. SCC would be content with this amendment.

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13	Schedule 10, all parts	<p>“NMUs” and “SLR” do not appear to be defined. SCC understands the Rev. 8 dDCO will include a definition of NMU in article 2 and, in Schedule 10, references to “SLR” will be replaced with “Sizewell Link Road”. SCC would be content with this amendment.</p>
14	Schedule 10, Part 3	<p>The sub-heading in Part 3 is unnecessary. In Part 3, delete the sub-heading “Existing highways (all traffic) which are proposed to have rights withdrawn for motor vehicles are described as having the future status of highway NMUs).” SCC understands this text will be deleted in the Rev 8 dDCO. SCC would be content with this amendment.</p>
15	Article 16(1) (benefit of permanent private means of access and private rights of way created)	<p>Article 16 allows the undertaker to create new rights of access for landowners whose existing rights are being interfered with under the Order or where the undertaker “consider it necessary in order to facilitate access to land by landowners who would otherwise be prejudiced”. That is a wide power.</p> <p>Schedule 12 lists several specific cases where such rights will be created. But article 16 is not limited to the creation of only those specific rights – it can be done anywhere within the permanent limits.</p> <p>A provision should be included which makes it clear that the approval of the highway authority will be required under article 19 in a case where any new or altered access to the highway and not listed in Schedule 12 is to be created in order to facilitate any new rights created under this article.</p> <p>SCC understands the following text will be added at end of paragraph (1) of Article 16 in the Rev. 8 DCO –</p> <p>“(2) Paragraph (1) is without prejudice to the requirement under article 19(1)(b) for the [agreement][consent] of the [street][highway] authority under article 19 (access to works) to form and lay out means of access or improve means of access in certain cases”.</p> <p>SCC would be content with this amendment.</p>
16	Article 16(1)	<p>Article 16(1) for “undertaker consider” substitute “undertaker considers”</p> <p>SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with this amendment.</p>
17	Schedule 12 (benefit of permanent private means of access etc)	<p>Schedule 12, column (3), in the first entry, delete one of the duplicate “Between points”</p> <p>SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with this amendment.</p>

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18	Article 17 (temporary closure of streets and private means of access)	<p>In paragraph (5)(b), consent of the street authority is required for closing any street not listed in Schedule 13 and consent must not be unreasonably withheld or delayed.</p> <p>Where precedents require consent some do not refer to delay. Paragraph (10) contains a deeming provision if consent is not given within 56 days. SCC will be dealing with a considerable number of applications. SCC requests that, in article 17(5)(b), the Applicant leaves out “or delayed”.</p>
19	Schedule 13	<p>In Part 2, in the second entry, column (2) refers to Bridleway 19 but column (3) refers to “Highway (footpath)”. It is not clear why. In the same entry, as mentioned elsewhere “highway (NMUs)” is not a statutory term – SCC considers it should be either “bridleway” or “footpath” and/or “cycleway”.</p> <p>Moreover, in Schedule 13, in the second entry for “highway (NMUs)” substitute “bridleway” or “footpath” and/or “cycleway”.</p> <p>SCC understands the term will be changed to “bridleway” in the Rev. 8 DCO. SCC would be content with this amendment.</p>
20	Article 19(1)(b) (access to works)	<p>Article 19(1)(b), for “agreement” substitute “approval”</p> <p>SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with this amendment.</p>
21	Article 19(1)(b)	<p>For “means <u>or</u> access” substitute “means <u>of</u> access”</p> <p>SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with this amendment.</p>
22	Article 20(2)	<p>In its response to the ExA’s Written Questions (ExQ1), SCC said it considered that the Sizewell Link Road and Two Village Bypass should be maintained by the Applicant until the end of the SZC construction period, rather than for the 12-month period currently mentioned in article 20(2).</p> <p>SCC’s position as regards taking on the responsibility for maintenance of new highways is evolving and SCC proposed protective provisions as regards highways matters at D6. The Applicant is currently not minded to include those provisions in the dDCO. Discussions are ongoing between SCC and Applicant to see whether amendments to articles 20 (construction and maintenance of new and altered streets) and 21 (agreements</p>

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		with street authorities) could give SCC sufficient comfort that SCC considers protective provisions are not necessary.
23	Article 20(4) (construction and maintenance of new and altered streets)	In article 20(4), for “paragraph (4)” substitute “paragraph (3)” SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with this amendment.
24	Article 21 (agreements with street authorities)	Discussions are ongoing between SCC and Applicant in respect of the drafting of this article.
25	Article 22(1) (traffic regulation measures)	Several precedents for paragraph (1), some not mentioned in the Explanatory Memorandum (including Hinkley Connection, Abergelli Power and Richborough Connection), require the consent of the traffic authority. This may be because the applicants for those orders are not themselves traffic authorities (unlike TfL on Silvertown). SCC considers that, in article 22(1), after “Subject to the provisions of this article,” the Applicant should insert “and the consent of the traffic authority in whose area the road concerned is situated,” The Applicant is not minded to make this change because it considers there is no need for SCC to consent to the speed limit TROs listed in the Schedule. SCC is not aware of a non-traffic authority being provided with similar powers in a DCO. In any event, it maintains that the traffic authority’s consent should be required. Article 22(2), which provides the undertaker with further traffic regulation powers, is subject to the traffic authority’s consent and, by article 22(7), if the traffic authority fails to notify the undertaker of its decision within 28 days of receiving an application for consent, the traffic authority is deemed to have granted it. SCC considers that by making SCC’s proposed change to paragraph (1) and by extending article 22(7) to cover amended paragraph (1), the Applicant would have a reasonable and workable set of powers. SCC would therefore suggest that articles 22(1) and (7) are amended as suggested.
26	Article 22(1)	Article 22(1), for “column (2) and (3)” substitute “columns (2) and (3)” SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with this amendment.

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27	Article 22(2)	As in other cases, in paragraph (2) “such consent [of the traffic authority] not to be unreasonably withheld” appears, but it is not in other precedents. SCC maintains its position that, in article 22(2), the Applicant leaves out “(such consent not to be unreasonably withheld)”.
28	Article 22(2)	At the end of paragraph (2) the words “in respect of streets within and outside the Order limits” appear to be unprecedented. They are unnecessary. SCC requests that, in article 22(2), the Applicant leaves out “in respect of streets within and outside the Order limits” SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with this amendment.
29	Article 22(4) and (5)	Article 22(4) and (5) for “paragraphs (1) and (2)” substitute “paragraphs (1) or (2)” SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with this amendment.
30	Article 22(5)	Article 22(5)— The words “has effect as if duly made by” should be a new paragraph (a) Existing paragraphs (a) and (b) should be renumbered (i) and (ii) In renumbered (ii), the words from “and the instrument” should start on a new un-numbered line. The paragraph beginning “is deemed” should be numbered as paragraph (b). SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with this amendment.
31	Article 22(7)	Article 22(7), for “paragraph (2)” substitute “paragraphs (1) and (2)”. Please see item 25 for justification of this amendment.
32	Article 22	SCC is concerned that the consultation requirements under article 22(3) and (4) are insufficient and considers they should better reflect the consultation regime set out in regulation 6 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which SCC, as traffic authority, would have to follow when making a TRO but which the undertaker, a private company, would not have to follow. This proposal is not particularly onerous and would only require a small number of additional persons to be consulted. The Applicant has suggested that SCC could consult these persons; however, SCC does not

SIZEWELL C PROJECT DEADLINE 7 - SUFFOLK COUNTY COUNCIL RESPONSE TO ADDITIONAL SUBMISSIONS FROM THE APPLICANT

		consider that the burden of doing so should fall on it. SCC's suggested amendment is reasonable and not at all onerous for the applicant.
33	Article 37 (temporary use of land for carrying out authorised development)	<p>SCC has proposed to the Applicant that the following sub-paragraph be added to this article –</p> <p>“() Nothing in this article affects any requirement for the consent of the Secretary of State to be provided for the change of use of a playing field under section 77 of the School Standards and Framework Act 1998.”</p> <p>SCC understands the applicant is considering this proposed amendment.</p>
34	Schedule 23 (procedure for approvals, consents and appeals)	<p>SCC maintains its position that in paragraph 3(5), the reference to “10 working days” should be replaced with “20 business days” per Advice Note 15. The Applicant has not provided a reason for departing from Advice Note 15.</p> <p>Paragraph 3(2)(a) of the equivalent provisions in Advice Note 15 (concerning fees) is not included in Schedule 23. The Applicant has confirmed to SCC that fees will be covered in the Deed of Obligation. So, the Applicant accept the principle that fees must be paid. While it would seem neater if the whole of the procedure for approvals, consents and appeals (including fees) was set out in the same place (i.e. in Schedule 23), SCC is content for fees to be covered in the Deed of Obligation, provided that document contains enough information about fees, particularly their level.</p> <p>At the time this response was completed, however, the latest draft of the Deed of Obligation did not cover these fees.</p> <p>Absent this inclusion in the Deed of Obligation, they should be included in Schedule 23.</p>
35	Article 84 (application, exclusion and modification of legislative provisions) and Schedule 24 (miscellaneous controls)	<p>SCC is concerned that the powers in paragraph 2 (Highways Act 1980) of Schedule 24 do not appear to be limited to land within the Order Limits. The Applicant has agreed to remove paragraph 2(2) in the Rev 8 DCO; however, the Applicant wishes to retain paragraph 2(1) to avoid the possibility that any of the Applicant's landscaping agreed pursuant to discharge of requirement in relation to the highway schemes might contravene s141 in terms of its nearness to the highway. SCC is considering the point in respect of paragraph 2(1) and will revert to the Applicant on it shortly.</p>

Schedule 2 (requirements)

No.	Requirement	Comment
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<p>36</p>	<p>1(3) (interpretation)</p>	<p>In its D5 submission on ISH1, SCC states, in respect of paragraph 1(3) of Schedule 2 –</p> <p>“Where an approval of details or other document is required under the terms of any requirement or where compliance with a document contains the wording “unless otherwise approved” by the discharging authority, such approval of details or of any other document (including any subsequent amendments or revisions) or <u>agreement by the discharging authority</u> is not to be given except in relation to changes or deviations where it has been demonstrated to the satisfaction of the discharging authority that the subject matter of the approval or agreement sought does not give rise to any materially new or materially different environmental effects to those assessed in the environmental information”. [Emphasis added].</p> <p>The words “unless otherwise approved” do not appear in the tailpieces relevant to SCC. (Requirement 3(2) and (4) and Requirement 6A(2) and (3) include the words “unless otherwise agreed” and Requirement 13A(1) and Requirement 22(1) include the words “save to the extent alternative plans or details are submitted to and approved by [SCC]”. SCC requests that the Requirements mentioned above are amended to include the words “unless otherwise approved” or paragraph 1(3) of Schedule 2 is amended to provide that it also applies to Requirements 3, 6A, 13A and 22.</p> <p>Provided these changes are made, SCC considers that the tailpieces would be acceptable because before any change was agreed, the undertaker would have to demonstrate that the change did not give rise to any materially new or materially different environmental effects to those assessed in the environmental information. This would provide both security to SCC and flexibility to the undertaker.</p> <p>A further drafting point arises from this: since the tailpiece referred to in paragraph 1(3) includes the words “unless otherwise <u>approved</u>” the reference to “... or <u>agreement</u> by the discharging authority” in paragraph 1(3) should be changed to “or <u>approval</u> by the discharging authority”.</p> <p>SCC understands this change will be made in the Rev. 8 DCO. SCC would be content with these amendments.</p>
<p>37</p>	<p>2 (project wide: code of construction practice)</p>	<p>For the avoidance of doubt, SCC considers R2 needs to explain what “the temporary works” refers to.</p> <p>Following discussions with the Applicant, SCC understands but the intention is that requirement 2 applies to all construction works carried out in connection with the authorised development, including the removal and reinstatement works of the temporary development and works, as set out in Schedule 1. SCC does not consider, however, that the current drafting achieves this and looks forward to considering the next iteration of requirement 2.</p>

SIZEWELL C PROJECT DEADLINE 7 - SUFFOLK COUNTY COUNCIL RESPONSE TO ADDITIONAL SUBMISSIONS FROM THE APPLICANT

38	5 (project wide: surface and foul water drainage)	Requirement 5 as currently drafted is unsatisfactory since it provides the SCC with insufficient control over surface water drainage, which is one of its statutory responsibilities. Discussions on this requirement are ongoing with ESC and the Applicant.
39	5A (project wide: emergency planning)	<p>SCC maintains its position in respect of Requirement 5A, namely: the DCO application includes a complex construction proposal that is set largely within the Sizewell B Detailed Emergency Planning Zone, arrangements for which are detailed in the Suffolk Resilience Forum Radiation Emergency Plan. This will affect the existing off-site radiation emergency arrangements made under the Radiation (Emergency Preparedness and Public Information) Regulations 2019. Owing to this, it is essential that those arrangements are updated to take account of the DCO's impacts before works are commenced.</p> <p>In respect of the East Anglia ONE North and East Anglia TWO Offshore Wind Farms DCO, the applicant has proposed a requirement along the following lines which SCC supports. SCC considers consistency in this regard is required in both applications and therefore requests that the new emergency powers requirement replaces existing Requirement 5A –</p> <p>Project wide: Emergency planning</p> <p>(1) No part of the relevant works may be commenced until the Suffolk Resilience Forum Radiation Emergency Plan (“the Plan”) has been reviewed to account for the relevant works, or any part of them, and reissued in accordance with the Regulations.</p> <p>(2) Emergency planning arrangements specified in the Plan in respect of the relevant works must be implemented in accordance with the Plan, unless otherwise agreed with Suffolk County Council following consultation with the Sizewell Emergency Planning Consultative Committee or Suffolk Resilience Forum as appropriate.</p> <p>(3) For the purposes of this requirement –</p> <p>(a) “relevant works” means permanent works related to site preparation and construction; and</p> <p>(b) “the Regulations” means the Radiation (Emergency Preparedness and Public Information) Regulations 2019.</p>
40	12B (main development site: coastal)	Requirement 12B is subject to ongoing discussions between SCC and the Applicant.

SIZEWELL C PROJECT DEADLINE 7 - SUFFOLK COUNTY COUNCIL RESPONSE TO ADDITIONAL SUBMISSIONS FROM THE APPLICANT

	defences marine infrastructure)	
41	Miscellaneous (i) – the relevant Statutory Nature Conservation Body	SCC understands that references in requirements 5(1), 7(1), 7A(1), 12(1), 14A(1)(i) and (ii), 14B(1) and 15 to “the relevant Statutory Nature Conservation Body” will be replaced with the name of the body itself in the Rev. 8 DCO. SCC would be content with these amendments.
42	Other requirements	The content of other amended requirements is being considered by SCC.

COMMENTS ON D5 SUBMISSIONS BY THE APPLICANT

Plans for Approval and Plans not for approval

6. As noted at SCC's D6 response, we had been unable to review the updated highways plans for approval and plans not for approval submitted by the Applicant at D5. Comments on these plans have been included in the Appendices 2-4 to this document.

Ref	SZC Co plans in [REP5-024]	SCC Deadline 7 response
REP5-024	Deadline 5 Submission - 2.10 Ch Sizewell Link Road Plans for Approval Part 1 of 3 - Revision 3	Comments are attached as Appendix 2
REP5-025	Deadline 5 Submission - 2.10 Ch Sizewell Link Road Plans for Approval Part 2 of 3 - Revision 3	
REP5-026	Deadline 5 Submission - 2.10 Ch Sizewell Link Road Plans for Approval Part 3 of 3 - Revision 3	
REP5-022	Deadline 5 Submission - 2.10 Ch Sizewell Link Road Plans Not for Approval Part 1 of 2 - Revision 3	
REP5-023	Deadline 5 Submission - 2.10 Ch Sizewell Link Road Plans Not for Approval Part 2 of 2 - Revision 3	
REP5-020	Deadline 5 Submission - 2.8 Ch Two Village Bypass Plans for Approval - Revision 4	Comments are attached as Appendix 3
REP5-019	Deadline 5 Submission - 2.8 Ch Two Village Bypass Plans Not for Approval - Revision 4	
	Deadline 2 Submission - 2.9 Updated Yoxford Roundabout Plans for Approval - Revision 3.0	Comments are attached as Appendix 4
APP-041	2.9 Yoxford Roundabout and Other Highway Improvement Plans - Yoxford Roundabout Plans Not For Approval	



ID Number: 20026012

APPENDIX 1: SCC COMMENTS ON SCHEDULE 14 OF DRAFT DCO REVISION 6.0 [REP6-006]

SCC High Level Review of Schedule 14 Traffic Regulation Measures

DCO v7 submitted at D6 (REP6-006)

This is not a full review of the schedule but highlights some of the discrepancies.

Lovers Lane

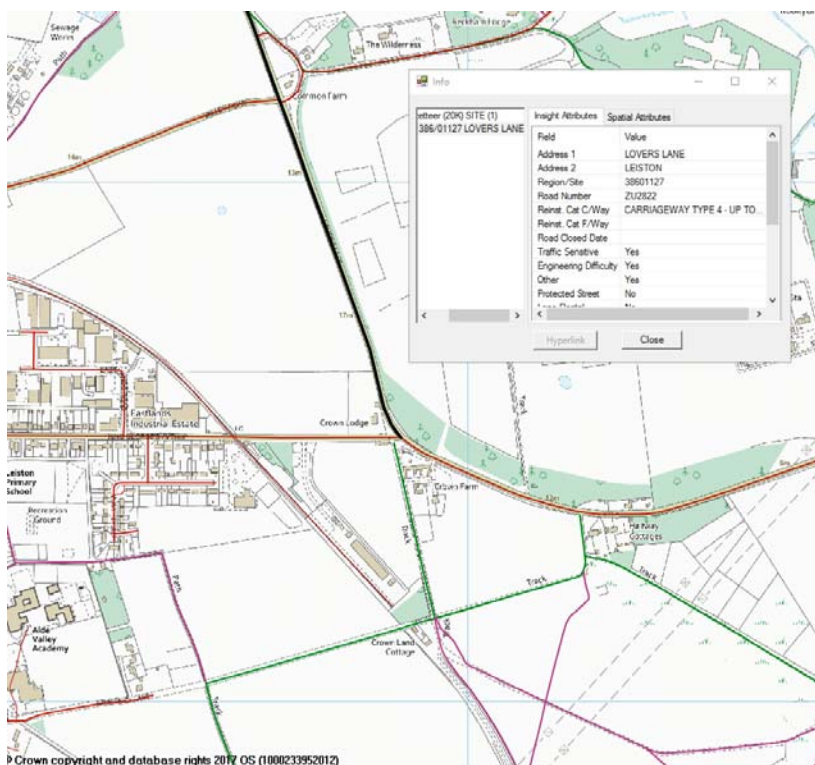
Permanent Speed Restriction

Main development site and rail	Lover's Lane	From the junction with B1122 Abbey Road to 520m east of the King George's Avenue junction	40mph speed restriction
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Temporary Speed Limit

Main development site and rail	Lover's Lane	From 600m east of the junction with B1122 Abbey Road to 100m east of the King George's Avenue junction	30mph speed restriction
Main development site and rail	Lover's Lane	From 400m north of the Valley Road junction to 520m east of the King George's Avenue junction	30mph speed restriction

The extents of the speed limit are not practical as Lovers Lane does not extend east of King George Avenue. For the temporary speed restriction, it is not clear how two speed limits on the same stretch of road will be implemented and removed so that there is no overlap. For Lovers Lane, there are 5 temporary speed restrictions included. If the duration of the temporary speed restriction extends beyond 18 months then this needs to be clearly stated (with duration)



Southern Park and Ride (B1078, B1116, A12 Slip Roads)

Southern park and ride	B1078	From 25m east of the A12 southbound entry slip roads to the back of the splitter island on the southern arm of the B1116 roundabout	30mph speed restriction
Southern park and ride	A12 southbound entry slip road	From the junction with the B1078 to 10m south of the B1078	30mph speed restriction
Southern park and ride	A12 northbound exit slip road	From the junction with the B1078 to 10m south of the B1078	30mph speed restriction

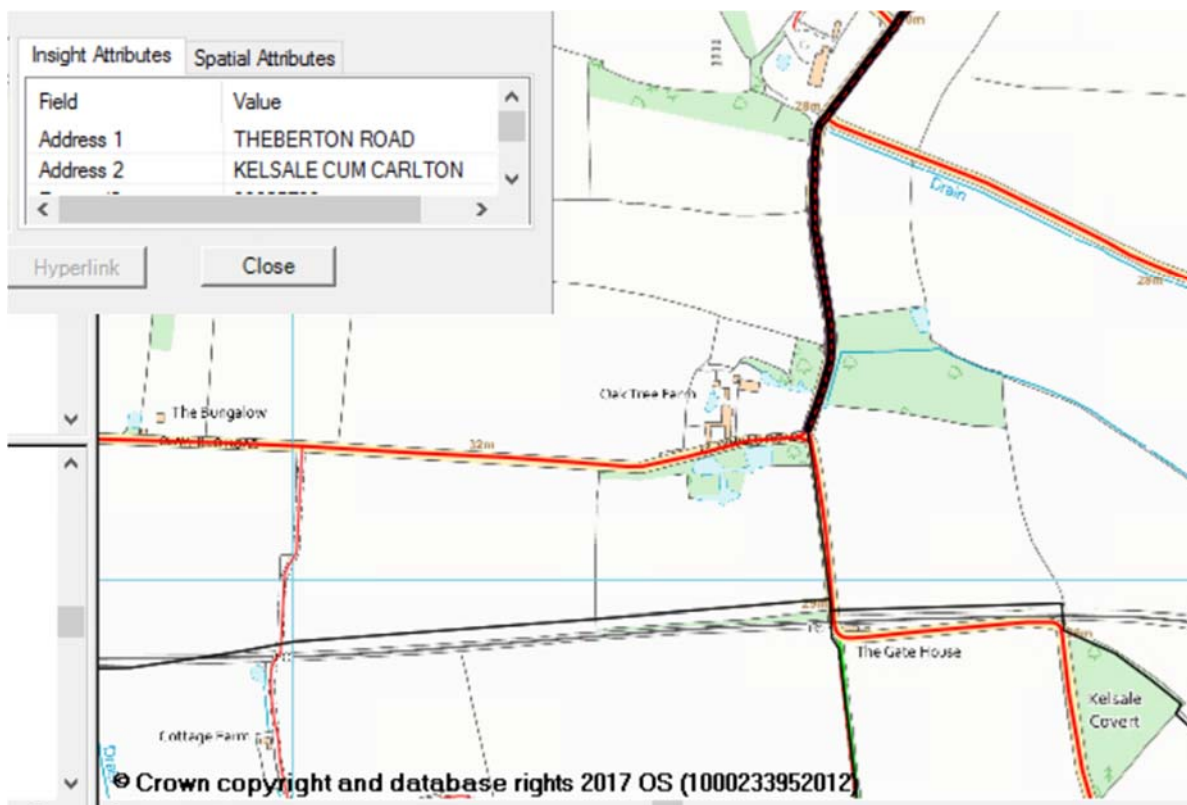
This would result in two speed restrictions on the B1078/B1116 roundabout (B1078 and A12 Northbound Exit).

Errors in street descriptions

These should be based on the street gazetteer

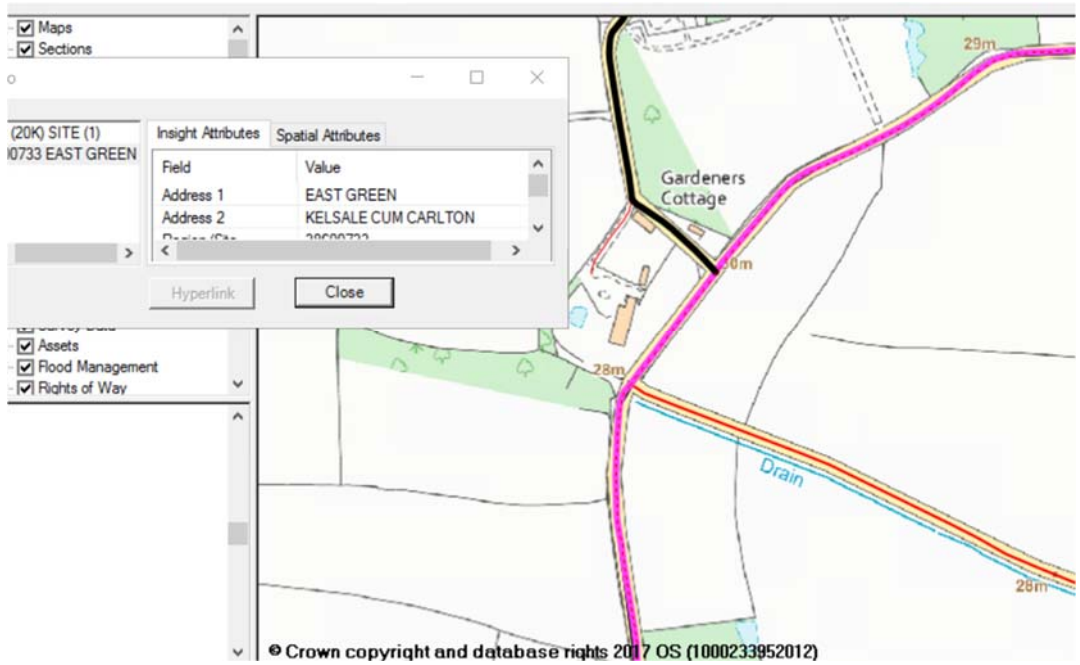
Main development site and rail	Hawthorn Road	From the The Green junction to 600m north of The Green junction	30mph speed restriction
Main development	Hawthorn Road	From the Hawthorn	30mph speed

Part of what is described in the schedule as Hawthorn Road is in the street gazetteer as Theberton Road.



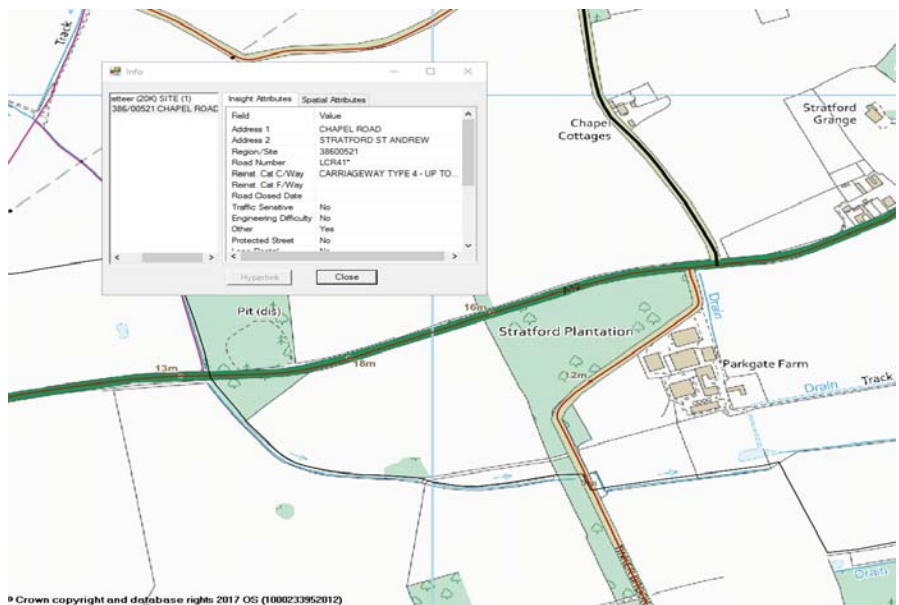
Main development site and rail	Unnamed road running north from Hawthorn Road	From the Hawthorn Road junction to 100m north of the Hawthorn Road junction	30mph speed restriction
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This description is ambiguous and does not identify the road. It is presumed to be East Green, Kelsale cum Carlton and Hawthorn Road should again be Theberton Road.



Two village bypass	Unnamed road north of A12, opposite Tinker Brook]	From the A12 junction to 800m north of the A12 junction	30mph speed restriction
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The unnamed road opposite Tinkers Brook is Chapel Road

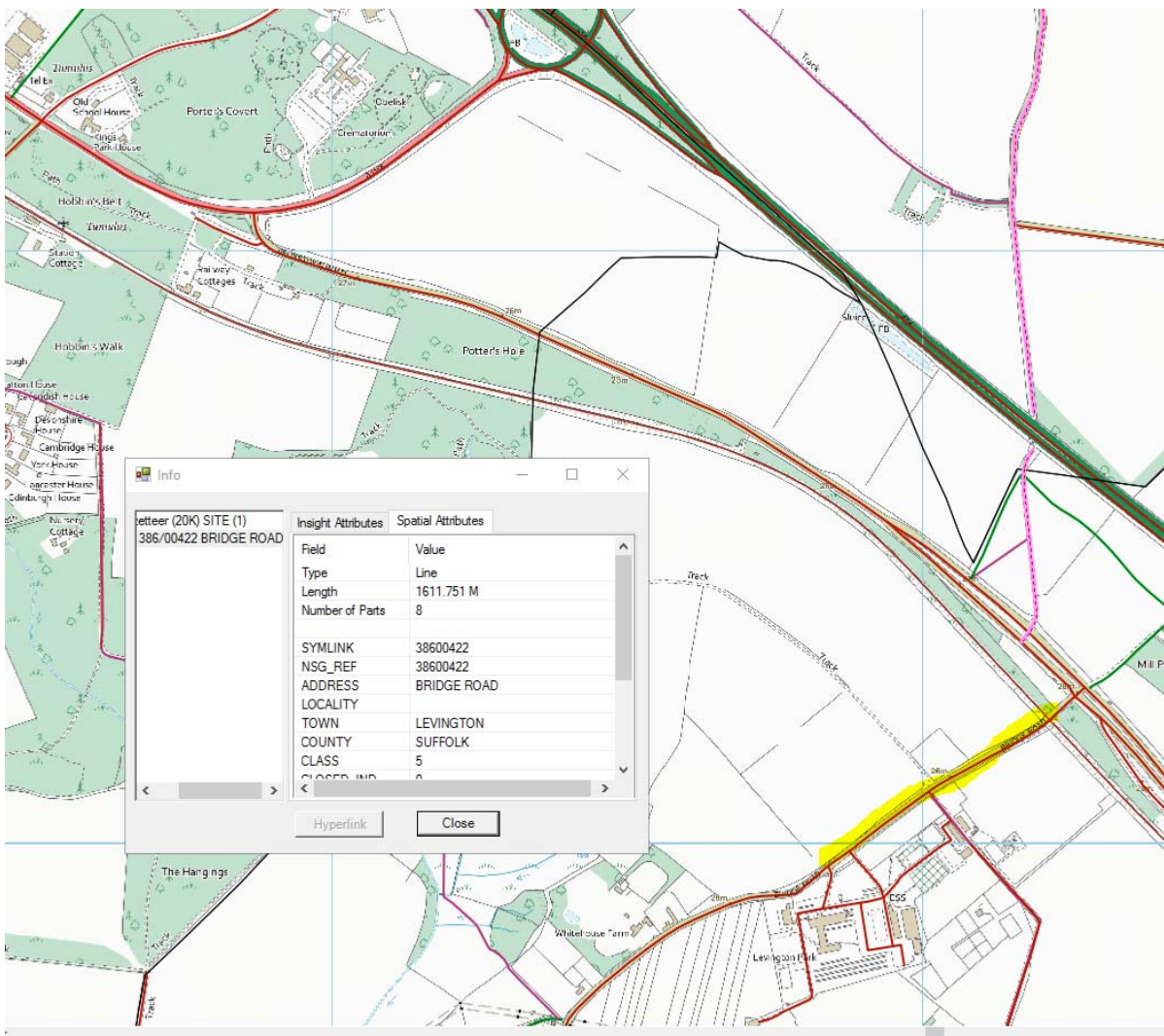


Freight management facility	Felixstowe Road north of Levington Lane	From 1250m northwest of the Bridge Road junction to 350m southeast of the Bridge Road junction	30mph speed restriction
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Levington Lane (pink) is north of the Bridge Road junction (yellow) so it is confusing to refer to 'Felixstowe Road north of Levington Lane'

Freight management facility	Levington Road	Entire length (between Felixstowe Road and the end of the road to the south of the A14)	30mph speed restriction
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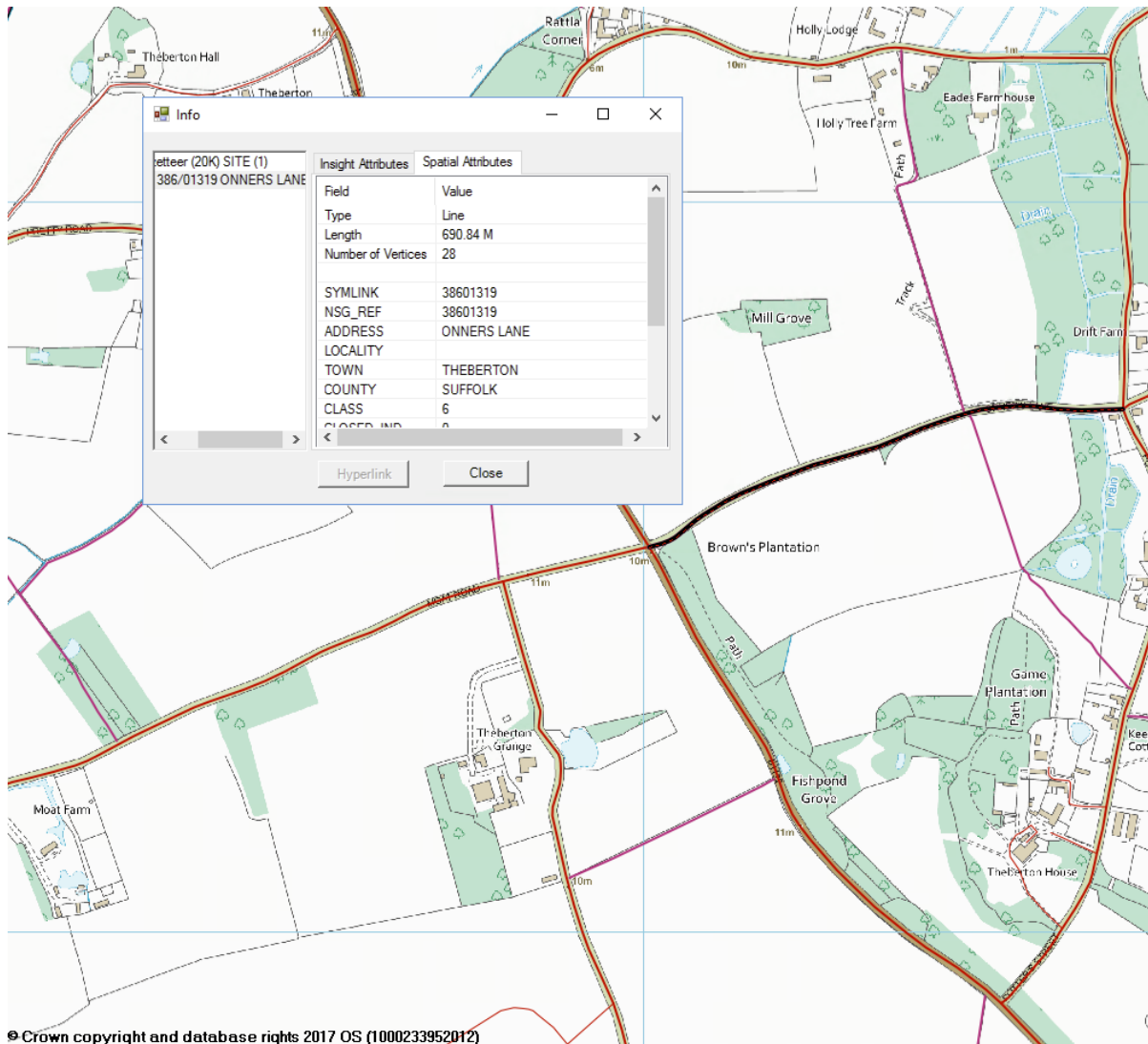
And Levington Road is Levington Lane



Dimensional Errors

Sizewell link road	Onner's Lane	From the B1122 junction to 350m north of the B1122 junction (for Moat Road works); and From the B1122 junction to 800m north of the B1122 junction	30mph speed restriction
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Onners Lane is only 680m in length.





ID Number: 20026012

APPENDIX 2: SCC COMMENTS ON SIZEWELL LINK ROAD PLANS FOR APPROVAL/NOT FOR APPROVAL

T470: Review Template

Type of Review		Preliminary design review	Project No			
Reviewer		SJM	Project Name	SLR		
Attendees			Area &/or Documents			
Date Review Completed		02/09/2021				
Document Number	Document Title	Details of Comment/Query	Action Owner <i>(enter as N/A if no action)</i>	Details of Action Taken	Date Completed	Status
Plans for Approval.						
SZC-SZ0204-XX-000-DRW-100055 Rev03	Sizewell Link Road - Key Plan	Drainage, general comment on all drawings - Drainage lagoons are indicative pending agreement of drainage design and infiltration testing				Open
		Highway Boundary , general comment on all drawings - Extents of highway boundary have not been agreed with SCC.				Open
		Drainage - swales are shown at base of embankment. This is not agreed with SCC due to risk of slope erosion.				Open
		Drainage - SCC preference is for easements or wayleaves to avoid taking areas extending to outfalls shown in order limits				Pending
SZC-SZ0204-XX-000-DRW-100056 Rev03	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 1 of 5	Drainage - pumped drainage system show. Understood this has changed to gravity drainage solution.				Open
SZC-SZ0204-XX-000-DRW-100057 Rev03	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 2 of 5	NMU Link - diversion of NMU link onto line of Littlemoor road @Ch2250 means not 'permanent stopping up of highway (all traffic) is incorrect				Pending
SZC-SZ0204-XX-000-DRW-100058 Rev03	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 3 of 5	No comment				Closed
SZC-SZ0204-XX-000-DRW-100059 Rev03	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 4 of 5	Drainage - number of attenuation basins between Ch4800 to Ch5000 and Ch5450 to 5650 could be consolidated into few basins.				Pending
SZC-SZ0204-XX-000-DRW-100060 Rev03	Sizewell Link Road Proposed General Arrangement And Profiles - Sheet 5 of 5	General - a construction compound split in three by new roads does not seem a practical arrangement.				Pending
SZC-SZ0204-XX-000-DRW-100064 Rev03	Sizewell Link Road A12 Junction Proposed General Arrangement	General - new point of access on A12 south of roundabout. Is this retained as a permanent feature?				Pending
		General - site compound shown bisected by road. Does not seem a practical arrangement				Pending
		Drainage - what measures will be in place to provide alternative drainage for lagoon @Ch50 when the area is in use as a compound?				Open
		Rights of Way - these are labelled 'proposed highway (footpath) route. This is misleading as parts of these routes are bridleways.				Open
SZC-SZ0204-XX-000-DRW-100066 Rev03	Sizewell Link Road B1122 / B1125 Junction Proposed General Arrangement	General - unclear how new point of access @Ch225 on the realigned B1125 will be accessed from the highway.				Pending
SZC-SZ0204-XX-000-DRW-100067 Rev03	Sizewell Link Road B1122 / Theberton Junction Proposed General Arrangement	No comments				Closed
SZC-SZ0204-XX-000-DRW-100141 Rev03	Sizewell Link Road Moat Road Junction Proposed General Arrangement	General - New point of access on George Road will require vehicular use slightly further north than shown.				Pending
SZC-SZ0204-XX-000-DRW-100140 Rev03	Sizewell Link Road Hawthorn Road Junction Proposed General Arrangement	No comments				Closed
SZC-SZ0204-XX-000-DRW-100137 Rev03	Sizewell Link Road Fordley Road Junction Proposed General Arrangement	No comments				Closed
SZC-SZ0204-XX-000-DRW-100138 Rev03	Sizewell Link Road Trust Farm Staggered Junction Proposed General Arrangement	No comments				Closed
SZC-SZ0204-XX-000-DRW-100065 Rev03	Sizewell Link Road Middleton Moor Junction Proposed General Arrangement	Drainage - what measures will be in place to provide alternative drainage for lagoon @Ch500 and Ch600 when the area is in use as a compound?				Open
SZC-SZ0204-XX-000-DRW-100139 Rev03	Sizewell Link Road Pretty Road Junction Proposed General Arrangement	No comment				Closed
SZC-SZ0204-XX-000-DRW-100296 Rev02	East Suffolk Line Bridge Proposed General Arrangement And Elevation	No comment - structure subject to AIP with SCC				Closed
SZC-SZ0204-XX-000-DRW-100299 Rev02	Pretty Road Footbridge Proposed General Arrangement And Elevation	No comment - structure subject to AIP with SCC				Closed
SZC-SZ0701-XX-000-DRW-100147 Rev03	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Key Plan	Highway Boundary - the limits of the highway boundary and hence responsibility for maintenance have yet to be agreed with SCC.				Open
		Landscaping - Boundary Fences and hedges would generally be outside of the highway limits. Hence areas shown for reinstatement, fences and hedges are only approximate. For example large areas shown as grassland adjacent to the A12 roundabout are not necessary for the public highway.				Open
SZC-SZ0701-XX-000-DRW-100170 Rev03	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Sheet 1 of 4	No comments				Closed
SZC-SZ0701-XX-000-DRW-100171 Rev03	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Sheet 2 of 4	No comments				Closed
SZC-SZ0701-XX-000-DRW-100172 Rev03	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Sheet 3 of 4	No comments				Closed

T470: Review Template

Type of Review	Preliminary design review	Project No				
Reviewer	SJM	Project Name	SLR			
Attendees		Area &/or Documents				
Date Review Completed	02/09/2021	Documents				
Document Number	Document Title	Details of Comment/Query	Action Owner <i>(enter as N/A if no action)</i>	Details of Action Taken	Date Completed	Status
SZC-SZ0701-XX-000-DRW-100173 Rev03	Sizewell Link Road Proposed Landscape Masterplan And Finished Levels - Sheet 4 of 4	No comments				Closed
SZC-SZ0701-XX-000-DRW-100146 Rev03	Sizewell Link Road Site Clearance Plan - Key Plan	No comments				Closed
SZC-SZ0701-XX-000-DRW-100174 Rev03	Sizewell Link Road Site Clearance Plan Sheet 1 of 4	No comments				Closed
SZC-SZ0701-XX-000-DRW-100175 Rev03	Sizewell Link Road Site Clearance Plan Sheet 2 of 4	No comments				Closed
SZC-SZ0701-XX-000-DRW-100176 Rev03	Sizewell Link Road Site Clearance Plan Sheet 3 of 4	No comments				Closed
SZC-SZ0701-XX-000-DRW-100177 Rev02	Sizewell Link Road Site Clearance Plan Sheet 4 of 4	No comments				Closed
Plans Not for Approval.						
SZC-SZ0100-XX-000-DRW-100103	Sizewell Link Road Existing Site Plan - Key Plan	No comments				Closed
SZC-SZ0100-XX-000-DRW-100074	Sizewell Link Road Existing Site Plan - Sheet 1 of 3	No comments				Closed
SZC-SZ0100-XX-000-DRW-100075	Sizewell Link Road Existing Site Plan - Sheet 2 of 3	No comments				Closed
SZC-SZ0100-XX-000-DRW-100076	Sizewell Link Road Existing Site Plan - Sheet 3 of 3	No comments				Closed
SZC-SZ0204-XX-000-DRW-100285	Sizewell Link Road Cross Sections	Drainage - swales are shown at base of embankment. This is not agreed with SCC due to risk of slope erosion.				Open
SZC-SZ0204-XX-000-DRW-100439	Pretty Road Footbridge Key Plan For Cross Sections	No comment - structure subject to AIP with SCC				Pending
SZC-SZ0204-XX-000-DRW-100442	Pretty Road Footbridge Proposed Cross Sections	No comment - structure subject to AIP with SCC				Pending
SZC-SZ0204-XX-000-DRW-100297	East Suffolk Line Bridge Key Plan For Cross Sections	No comment - structure subject to AIP with SCC				Pending
SZC-SZ0204-XX-000-DRW-100298	East Suffolk Line Bridge Proposed Cross Sections	No comment - structure subject to AIP with SCC				Pending
SZC-SZ0204-XX-000-DRW-100425	Sizewell Link Road Existing Utilities Plan - Key Plan	No comments				Closed
SZC-SZ0204-XX-000-DRW-100426	Sizewell Link Road Existing Utilities Plan - Sheet 1 of 6	No comments				Closed
SZC-SZ0204-XX-000-DRW-100427	Sizewell Link Road Existing Utilities Plan - Sheet 2 of 6	No comments				Closed
SZC-SZ0204-XX-000-DRW-100428	Sizewell Link Road Existing Utilities Plan - Sheet 3 of 6	No comments				Closed
SZC-SZ0204-XX-000-DRW-100429	Sizewell Link Road Existing Utilities Plan - Sheet 4 of 6	No comments				Closed
SZC-SZ0204-XX-000-DRW-100430	Sizewell Link Road Existing Utilities Plan - Sheet 5 of 6	No comments				Closed
SZC-SZ0204-XX-000-DRW-100431	Sizewell Link Road Existing Utilities Plan - Sheet 6 of 6	No comments				Closed
SZC-SZ0204-XX-000-DRW-100440	Sizewell Link Road Proposed Drainage Plan - Key Plan	Drainage, general comment on all drawings - Drainage lagoons are indicative pending agreement of drainage design and infiltration testing				Open
		Drainage - swales are shown at base of embankment. This is not agreed with SCC due to risk of slope erosion.				Open
SZC-SZ0204-XX-000-DRW-100432	Sizewell Link Road Proposed Drainage Plan - Sheet 1 of 5	Drainage - pumped drainage system show. Understood this has changed to gravity drainage solution.				Open
SZC-SZ0204-XX-000-DRW-100433	Sizewell Link Road Proposed Drainage Plan - Sheet 2 of 5	No comments				Closed
SZC-SZ0204-XX-000-DRW-100434	Sizewell Link Road Proposed Drainage Plan - Sheet 3 of 5	No comments				Closed
SZC-SZ0204-XX-000-DRW-100435	Sizewell Link Road Proposed Drainage Plan - Sheet 4 of 5	No comments				Closed
SZC-SZ0204-XX-000-DRW-100436	Sizewell Link Road Proposed Drainage Plan - Sheet 5 of 5	No comments				Closed
SZC-SZ0204-XX-000-DRW-100437	Sizewell Link Road Middleton Moor Roundabout Proposed Street Lighting Plan	No comments				Closed
SZC-SZ0204-XX-000-DRW-100438	Sizewell Link Road Western Roundabout Proposed Street Lighting Plan	No comments				Closed
						-

T470: Review Template

Type of Review		Preliminary design review	Project No			
Reviewer		SJM	Project Name	SLR		
Attendees			Area &/or Documents			
Date Review Completed		02/09/2021				
Document Number	Document Title	Details of Comment/Query	Action Owner <i>(enter as N/A if no action)</i>	Details of Action Taken	Date Completed	Status
						-
						-
						-
						-

Issue 3.7 Issue 3.7

APPENDIX 3: SCC COMMENTS ON TWO VILLAGE BYPASS PLANS FOR APPROVAL/NOT FOR APPROVAL

T470: Review Template

Type of Review	Preliminary design review	Project No	
Reviewer	SJM	Project Name	Two Village Bypass
Attendees		Area &/or	
Date Review Completed	01/09/2021	Documents	

Document Number	Document Title	Details of Comment/Query	Action Owner <i>(enter as N/A if no action)</i>	Details of Action Taken	Date Completed	Status
Plans for Approval.						
SZC-SZ0204-XX-000-DRW-100038 Rev03	Two Village Bypass Proposed General Arrangement And Profiles - Sheet 1 of 2	Drainage - Lagoons are only shown as indicative size				Open
		General Layout - Lagoon south of TVB is shown south of the access track. This is not the case in the drawing SZC-AD0320-WSP-TVBGEN-ZZ0000-DRW-HCH-301002 Rev P02 provided for technical approval by the LPA and is not acceptable.				Open
SZC-SZ0204-XX-000-DRW-100522 Rev03	Two Village Bypass Proposed General Arrangement And Profiles - Sheet 2 of 2	Drainage - Lagoons are only shown as indicative size				Open
		General Layout - proposed that footway on north side of A1094 can be linked to the public footpath adjacent to the drainage basin via the access track.				Open
		Highway Boundary Fence - details of highway boundary have not been agreed with the LHA				Open
SZC-SZ0204-XX-000-DRW-100039 Rev03	Two Village Bypass A12/A1094 Eastern Roundabout Proposed General Arrangement	Boundary Fence - as show this includes significant area of land to the west of the A12/A1094 roundabout not necessary for highway purposes				Open
SZC-SZ0204-XX-000-DRW-100040 Rev02	Two Village Bypass A12 Western Roundabout Proposed General Arrangement	General Layout - details of pedestrian / cycle crossing on A12 at the Tinker Brook Lane junction requires clarification (cycle route)				Open
		Boundary Fence - as show this includes significant area of land to the west, south and east of the new A12 roundabout not necessary for highway				Open
SZC-SZ0204-XX-000-DRW-100450 Rev01	Two Village Bypass A12/A1094 Eastern Roundabout Proposed Profiles	No comments				Closed
SZC-SZ0204-XX-000-DRW-100451 Rev01	Two Village Bypass A12 Western Roundabout Proposed Profiles	No comments				Closed
SZC-SZ0204-XX-000-DRW-100452 Rev03	Two Village Bypass Proposed Staggered Junction Plan And Profiles	No comments				Closed
SZC-SZ0204-XX-000-DRW-100293 Rev01	River Alde Overbridge Proposed General Arrangement And Elevation	subject to separate AIP				Pending
		Seeking confirmation of loading with reference to AILs (SV192?)				Open
SZC-SZ0204-XX-000-DRW-100290 Rev01	Foxburrow Wood Footbridge Proposed General Arrangement And Elevation	Subject to separate AIP- required to be built to bridleway standards despite removal of plans to upgrade nearby public rights of way.				Pending
SZC-SZ0701-XX-000-DRW-100166 Rev03	Two Village Bypass Proposed Landscape Masterplan And Finished Levels - Sheet 1 of 2	Check details agree with landscape design strategy - missing bat hop overs?				Pending
SZC-SZ0701-XX-000-DRW-100166 Rev03	Two Village Bypass Proposed Landscape Masterplan And Finished Levels - Sheet 2 of 2	Check details agree with landscape design strategy - missing bat hop overs?				Pending
SZC-SZ0701-XX-000-DRW-100168 Rev03	Two Village Bypass Site Clearance Plan - Sheet 1 of 2	No comments				Closed
SZC-SZ0701-XX-000-DRW-100169 Rev04	Two Village Bypass Site Clearance Plan - Sheet 2 of 2	No comments				Closed
Not for approval						
SZC-SZ0100-XX-DRW-100092 Rev02	Existing Site Plan - Sheet 1 of 2	Red line boundary not yet altered to reflect change REF removal of upgraded footways from scheme (change 17).				Pending
SZC-SZ0100-XX-DRW-100093 Rev02	Existing Site Plan - Sheet 2 of 2	Red line boundary not yet altered to reflect change REF removal of upgraded footways from scheme (change 17).				Pending
SZC-SZ0204-XX-000-DRW-100443 Rev02	Two Village Bypass Cross Sections	General Layout - confirm that VRS is either not require or can be fitted within the verge.				Pending
		Subject to separate AIP- required to be built to bridleway standards despite removal of plans to upgrade nearby public rights of way.				Pending
SZC-SZ0204-XX-000-DRW-100291 Rev01	Foxburrow Wood Footbridge Key Plan For Cross Se	No comment				Closed
SZC-SZ0204-XX-000-DRW-100292 Rev01	Foxburrow Wood Footbridge Proposed Cross Secti	No comments - subject to separate AIP				Pending
SZC-SZ0204-XX-000-DRW-100294 Rev01	River Alde Overbridge Key Plan For Cross Sections	No comments - subject to separate AIP				Pending
SZC-SZ0204-XX-000-DRW-100295 Rev01	River Alde Overbridge Proposed Cross Sections	No comments				Closed
SZC-SZ0204-XX-000-DRW-100453 Rev02	Two Village Bypass Existing Utilities Plan Key Plan	No comments				Closed
SZC-SZ0204-XX-000-DRW-100454 Rev02	Two Village Bypass Existing Utilities Plan Sheet 1 of	No comments				Closed
SZC-SZ0204-XX-000-DRW-100455 Rev02	Two Village Bypass Existing Utilities Plan Sheet 2 of	No comments				Closed
SZC-SZ0204-XX-000-DRW-100456 Rev02	Two Village Bypass Existing Utilities Plan Sheet 3 of	No comments				Closed
SZC-SZ0204-XX-000-DRW-100523 Rev02	Two Village Bypass Existing Utilities Plan Sheet 4 of	No comments				Closed
SZC-SZ0204-XX-000-DRW-100444 Rev02	Two Village Bypass Proposed Drainage Plan Sheet	Drainage - basin sizes are only indicative and not revised following infiltration testing and drainage design.				Pending
		Drainage - lagoon east of the River Alde is shown at a location different to that agreed with the LHA in preliminary technical approval.				Open
SZC-SZ0204-XX-000-DRW-100445 Rev02	Two Village Bypass Proposed Drainage Plan Sheet	Drainage - basin sizes are only indicative and not revised following infiltration testing and drainage design.				Pending

T470: Review Template

Type of Review	Preliminary design review	Project No	
Reviewer	SJM	Project Name	Two Village Bypass
Attendees		Area &/or Documents	
Date Review Completed	01/09/2021		

Document Number	Document Title	Details of Comment/Query	Action Owner <i>(enter as N/A if no action)</i>	Details of Action Taken	Date Completed	Status
SZC-SZ0204-XX-000-DRW-100447 Rev02	Two Village Bypass A12/A1094 Western Roundabout	Street Lighting - street light shown opposite the existing alignment of Tinkers Brook Lane obstructs the footway. This is rectified on the plans supplied for preliminary technical approval SZC-AD0320-WSP-TVHGLG--ZZ0000-DRW-HEO-313001 Rev P02				Pending
SZC-SZ0204-XX-000-DRW-100446 Rev02	Two Village Bypass A12/A1094 Eastern Roundabout	Street Lighting - a number of street lights obstruct the footway eg north side of A1094				Pending
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Issue 3.7 Issue 3.7



ID Number: 20026012

APPENDIX 4: SCC COMMENTS ON YOXFORD ROUNDABOUT PLANS FOR APPROVAL/NOT FOR APPROVAL

T470: Review Template

Type of Review	Preliminary design review	Project No	
Reviewer	SJM	Project Name	Yoxford Roundabout
Attendees		Area &/or	
Date Review Completed	01/09/2021	Documents	

Document Number	Document Title	Details of Comment/Query	Action Owner <i>(enter as N/A if no action)</i>	Details of Action Taken	Date Completed	Status
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Plans for Approval

SZC-SZ0204-XX-00-DRW-100019 Rev02	Yoxford Roundabout Proposed General Arrangement	Drainage - no invert levels shown for lagoon and shown next to cutting. latest plan SZC-AD0330-WSP-YOXHDG-ZZ0000-DRW-HCD-305001 PO1.1 submitted for preliminary technical approval shows larger lagoon in cut (as opposed to the road in a cut) and soakaways to the east of the lavby near the River You Bridge.				Open
		Drainage - calculations / drainage strategy not provide so cannot confirm area is acceptable				Open
		Drainage - no details of drainage on A12 north of roundabout				Open
		Speed Limit Change to 20mph not necessary (nor in DCO Schedule)				Open
		Footway - unclear which parts of verge are to be footway. Drawing for preliminary technical approval SZC-AD330-WSP-YOHKF-ZZ0000-DRW-HCH-311001 PO1.1 shows bituminous footway alongside the A12 south of the roundabout and south of the B1122. Also shown is a hardstanding to the east of the roundabout.				Open
		Footways - confirmation of widths (min 2.0m footway, 3.0m cycleway)				Open
Not for approval						
SZC-SZ0204-XX-00-DRW-100020 Rev01	Yoxford Roundabout Proposed Long Sections	No comments				Closed
SZC-SZ0204-XX-00-DRW-100179 Rev03	Yoxford Roundabout Proposed Landscape Masterplan and Finished Levels	Verges shown across link from B1122 spur to A12 south near San Souci				Open
		Landscape inconsistent with plans for preliminary technical approval (see General Layout) Position of highway boundary fence has not been agreed with LHA				Open
SZC-SZ0204-XX-00-DRW-100178 Rev02	Yoxford Roundabout Site Clearance Plan	No comments				Closed

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