



*ID Number: 20026012*

**Sizewell C Project, Ref. EN010012**

## **Request for further information**

**Issued on 20 September 2021**

**Responses are due by Deadline 8: 24 September 2021**

**Suffolk County Council Registration ID Number: 20026012**

**Deadline 8**

**24 September 2021**

Question to:	Question:
<b>Sizewell Link Road – Design Considerations</b>	
Applicant, SCC	<p>As referred to by Mr Merry of Suffolk County Council during ISH13 on 16 September 2021 [EV-142e], the original design speed for the Sizewell link road was 50mph. However, the current design is a 60mph road. Please can the Applicant explain the rationale for the chosen speed of 60mph as opposed to a lesser design speed.</p> <p>If the Sizewell link road was a lesser speed than 60mph, please can the Applicant confirm whether this would lead to reduced impacts in respect of air quality, noise, landscape and the historic environment? If the design speed were reduced would not that road more appropriately meet the tests set out in the National Policy Statement by minimising impacts? Please can the Applicant provide a response to these questions for Deadline 8 on 24 September 2021.</p> <p>In addition, could Suffolk County Council provide their view on this matter for Deadline 8 on 24 September 2021.</p>
<b>SCC response at Deadline 8</b>	<p>SCC requested that the applicant ensure that the design of the SLR was generally compliant with DMRB criteria for a derestricted single carriageway road (60mph) as:</p> <ul style="list-style-type: none"> <li>• A 50mph speed limit on a new purpose built rural road as opposed to an evolved road such as the B1122 or A12 would be inappropriate in terms of national and local guidance (see below) on setting speed limits;</li> </ul>

Question to:	Question:
	<ul style="list-style-type: none"><li>• Even if the SLR were to be designed for lower speeds, compliance with a 50mph speed limit on a new rural road with few junctions, visible dwellings or other significant features is likely to be poor leading to a significant number of drivers exceeding a 50mph limit although the road would not be designed, nor be safe for, such speeds;</li><li>• In the operational phase, traffic volumes on the SLR are likely to be low which would encourage exceedance of a 50mph limit following completion of SZC;</li><li>• Regular exceedance of a speed limit may result in calls for greater police enforcement;</li><li>• A 50mph speed limit would require signage which would be a permanent maintenance liability for the authority;</li><li>• A reduced speed limit would reduce the attractiveness of the SLR as an alternative to the B1122.</li></ul> <p><u>Highway Design</u></p> <p>Reduction of the design speed limit would reduce some design criteria such as sizes of visibility splays, bend radii and gradients with for example some reduction in the size of cuttings and embankments. However, the design is restricted by other key criteria such as the rail bridge, location of culverts, road junctions and crucially drainage infrastructure such as swales and lagoons which have a large influence on the environmental impacts arising from the SLR. Where considered appropriate significant departures or relaxations have been accepted within the highway design, specifically for the minor roads that join the SLR. The rationale is that in these areas there is a transition from existing narrow, bendy minor roads to the traffic dominated, formally designed SLR.</p> <p>Were the SLR to be considered a temporary feature some of the key design criteria such as the drainage could be reduced in size and major structures such as the ESL rail bridge, Pretty Road bridge and culverts designed as temporary structures with less impact.</p> <p><b>References</b></p>

Question to:	Question:
	<p>SCC Speed Limit Guidance</p> <p><a href="https://suffolkroadsafe.com/wp-content/uploads/2021/07/Speed-Limit-Policy.pdf">https://suffolkroadsafe.com/wp-content/uploads/2021/07/Speed-Limit-Policy.pdf</a></p> <p>National Speed Limit Guidance</p> <p><a href="https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits">https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits</a></p>
<b>Annex A – STRATEGIES AND PLANS SECURED BY THE DCO AND DoO – COMMENTARY AND QUESTIONNAIRE</b>	
The Applicant	<p>8.4. Annual Skills Implementation Plans: whilst these have to be produced, the ExA cannot then see what is to be done with them, what difference they make. /</p> <p>8.6. The Annual Skill Implementation Plans, are actually approved by the ERG in the DoO, but the substantive question is, what is then done with it? Where is it implemented?</p>
<b>SCC Response at Deadline 8</b>	SCC considers that the Annual Skills Implementation Plans are required as important documents. The Plans will set out the key priorities for skills in relation to Sizewell C, having been produced in collaboration with the key skills stakeholders. The Plans will drive all skills and employment measures for the year, and will clearly identify priorities for the allocation of skills mitigation funding. SCC and the Applicant are aligned on this matter.
The Applicant	8.7. In relation to the Supply Chain Work Plan the ExA cannot see any requirement for it to be approved.
<b>SCC Response at Deadline 8</b>	SCC would like to inform the ExA that we are close to coming to an agreement with the applicant on how this should be secured and are awaiting a further draft of the DoO.

Question to:	Question:
<p><b>Annex B - Questions arising from ISH14 (DCO and allied documents), Agenda Item 4</b></p> <p><b>PARAMETER PLANS AND APPROVED PLANS – WHICH TAKE PRECEDENCE?</b></p> <p><b>– ART 4 OF THE dDCO AND REQUIREMENT 8</b></p>	
<p>ESC, SCC</p>	<p>(b) Req 11 – Approved Buildings on the MDS, a list of works which are all part of Work No.1, but the Req only applies the Parameters Plans to alternative plans. In answer to the question, what happens if there is a difference between the Parameter Plans and the plans referred to in Req 11(1)? The Applicant explained that Req 11 applies to buildings that have been designed – see also the reference to Approved Plans. Therefore, the reference in Req 11(2) to alternative plans (and only alternatives) being in accordance with Parameter Plans is proper.</p> <p>(c) Req 12 – MDS reserved matters, the Parameter Plans apply to some buildings on the MDS, but not all. Why? It was explained by the Applicant that between them, Reqs 11, 12 and 13 cover all the buildings, structures and plant on the MDS. Req 13 requires the buildings to which is applies to be in accordance with the relevant Parameters Plans.</p> <p>Please will East Suffolk Council and Suffolk County Council state whether they agree with the ExA's summary in questions (b) and (c) above of the Applicant's</p>

SIZEWELL C PROJECT DEADLINE 8 - SUFFOLK COUNTY COUNCIL RESPONSE TO FURTHER REQUESTS FOR INFORMATION FROM EXAMINING AUTHORITY

<b>Question to:</b>	<b>Question:</b>
	explanations given during ISH14.
<b>SCC Response at Deadline 8</b>	We agree the ExA's summary of the position and await the Applicant's response to the questions.