



The Sizewell C Project

9.10.5 Statement of Common Ground - National Highways

Revision: 2.0
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1 INTRODUCTION

1.1 Status of the SoCG

1.1.1 This Statement of Common Ground ('SoCG') has been prepared in respect of the application for a development consent order ('DCO') to the Planning Inspectorate ('PINS') under the Planning Act 2008 ('the Application') for the the construction and operation of the Sizewell C nuclear power station, together with the proposed associated development (hereafter referred to as 'the Sizewell C Project').

1.1.2 This SoCG version 2.0 has been prepared by NNB Generation Company (SZC) Limited ('SZC Co.') as the Applicant and National Highways, the strategic highway authority. This version will be submitted at Examination Deadline 10, and describes the position between the parties as updated from version 1.0 submitted at Deadline 2.

1.1.3 This SoCG has evolved through a programme of engagement.

1.2 Purpose of this document

1.2.1 The purpose of this SoCG is to set out the areas of agreement and disagreement between SZC Co. and National Highways on the transport matters in relation to the Sizewell C Project'.

1.2.2 This SoCG has been prepared in accordance with the guidance published by the Department of Communities and Local Government (hereafter referred to as 'DCLG guidance').

1.2.3 Paragraph 58 of the DCLG Guidance states:

"A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."

1.2.4 The aim of this SoCG is therefore to inform the Examining Authority and provide a clear position of the state and extent of discussions and agreement between SZC Co. and National Highways on transport matters relating to the Sizewell C Project.

- 1.2.5 DCLG Guidance recognises and expects that SoCG's will continue to evolve during the examination period (if deemed necessary through on-going discussions between the parties). Discussions between SZC Co. and National Highways will therefore continue to seek to extend the areas of common ground.

1.3 Parties to this Statement of Common Ground

- 1.3.1 SZC Co. has submitted an application for development consent to build and operate a new nuclear power station, Sizewell C, along with the associated development required to enable construction and operation.

- 1.3.2 National Highways is the strategic highway authority and is therefore responsible for the Strategic Road Network (SRN).

1.4 Structure of this Statement of Common Ground

- 1.4.1 **Appendix A** provides a summary of engagement undertaken to establish this SoCG.

- 1.4.2 **Appendix B** describes the areas of agreement and disagreement between the parties, and provides a schedule which details the matters of agreement and disagreement between the parties.

APPENDIX A: ENGAGEMENT ON THE STATEMENT OF COMMON GROUND

- A.1.1. The preparation of this SoCG has been informed by a programme of discussions between SZC Co. and National Highways.
- A.1.2. Prior to the Application being submitted, National Highways was consulted through the public consultation.
- A.1.3. Since the Application was submitted in May 2020, SZC Co. has held monthly transport stakeholder meetings to progress the resolution of transport matters, which National Highways has attended. In addition, in July 2020 it was agreed with the transport stakeholders, including National Highways, to commence a programme of technical sub-groups to allow detailed conversations and more effective resolution of issues. The technical sub-group meetings that National Highways has attended are:
- traffic modelling; and
 - transport management plans.
- A.1.4. Details of transport meetings between SZC Co. and National Highways are shown in **Table 1.1** and **Table 1.2**.

Table 1.1: SOCG meetings held between SZC Co. and National Highways

Date	Attendees	Purpose of Meeting
13 April 2021	Eric Cooper (National Highways) Mark Norman (National Highways) Simon Willison (AECOM representing National Highways) Kirsty McMullen (SZC Co.) Nick Cottman (WSP)	To discuss the written representation submitted by National Highways and the Statement of Common Ground
29 April 2021	Eric Cooper (National Highways) Mark Norman (National Highways) Simon Willison (AECOM representing National Highways) Kirsty McMullen (SZC Co.) Nick Cottman (WSP)	To discuss the written representation submitted by National Highways and the Statement of Common Ground

Table 1.2: Transport meetings held between SZC Co. and National Highways

Date	SZC Co. and National Highways Attendees	Purpose of Meeting
Monthly meetings on second Tuesday of every month. Ongoing.	Eric Cooper (National Highways) Christos Galanopoulos (National Highways) Simon Willison (AECOM representing National Highways) Richard Bull (SZC Co.) Kirsty McMullen (SZC Co.) Nick Cottman (WSP representing SZC Co.)	Transport monthly meeting – Overview discussion on all transport matters to provide an update and get feedback from the stakeholders.
Fortnightly meetings from 4 June 2020. Meetings in 2020: 4, 18 June, 2, 16, 30 July, 13, 27 August, 10, 24 September, 8, 22 October, 5, 19 November, 3, 17 December. Meetings in 2021: 14, 28 January, 11, 25 February. On-going.	Simon Willison (AECOM representing National Highways) Kirsty McMullen (SZC Co.) Sally Powell (WSP representing SZC Co.) Sian Loveday (WSP representing SZC Co.) Nick Cottman (WSP representing SZC Co.)	Technical sub-group: Transport modelling. Discussion of technical aspects of transport modelling – data collection, methodologies, application of software, model calibration and validation, review of model results and forecasts. Includes within scope the Gravity Model, strategic highway (VISUM), standalone local junction models and micro-simulation traffic (VISSIM) modelling.
11 August 2020	Eric Cooper (National Highways) Christos Galanopoulos (National Highways) Simon Willison (AECOM representing National Highways)	Technical sub-group: Management plans. Discussion of comments on the draft transport management plans submitted with the DCO.

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	Kirsty McMullen (SZC Co.) Nick Cottman (WSP representing SZC Co.)	
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APPENDIX B: MATTERS OF COMMON GROUND

- B.1.1.** **Tables 1.1** and **1.2** provide details on the areas of agreement and disagreement between the parties with regards to traffic modelling and highway impact as well as the management plans:
- Traffic modelling and strategic highway impact (**Table 1.1**)
 - Management plans (**Table 1.2**)
- B.1.2.** Throughout this SoCG the phrase “It is agreed...” is used as a precursor to any point of agreement that has been specifically stated by agreement between the Applicant and National Highways. The phrase “It is not agreed...” is used as a precursor to any point that the Applicant and National Highways wish to clearly state as not yet agreed. Points that are “not agreed” will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties.
- B.1.3.** This SoCG does not seek to replicate information which is available elsewhere within the DCO application documents.

Table 1.3: Statement of Common Ground between the SZC Co. and National Highways on traffic modelling and strategic highway impact

Ref	Matter	SZC Co. Position	National Highways Position	Agreed / Not Agreed / In Progress	Further Action
TM01	Highway traffic modelling approach including software, software versions, assessment years, time-periods, scenarios, calibration and validation approach.	The transport modelling approach used to assess the proposed development is described in Chapter 6 of the Transport Assessment (Doc Ref. 8.5(A)), and shown diagrammatically in Plate 6.2 and 6.3 of that document. Changes to the modelling methodology in the January 2021 DCO submission are described in Chapter 6 of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). The proposed development was assessed through a consistent hierarchy of transport models including the gravity model, strategic highway assignment model (VISUM), detailed stand-alone junction models (Junctions9 and LinSig) and microscopic traffic simulation (VISSIM). The transport modelling approach follows industry guidelines (e.g. WebTAG), uses proven software and is proportionate to the scale and context of the	National Highways is satisfied with the highways traffic modelling approach including software, software versions, assessment years, time-periods, scenarios, calibration and validation approach. A layered approach has been taken to assess different parts of the highway network in varying levels of detail. National Highways has undertaken additional checks on what are considered to be more sensitive parts of the Strategic Road Network, including key junctions, in order to provide additional comfort that the model approach and underlying data is suitably robust.	AGREED	

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		development. The modelling methodology is agreed with National Highways.			
TM02	<i>Gravity Model development, underlying assumptions and derived results.</i>	The Sizewell C Gravity Model is a spreadsheet model developed to assess the current labour supply and predict the residential distribution and mode split of the construction workforce. The Gravity Model has been run to produce workforce 24-hour home-to-work trips for Early Years (2023), Peak Construction (2028) and Operational (2034) scenarios, and to serve as the basis for the Sizewell C construction workforce travel demand in the strategic highway (VISUM) model. The development and application of the Gravity Model is described in Appendix 7A of the Transport Assessment (Doc Ref. 8.5(A)). The Gravity Model is agreed with National Highways as an acceptable basis for assessment of the proposed development.	The Gravity Model has not been reviewed in detail by National Highways however the broad assumptions and outputs with regard to where construction staff are estimated to live and travel from to reach the construction site have been sense checked and are considered reasonable as indicative assumptions. National Highways is in agreement that the model is an acceptable basis for the assessment of the proposed development.	AGREED	
TM03	<i>Extent of the strategic highway model network for assessment.</i>	The extent of the highway network modelled in the VISUM strategic model is shown in Plate 6.1 in the Transport Assessment (Doc Ref. 8.5(A)). The strategic model highway network scope is centred on the proposed Sizewell C main site, and extends to Lowestoft in the north, Ipswich in the south and the A140 to the west; including the A12 and A14 strategic	National Highways is satisfied with the extent of the VISUM strategic highway model network for assessment, which includes the A14 and a section of the A12 south of Ipswich.	AGREED	

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		routes. The strategic model (VISUM) extents are agreed with National Highways.			
TM04	Baseline traffic survey data	A comprehensive traffic data collection exercise was conducted in May 2015 in accordance with DfT TAG guidance. Traffic data was collected using Automatic Traffic Counters (ATC), Manual Classified Turning Counts (MCTC), and supplemented by additional data provided by Suffolk County Council (additional ATCs and bus timetables), National Highways ('TRADS' link counts on the A12 and A14) and the Department for Transport ('TrafficMaster' journey times). The data collection exercise is summarised in the VISUM Base Model Local Model Validation Report (LMVR), in Appendix 8A of the Transport Assessment (Doc Ref. 8.5(A)). The observed baseline 2015 traffic flows are shown in Table F.2 (08:00-09:00), Table F.4 (15:00-16:00), Table F.6 (17:00-18:00), broken down by direction of travel and vehicle type. The observed baseline 2015 traffic flows for the additional hours modelled in VISUM are shown in Table D.2 (06:00-07:00), Table D.4 (07:00-08:00), Table D.6 (16:00-17:00), Table D.8 (18:00-19:00) of the LMVR Addendum (Appendix 8A of the Transport Assessment	National Highways has not undertaken a detailed review of all baseline traffic data however we have been party to reviews that have been undertaken for the local authorities and we are satisfied that the baseline data has been determined as being suitable.	AGREED	

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		(Doc Ref. 8.5(A)). The observed baseline traffic data is accepted by National Highways.			
TM05	<i>Strategic highway traffic model (VISUM) Base Year (2015) Calibration and Validation.</i>	The development, calibration and validation of the Base Year (2015) strategic traffic model (VISUM) is described in Chapter 8 of the Transport Assessment (Doc Ref. 8.5(A)) and Appendix 8A of that document. Further refinement of the Base Year VISUM model, which improved the validation of the Base Year model around Woodbridge, is described in Chapter 8 of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad), and Appendix 8A of that addendum. The Base Year VISUM model is agreed with National Highways as an acceptable basis for assessing the transport effects of the proposed development on the Strategic Highway Network.	National Highways is satisfied with the strategic highway traffic model (VISUM) Base Year (2015) calibration and validation. It is recognised that a large-scale, strategic model will invariably contain some areas where calibration or validation could be improved, however the overall performance of the model has been demonstrated as meeting necessary requirements as specified by the DfT.	AGREED	
TM06	<i>Strategic highway traffic model (VISUM) Reference Case assumptions, models and forecast traffic flows for 2023, 2028 and 2034.</i>	The Reference Case models for 2023, 2028 and 2034 forecast years are described in a series of technical notes provided in Appendix 8B to the Transport Assessment (Doc Ref. 8.5(A)). Reference Case model traffic flow forecasts (AAWT) are shown in Table 8.4 (2023), Table 8.6 (2028), Table 8.8 (2034) of the Transport Assessment Addendum (Doc	The strategic highway traffic model (VISUM) Reference Case models, underlying assumptions and traffic flow forecast are considered by National Highways to be an acceptable basis for assessing the transport effects of the proposed	AGREED	

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		Ref. 8.5(A)Ad). The Reference Case model traffic flow forecast (peak hours) are shown in Table 8.5 (2023), Table 8.7 (2028) and Table 8.9 (2034) of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). The strategic highway traffic model (VISUM) Reference Case models, underlying assumptions and traffic flow forecast are agreed with National Highways as an acceptable basis for assessing the transport effects of the proposed development on the Strategic Highway Network.	development on the Strategic Road Network.		
TM07	<i>Sizewell C trip generation, distribution and mode share assumptions for Early Years (2023), Peak Construction (2028) and Operational (2034) scenarios.</i>	The traffic generation, distribution and mode share assumptions used in the strategic highway modelling assessment are described in Chapter 7 of the Transport Assessment (Doc Ref. 8.5(A)). In response to consultation with Suffolk County Council, East Suffolk Council and National Highways additional supporting evidence was prepared, and in some cases, assumptions were refined. The refinements are described in Chapter 7 of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad), and further evidence provided in Appendix 7A, 7B, 7C and 7D of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). The assumptions and evidence underlying	The assumptions and evidence underlying the trip generation, distribution and mode share of Sizewell C traffic are considered by National Highways to be an acceptable basis for assessing the proposed development. However, this will be contingent upon the management plans and protocols being in place to ensure Sizewell C traffic levels are aligned with the assumptions made in the Transport Assessment.	AGREED	

		the trip generation, distribution and mode share of Sizewell C traffic are agreed with National Highways as an acceptable basis for assessing the proposed development.			
TM08	<i>Sizewell C trip generation, distribution and mode share assumptions for increased rail and marine capacity resulting from proposed Changes 1 and 2 to the DCO application. Traffic flow forecasts derived from this scenario.</i>	The Change submission in January 2021 included two changes to the transport strategy, which would increase bulk material transported by rail and marine and reduce the number of HGVs on the highway network. The changes are described in Chapter 2 of the ES Addendum (Doc Ref. 6.14) and the updated Freight Management Strategy (Doc Ref. 8.18). The underlying strategic highway modelling assumptions for this scenario are described in Chapter 7 (Section 7.4) of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). The resultant change to Peak Construction (2028) highway flows in this scenario is described in Chapter 8 (Section 8.3) of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). Updated traffic flow forecasts are shown in Table 8.16 (AAWT) and Table 8.17 (peak hours). The derived traffic flow forecasts for the reduced HGV movements associated with proposed Changes 1 and 2 are agreed with National Highways as an	The derived traffic flow forecasts for the reduced HGV movements associated with proposed Changes 1 and 2 are agreed by National Highways as an acceptable basis for assessing the proposed development. However this is on the assumption that rail and marine infrastructure is deliverable.	AGREED	

		acceptable basis for assessing the proposed development.			
TM09	Strategic highway traffic model (VISUM) for Early Years (2023), Peak Construction (2028) and Operational (2034) Sizewell C scenario. Traffic flow and journey time forecasts derived from these models, including cumulative traffic flows.	The development of the strategic traffic model (VISUM) forecast year models is described in Chapter 8 of the Transport Assessment (Doc Ref. 8.5(A)) and updated by Chapter 8 of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). Forecast Sizewell C traffic flows, cumulative flows and total flows (<u>AAWT</u>) are shown in Table 8.4 (2023), Table 8.6 (2028), Table 8.8 (2034) of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). Forecast Sizewell C traffic flows, cumulative flows and total flows (<u>peak hours</u>) are shown in Table 8.5 (2023), Table 8.7 (2028) and Table 8.9 (2034) of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). Strategic highway model peak hour journey time forecasts are shown in Table 8.10-8.11 (2023 Early Years), Table 8.12-8.13 (2028 Peak Construction) and Table 8.14-8.15 (2034 Operational) of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). The strategic highway traffic models (VISUM) for Early Years (2023), Peak Construction (2028) and Operational (2034) Sizewell C scenarios, are agreed with National Highways as an acceptable basis	National Highways agrees that the strategic highway traffic models (VISUM) for Early Years (2023), Peak Construction (2028) and Operational (2034) Sizewell C scenarios as an acceptable basis for assessing the transport effects of the proposed development on the Strategic Road Network. However this is on the basis that that proposed rail and marine infrastructure is deliverable and that the proposed management plans and protocols are in place to ensure Sizewell C traffic levels are aligned with the assumptions made in the Transport Assessment.	AGREED	

		for assessing the transport effects of the proposed development on the Strategic Road Network.			
TM10	<i>Micro-simulation (VISSIM) traffic model of the A12 corridor from the A14 interchange at Seven Hills to the A1152 at Melton. Validated Base Year (2019) model.</i>	Suffolk County Council and National Highways requested a micro-simulation traffic model (VISSIM) of the A12 corridor between the A14 interchange at Seven Hills and the A1152 at Melton, principally to assess the impact of the proposed development on A12 journey times, as well as junction operations. SZC Co. developed a Base Year (2019) VISSIM model of the AM and PM peak periods and calibrated and validated the model in accordance with Department for Transport and relevant industry guidelines (e.g. Transport for London's VISSIM template). The development of the A12 corridor Base Year VISSIM model is described in Appendix 9C of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). The model files were provided to Suffolk County Council for audit, and comments addressed in the final runs. The modelling of the Seven Hills junction included in the VISSIM 2019 Base Year model is agreed with National Highways as an acceptable basis for assessing the proposed development.	The modelling of the Seven Hills junction included in the VISSIM 2019 Base Year model is agreed by National Highways as an acceptable basis for assessing the proposed development's impact in more detail than is represented in the VISUM model.	AGREED	

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TM11	<i>Micro-simulation (VISSIM) traffic model of the A12 corridor for Early Years (2023), Peak Construction (2028) and Operational (2034) Reference Case and Sizewell C scenarios. Journey time, delay and queue length results derived from these models.</i>	Using the validated A12 corridor Base Year micro-simulation model as a basis, SZC Co. prepared forecast year models for a Reference Case and Sizewell C scenario for the Early Years (2023) and peak construction (2028) and undertook a modelling assessment of the traffic effects of Sizewell C. The model development and underlying assumptions are described in Appendix 9C of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). Model predicted journey times and queue lengths are also reported in that appendix for all scenarios. The model files were provided to Suffolk County Council for audit, and comments addressed in the final runs. The modelling of the Seven Hills junction included in the A12 corridor VISSIM 2023 and 2028 Reference Case and Reference Case + Sizewell C models, and derived results, are agreed with National Highways as an acceptable basis for assessing the proposed development.	National Highways has focused its review of the VISSIM model on the A12/A14 Seven Hills junction and accepts the model and results for assessing the proposed development at this junction location. National Highways does acknowledge the purpose of the model is to assess the wider A12 corridor however this has not been the core focus of our review.	AGREED	
TM12	<i>Micro-simulation (VISSIM) traffic model of the A12 corridor for Peak Construction (2028) Sizewell C scenario with</i>	The A12 corridor VISSIM models were used to assess a scenario with additional rail and marine capacity (proposed changes 1 and 2), and corresponding reduction in HGV traffic. The assumptions underlying this scenario, and	The modelling of the Seven Hills junction included in the A12 corridor VISSIM Sizewell C models with additional rail and marine capacity and corresponding	AGREED	

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	<i>additional rail and marine capacity (changes 1 and 2), and journey time and queue length forecasts derived from these models.</i>	derived journey time and queue length results are described in Chapter 9 (Section 9.6) and Appendix 9C of the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad). The model files were provided to Suffolk County Council for audit, and comments addressed in the final runs. The modelling of the Seven Hills junction included in the A12 corridor VISSIM Sizewell C models with additional rail and marine capacity and corresponding reduction in HGV movements, and derived results, are agreed with National Highways as an acceptable basis for assessing the proposed development.	reduction in HGV movements, and derived results, are agreed by National Highways as an acceptable basis for assessing the proposed development. However, this is on the assumption that planned rail and marine infrastructure is deliverable.		
TM13	<i>Highway impacts on the Strategic Road Network</i>	The traffic modelling demonstrates that the Sizewell C Project will not have a material impact on the Strategic Road Network (SRN) and no physical highway improvements are proposed for the SRN. Sizewell C traffic will be managed through the transport management plans (Construction Worker Travel Plan, Construction Traffic Management Plan and Traffic Incident Management Plan). It is agreed with National Highways that the Sizewell C Project will not have a material impact on the SRN and no highway	From the evidence presented to date, National Highways is reasonably satisfied that the Sizewell C Project will not have a material impact on the SRN and no highway improvements are required over and above the improvements committed as part of the Brightwell Lakes development at the A12/A14 Seven Hills Interchange. However, the predicted impacts	AGREED	

		improvements are required. Instead, Sizewell C traffic will be managed through the transport management plans.	will be contingent upon the implementation of the agreed management protocols, targets and measures, as defined through the CWTP, CTMP and TIMP submitted at Deadline 10 as Annex K, L and M of the Deed of Obligation (Doc Ref. 10.4).		
TM14	<i>Deliverability of rail and marine infrastructure</i>	The proposed changes to the rail and marining landing facilities are described in Part 2 of the Proposed Changes to the Application [AS-281]. SZC Co. provided a response to the ExA at ExQ1 Questions Al.1.10, TT.1.3 and TT.1.5 [REP2-100] which explains the deliverability of the rail capacity proposals. SZC Co.'s response to ExQ1 Al.1.11 explains the marine landing strategy and selection of the second Beach Landing Facility (BLF) for bulk materials.	National Highways is content with the agreed rail and marine measures and the residual traffic impacts on the Strategic Road Network as described in the Transport Assessment.	AGREED	

Table 1.4: Statement of Common Ground between the SZC Co. and Highway England on transport management plans

THEME: TRANSPORT MANAGEMENT PLANS					
Ref	Matter	SZC Co. Position	National Highways Position	Agreed / Not Agreed / In Progress	Further Action
MP01	General – Transport Review Group (TRG)	The scope of the Transport Review Group (TRG) is set out in the Construction Worker Travel Plan (CWTP) and duplicated in Section 2 of the Construction Traffic Management Plan (CTMP). The scope of the TRG is agreed with National Highways.	National Highways is in agreement with the proposed scope of the TRG as set out in the CWTP and CTMP submitted at Deadline 10 as Annex K and L of the Deed of Obligation (Doc Ref. 10.4).	AGREED	
MP02	General – relationship between TRG and other groups	The relationship between the TRG and other groups is summarised in the CWTP and duplicated in Section 2 of the CTMP. The relationship between the TRG and other groups is agreed with National Highways.	National Highways is in agreement with the proposed relationship between the TRG and other groups as described in the CWTP and CTMP submitted at Deadline 10 as Annex K and L of the Deed of Obligation (Doc Ref. 10.4).	AGREED	
MP03	General – Transport Co-ordinator and Delivery Co-ordinator	The role of the Transport Co-ordinator is set out in the CWTP and duplicated in Section 2 of the CTMP. The role of the Delivery Co-ordinator is set out in Section 4 of the CTMP. The roles of the Transport Co-ordinator and Delivery	National Highways is in agreement with the proposed role of the Transport Coordinator as described in the CWTP and CTMP submitted at Deadline 10 as Annex K and L of the Deed of Obligation (Doc Ref. 10.4).	AGREED	

		Co-ordinator are agreed with National Highways.			
MP04	<i>Construction Worker Travel Plan – objectives and targets</i>	The objectives and mode share for construction worker travel to work are set out in the CWTP. A revised Construction Worker Travel Plan [REP2-055] was submitted at Deadline 2 which includes refinements to the proposed objectives and targets in Chapter 3. The latest revision to the CWTP was submitted at Deadline 10 as Annex L of the Deed of Obligation (Doc Ref. 10.4). The objectives and mode share targets are agreed with National Highways.	National Highways is in agreement with the mode share targets set out in the CWTP submitted at Deadline 10 as Annex L of the Deed of Obligation (Doc Ref. 10.4).	AGREED	
MP05	<i>Construction Worker Travel Plan - measures</i>	The package of travel plan measures are set out in the CWTP. A revised Construction Worker Travel Plan [REP2-055] was submitted at Deadline 2 which includes refinements to the proposed travel plan measures in Chapter 4. The latest revision to the CWTP was submitted at Deadline 10 as Annex L of the Deed of Obligation (Doc Ref. 10.4). The package of travel plan	National Highways is in agreement with the package of travel plan measures set out in the CWTP submitted at Deadline 10 as Annex L of the Deed of Obligation (Doc Ref. 10.4).	AGREED	

		measures are agreed with National Highways.			
MP06	<i>Construction Worker Travel Plan – monitoring and review</i>	The mechanism for monitoring and review of the CWTP is set out in the CWTP. A revised Construction Worker Travel Plan [REP2-055] was submitted at Deadline 2 which includes refinements to the proposed monitoring and review in Chapter 5. The latest revision to the CWTP was submitted at Deadline 10 as Annex L of the Deed of Obligation (Doc Ref. 10.4). The monitoring and review mechanism for the CWTP is agreed with National Highways.	National Highways is in agreement with the proposed monitoring and review mechanism set out in the the CWTP submitted at Deadline 10 as Annex L of the Deed of Obligation (Doc Ref. 10.4).	AGREED	
MP07	<i>Construction Worker Travel Plan – enforcement</i>	The mechanisms for enforcement of the CWTP is set out in the CWTP. A revised Construction Worker Travel Plan [REP2-055] was submitted at Deadline 2 which includes refinements to the proposed enforcement methods in Chapter 6. The latest revision to the CWTP was submitted at Deadline 10 as Annex L of the Deed of Obligation (Doc Ref. 10.4). The enforcement mechanisms for the CWTP are agreed with National Highways.	National Highways is in agreement with the proposed enforcement mechanisms set out in the CWTP submitted at Deadline 10 as Annex L of the Deed of Obligation (Doc Ref. 10.4).	AGREED	

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MP08	Construction Traffic Management Plan - objectives	The objectives of the CTMP are set out in the CTMP. A revised Construction Traffic Management Plan [REP2-054] was submitted at Deadline 2 which includes refinements to the objectives in Section 1.3. The latest revision to the CTMP was submitted at Deadline 8 as Annex K of the Deed of Obligation (Doc Ref. 10.4). The CTMP objectives are agreed with National Highways.	National Highways is in agreement with the objectives set out in the CTMP submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4).	AGREED
MP09	Construction Traffic Management Plan – HGV and AIL routes	The proposed HGV and Abnormal Indivisible Load (AIL) routes are summarised in the CTMP. A revised Construction Traffic Management Plan [REP2-054] was submitted at Deadline 2 however there are no changes to the proposed HGV and AIL routes from the original CTMP [APP-608]. The latest revision to the CTMP was submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4). The HGV and AIL routes are agreed with National Highways.	National Highways is in agreement with the HGV and AIL routes set out in the CTMP submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4).	AGREED
MP10	Construction Traffic Management	The measures to manage HGV movements associated with the construction phase of the project are set	National Highways is in agreement with the HGV management measures set out in the CTMP submitted at Deadline 10 as Annex	AGREED

	<i>Plan – HGV management measures</i>	out in the CTMP. A revised Construction Traffic Management Plan [REP2-054] was submitted at Deadline 2 which includes refinements to the HGV management measures in Chapters 4 and 5. The latest revision to the CTMP was submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4). The HGV management measures are agreed with National Highways.	K of the Deed of Obligation (Doc Ref. 10.4).		
MP11	<i>Construction Traffic Management Plan – LGV management measures</i>	The measures to manage light goods vehicle (LGV) movements associated with the construction phase of the project are set out in the CTMP. A revised Construction Traffic Management Plan [REP2-054] was submitted at Deadline 2 which includes refinements to the LGV management measures in Chapter 6. The latest revision to the CTMP was submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4). The LGV management measures are agreed with National Highways.	National Highways is in agreement with the proposed approach to managing LGVs in the CTMP submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4).	AGREED	
MP12	<i>Construction Traffic</i>	The measures to manage AIL movements associated with the	National Highways is in agreement with the AIL management measures as set out in the	AGREED	

NOT PROTECTIVELY MARKED

	<i>Management Plan – AIL management measures</i>	construction phase of the project are set out in the CTMP. A revised Construction Traffic Management Plan [REP2-054] was submitted at Deadline 2 which includes refinements to the AIL management measures in Chapter 7. The latest revision to the CTMP was submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4). The AIL management measures are agreed with National Highways.	CTMP submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4).		
MP13	<i>Construction Traffic Management Plan – Role of the FMF</i>	The freight management facility has two functions. The primary day to day function of the freight management facility is to both control the release of deliveries onto the local highway network and the subsequent arrival at the main development site, and to provide welfare facilities for drivers and a space where driver inductions can be undertaken, and compliance checks of paperwork, vehicles, and goods undertaken prior to delivery to site. The secondary, and far less frequent function of the freight management facility, is to enable HGVs to be held in the event of an incident on	National Highways has discussed the rationale behind the location of the FMF with SZC Co. and Suffolk County Council, in relation to potential incidents on the highway network. A significant type of incident which could occur on the Strategic Road Network in the vicinity of the FMF is the closure of the A14 Orwell Bridge. Whilst the closure of the bridge due to incidents including but not limited to inclement weather is expected to remain a risk, measures have been introduced by National Highways to mitigate against high winds through the introduction of variable speed limits.	AGREED	

NOT PROTECTIVELY MARKED

		<p>the highway network, which forms part of the management measures included in the Traffic Incident Management Plan (TIMP). The use of the freight management facility to hold HGVs is only one of the control mechanisms in the event of an incident on the highway network. In addition, depending on the incident, deliveries would be able to be cancelled at source via the DMS and HGVs are proposed to be monitored via GPS on their approach to the main development site. The TIMP has been updated to provide potential locations for HGVs to stop en-route to the FMF (west of the Orwell bridge) in the event of an incident. The latest revision to the TIMP was submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4). The location of the FMF is accepted by National Highways as being appropriate to meet the various functions of the facility.</p>	<p>It is recognised that there are a wide variety of possible incidents that could occur on the wider highway network, the type, scale and location of which cannot be fully predicted. The broad incident scenarios set out in the TIMP submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4), are considered a reasonable basis for considering where incidents could occur and the management approaches including diversionary routes and where SZC HGVs could be directed to park. These scenarios have helped to demonstrate the suitability of the FMF in light of some possible incidents.</p> <p>In combination with the proposed management protocols including the TRG, the location of the FMF, the various proposed functions of the facility and the HGV parking capacity of the facility are therefore considered reasonable in light of the proposed operation of SZC construction and the functions.</p>		
MP14	Construction Traffic Management	<p>The mechanism for monitoring and review of the CTMP is set out in the CTMP. A revised Construction Traffic Management Plan [REP2-054] was</p>	<p>National Highways is in agreement with the proposed monitoring and review mechanisms of the CTMP submitted at</p>	AGREED	

NOT PROTECTIVELY MARKED

	<i>Plan – monitoring and review</i>	submitted at Deadline 2 which includes refinements to the proposed monitoring and review approach in Chapter 8. The latest revision to the CTMP was submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4). The monitoring and review mechanism for the CTMP is agreed with National Highways.	Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4).		
MP15	<i>Construction Traffic Management Plan – enforcement</i>	The mechanisms for enforcement of the CTMP is set out in the CTMP. A revised Construction Traffic Management Plan [REP2-054] was submitted at Deadline 2 which includes refinements to the proposed approach to monitoring and enforcement approach in Chapter 9. The latest revision to the CTMP was submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4). The enforcement mechanisms for the CTMP are agreed with National Highways.	National Highways is in agreement with the enforcement mechanisms set out in the CTMP submitted at Deadline 10 as Annex K of the Deed of Obligation (Doc Ref. 10.4).	AGREED	
MP16	<i>Traffic Incident Management Plan – scope and traffic incident</i>	The scope of the Traffic Incident Management Plan (TIMP) is set out in the TIMP as well as the Incident Management Area (IMA), within which the TIMP protocols will apply. A revised	National Highways is in agreement with the scope and proposed Incident Management Area as set out in the TIMP submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4), recognising	AGREED	

	<i>management area</i>	Traffic Incident Management Plan [REP2-053] was submitted at Deadline 2 which describes the scope of the TIMP and IMA. The latest revision to the TIMP was submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4). The scope and IMA are agreed with National Highways.	that the intended GPS geo-fenced area of the proposed DMS Tracker is to be agreed by National Highways as part of the TRG prior to commencement of construction. It is expected this will need to extend beyond the limits of the IMA.	
MP17	<i>Traffic Incident Management Plan – roles and responsibilities</i>	The roles and responsibilities of SZC Co. Suffolk County Council, National Highways and the emergency services with regards to incident management are set out in the TIMP. A revised Traffic Incident Management Plan [REP2-053] was submitted at Deadline 2 which describes refinements to the roles and responsibilities in Chapter 2. The latest revision to the TIMP was submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4). The roles and responsibilities are agreed with National Highways.	National Highways is in agreement with its roles and responsibilities in relation to incident management as set out in the TIMP submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4).	AGREED
MP18	<i>Traffic Incident Management Plan – measures</i>	Measures to be implemented by SZC Co. to manage SZC HGVs and buses in the event of an incident are summarised in the TIMP. A revised Traffic Incident Management Plan [REP2-053] was	National Highways is in agreement with the measures to be implemented by SZC Co. to manage SZC HGVs and buses in the event of an incident, as set out in the TIMP	AGREED

		submitted at Deadline 2 which describes refinements to the incident management measures in Chapter 4. The latest revision to the TIMP was submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4) . The measures to be implemented by SZC Co. to manage SZC HGVs and buses in the event of an incident are agreed with National Highways.	submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4).		
MP19	<i>Traffic Incident Management Plan – protocols for planned and unplanned incidents</i>	Protocols to manage SZC HGVs and buses in the event of specific planned and unplanned incidents are summarised in the TIMP. A revised Traffic Incident Management Plan [REP2-053] was submitted at Deadline 2 which describes refinements to the incident management protocols in Chapter 5. The latest revision to the TIMP was submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4) . The protocols for managing SZC HGVs and buses during specific planned and unplanned incidents are agreed with National Highways.	National Highways is in agreement with the protocols to be implemented by SZC Co. to manage SZC HGVs and buses in the event of an incident, as set out in the TIMP submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4) .	AGREED	

MP20	<i>Traffic Incident Management Plan – review</i>	The proposed review mechanism of the TIMP is set out in the TIMP. A revised Traffic Incident Management Plan [REP2-053] was submitted at Deadline 2 which describes refinements to the incident management review process in Chapter 6. The latest revision to the TIMP was submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4). The TIMP review mechanism is agreed with National Highways.	National Highways is in agreement with the review mechanism set out in the TIMP submitted at Deadline 10 as Annex M of the Deed of Obligation (Doc Ref. 10.4).	AGREED	
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SIGNATURES

Signed:



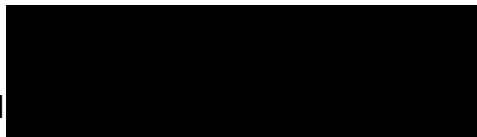
Print Name: Eric Cooper

Job Title: Spatial Planning Manager

Date: 11-10-21

Duly authorised for and on behalf of National Highways

Signed:



Print Name: Carly Vince

Job Title: Chief Planning Officer

Date: 11-10-21

Duly authorised for and on behalf of SZC Co.