



The Sizewell C Project

6.20 SZC Co. Technical Note on Transport Environmental Assessment

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PLATES

None provided.

APPENDICES

None provided.

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1 INTRODUCTION

1.1 Background

- 1.1.1 **Volume 2, Chapter 10** of the **Environmental Statement (ES)** [[APP-198](#)], assessed the transport effects arising from the construction and operation of the main development site and the construction, operation and removal and reinstatement of the associated development sites (referred to throughout this volume as the Sizewell C Project). The Addendum to the transport chapter is set out in **Volume 1, Chapter 2** of the **ES Addendum** [[AS-181](#)], which superseded the assessment set out in **Volume 2, Chapter 10** of the **ES** [[APP-198](#)].
- 1.1.2 Following the submission of the DCO, Suffolk County Council (SCC) provided comments on the ES and SZC Co. has been working with SCC to address the SCC comments. The purpose of the additional information submitted as part of the **Fourth ES Addendum** was to summarise the updated assessment that addressed the comments received by SCC as well as incorporate comments from the Examining Authority (ExA) that have been received during the Sizewell C Examination. The updated assessment was presented in the **Fourth ES Addendum** at **Volume 3, Appendix 2C** [[REP7-032](#)]. The results replace those previously presented within the ES [[APP-198](#)] and ES Addendum [[AS-181](#)].
- 1.1.3 Since the submission of the **Fourth ES Addendum** at **Volume 3, Appendix 2C** [[REP7-032](#)], SCC has undertaken a review and provided a limited number of points for further clarification. This technical note provides a summary of the points for further clarification provided by SCC and a response to those points.
- 1.1.4 The screening, link sensitivity and assessment methodology is agreed with SCC. The points of clarification relate only to the conclusion made by SZC Co. that the residual effects on certain links identified by SCC are **not significant** based on the package of mitigation secured in the **Deed of Obligation (DoO)** (Doc Ref 10.4). Where there is no additional information provided in this technical note, it is agreed with SCC that the residual effects on the links are **not significant**, and no further clarification is sought.
- 1.1.5 As a result of providing further clarification to SCC in this technical note, there are no changes to the conclusions set out in the **Fourth ES Addendum** at **Volume 3, Appendix 2C** [[REP7-032](#)]. Based on the package of primary, secondary and tertiary transport mitigation there are not considered to be any residual significant transport effects of the Sizewell C Project.
- 1.1.6 The Statement of Common Ground (SoCG) between SZC Co. and the local authorities states that the assessment of the environmental transport effects is agreed between the parties (item SOCG_8.622).

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2 RESPONSE TO POINTS OF CLARIFICATION

2.1 Introduction

2.1.1 This section summarises the points of clarification raised by SCC and provides a response.

2.2 Response to points of clarification on the Fourth ES Addendum in respect to transport

2.2.1 **Tables 2.1 – 2.3** below provide a summary of the links in the 2023 early years, 2028 peak construction and 2024 operational phase assessments included in the **Fourth ES Addendum** at **Volume 3, Appendix 2C [REP7-032]** that SCC has asked for further information with regards to the conclusion made by SZC Co. that the residual effects are **not significant** based on the package of mitigation secured in the **Deed of Obligation (DoO)** (Doc Ref 10.4). All other links not included in **Tables 2.1 – 2.3** have been agreed by SCC as having no significant adverse effect. The Statement of Common Ground (SoCG) between SZC Co. and the local authorities states that the assessment of the environmental transport effects is agreed between the parties (item SOCG_8.622).

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Table 2.1: Response to SCC points of clarification on the Fourth ES Addendum – Early Years Assessment

Scenario	Link	Assessment of Effect	Further information with regards to mitigation	Residual Effect	
Amenity					
24 hr AAWT (HDV)	1	Sizewell Gap	Major adverse (significant)	<p>The link has medium sensitivity due to a small campsite and one public footpath that intersects the link. A shared pedestrian and cycleway is currently provided along the south side of the carriageway on Sizewell Gap and has a width of about 2m. The link has been assessed to have a major adverse effect on amenity as a result of the increase in HDVs on the link in the early years prior to the main development site roundabout being available for use. As part of the Sizewell B relocated facilities consent (LPA Ref DC/20/4646/FUL) it is committed to provide a new safe crossing on Sizewell Gap Road at the junction with Sandy Lane to mitigate the cumulative impacts of the Sizewell B relocated facilities, Sizewell C and EA1N/EA2. This condition has been discharged by East Suffolk Council (ESC) on 16th September 2021. In addition, controls, measures and monitoring of Sizewell C freight traffic are secured in the Construction Traffic Management Plan (CTMP) (Annex K of the Deed of Obligation (DoO) (Doc Ref 10.4)). This includes a cap on HDV movements in the early years, timing restrictions, GPS tracking of all HGVs, compliance with HGV driver rules and best practice fleet operation. It is considered</p>	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				that as a result of the proposed mitigation the effect of the Sizewell C Project during the early years on amenity on this link would be not significant .	
	3	Lover's Lane	Major adverse (significant)	The link has a medium sensitivity due to public rights of way intersecting the link. Bridleway 19 currently runs through what would be the main construction area for Sizewell C. During the early years construction phase, it is proposed to divert the bridleway onto Lover's Lane and B1122 to provide a new off-road route with Pegasus crossings. Link 3 forms part of the Bridleway 19 diversion route and therefore it is considered that the effect of the Sizewell C Project during the early years on amenity on this link would be not significant .	Minor adverse (not significant)
	64 and 66	B1122	Major adverse (significant)	These links have a medium sensitivity due to public rights of way intersecting the links on the B1122. The links have been assessed to have a major adverse effect on amenity as a result of the increase in HDVs. Included in the B1122 early years scheme are improvements to public rights of way crossings of the B1122, as secured in Schedule 16 of the DoO (Doc Ref 10.4). In addition, controls, measures and monitoring of Sizewell C freight traffic are secured in the CTMP (Annex K of the DoO (Doc Ref 10.4)). This includes a cap on HDV movements in the early years, timing restrictions, GPS tracking of all	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				HGVs, compliance with HGV driver rules and best practice fleet operation. It is considered that as a result of the proposed mitigation the effect of the Sizewell C Project during the early years on amenity on these links would be not significant .	
	13b	B1122 east of Yoxford roundabout	Moderate adverse (significant)	This link has a low sensitivity as a result of a small number of residential dwellings and narrow footway on one side of carriageway. The link has been assessed to have a moderate adverse effect on amenity as a result of the increase in HDVs during the early years. The link is outside of the settlements of Middleton Moor and Theberton and, based on on-site observations there is limited demand by non-motorised users. Highway maintenance surveys and a highway maintenance fund is secured in Schedule 16 of the DoO (Doc Ref 10.4), which will ensure that the B1122 is well maintained for all users, including cyclists, during the early years (as well as those parts of the B1122 used during peak construction, which includes link 13b). In addition, controls, measures and monitoring of Sizewell C freight traffic are secured in the CTMP (Annex K of the DoO (Doc Ref 10.4)). This includes a cap on HDV movements in the early years, timing restrictions, GPS tracking of all HGVs, compliance with HGV driver rules and best practice fleet operation. It is considered that as a result of	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				the limited non-motorised user demand in this location and the proposed mitigation the effect of the Sizewell C Project during the early years on amenity on this link would be not significant .	
Representative hour (HDV)	3	Lover's Lane	Major adverse (significant)	Same as above for 24hr AAWT.	Minor adverse (not significant)
	64 and 66	B1122	Major adverse (significant)	Same as above for 24hr AAWT.	Minor adverse (not significant)
	13b	B1122	Moderate adverse (significant)	Same as above for 24hr AAWT.	Minor adverse (not significant)
Severance					
Representative hour (total traffic)	3	Lover's Lane	Moderate adverse (significant)	The link has a medium sensitivity due to public rights of way intersecting the link. Bridleway 19 currently runs through what would be the main construction area for Sizewell C. During the early years construction phase, it is proposed to divert the bridleway onto Lover's Lane and B1122 to provide a new off-road route with Pegasus crossings. Link 3 forms part of the Bridleway 19 diversion route and therefore it is considered that the effect of the Sizewell C Project during the early years on severance on this link would be not significant .	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
	5	B1122, Abbey Road, Leiston	Moderate adverse (significant)	<p>This link has a high sensitivity as a result of Summerhill School to the west of the link. In addition, there are other receptors with lower sensitivity such as shop frontages, Leiston FC, Quaker House, a public footpath, campsite and narrow footways surrounding level crossing. The link currently has a footway along one side of the road and is within a 30mph speed limit and no Sizewell C HGVs would route along this link. The link has been assessed to have a moderate adverse effect on severance during the representative hour (07:00-08:00). However, the link has been assessed to have a minor adverse effect on severance during the hours of greatest environmental sensitivity (i.e.08:00-09:00 and 15:00-16:00). Mode share targets, travel plan measures and monitoring of construction worker trips are secured in the Construction Worker Travel Plan (CWTP) (Annex L of the DoO (Doc Ref 10.4)), which will promote walking and cycling to the main development site. Likewise, a free direct bus will be provided between the main development site and Leiston. It is therefore considered that as a result of the assessment the effect of the Sizewell C Project on severance on this link would be not significant.</p>	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
	6	B1119, Leiston	Moderate adverse (significant)	<p>This link has a high sensitivity as a result of the Leiston Children’s Centre and Shining Stars Nursery. In addition, there are other receptors with lower sensitivity such as St Margaret Parish Church, public footpaths intersecting the link and narrow footway provision on some parts of link. The link has been assessed to have a moderate adverse effect on severance during the representative hour (07:00-08:00). However, the link has been assessed to have a minor adverse effect on severance during the hours of greatest environmental sensitivity (i.e.08:00-09:00 and 15:00-16:00). The Leiston Scheme and Leiston Walk and Cycling Fund are secured in Schedule 16 of the DoO (Doc Ref 10.4), which will provide walk and cycle and public realm improvements in Leiston. As part of the Leiston Scheme, a gateway is proposed on this link to reinforce the entry point to Leiston and change in speed limit and character of the road. As part of the Leiston Walk and Cycling Fund, a tiger crossing is proposed on this link (Waterloo Avenue, B1119). In addition, mode share targets, travel plan measures and monitoring of construction worker trips are secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)), which will promote walking and cycling to the main development site. It is therefore considered that as a result of the</p>	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				assessment the effect of the Sizewell C Project on severance on this link would be not significant .	
	12b	B1119, Saxmundham	Moderate adverse (significant)	This link has a high sensitivity as a result of key desire lines to local facilities and amenities. The link has been assessed to have a moderate adverse effect on severance in the representative hour (07:00-08:00). Mode share targets, travel plan measures and monitoring of construction worker trips are secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)). This includes a bus based strategy with the Transport Review Group (TRG) agreeing direct bus routes based on the distribution of workers as well as a parking permit system for the main development site (MDS), which will limit parking at the MDS and Land East of Eastlands Industrial Estate (LEEIE) to 650 parking spaces in the early years prior to the northern or southern park and ride facility being available for use. Rail travel will also be promoted as part of the CWTP . It is considered that the package of measures included in the CWTP to promote sustainable modes of transport will mitigate the severance effects on the B1119 in Saxmundham (link 12b). It is therefore considered that as a result of the proposed mitigation the effect of the Sizewell C Project on severance on this link would be not significant . Notwithstanding this, should significant adverse impacts arise at this junction, the	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				TRG would be able to draw down funding from the Contingent Effects Fund, which is secured in Schedule 16 of the DoO (Doc Ref 10.4).	
	90	A1120	Moderate adverse (significant)	This link has a high sensitivity as a result of Sibton Nursery School. The link has been assessed to have a moderate adverse effect on severance during the representative hour (07:00-08:00). However, the link has been assessed to have a minor adverse effect on severance during the hours of greatest environmental sensitivity (i.e.08:00-09:00 and 15:00-16:00). It is therefore considered that as a result of the assessment the effect of the Sizewell C Project on severance on this link would be not significant . Notwithstanding this, should significant adverse impacts on severance arise on this link, the TRG would be able to draw down funding from the Contingent Effects Fund, which is secured in Schedule 16 of the DoO (Doc Ref 10.4).	Minor adverse (not significant)
Driver delay					
17:00-18:00	12b	B1119, Saxmundham	Major adverse (significant)	Mode share targets, travel plan measures and monitoring of construction worker trips are secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)). This includes a bus based strategy with the Transport Review Group (TRG) agreeing direct bus routes based on the distribution of workers as well as a parking permit system for the main	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				development site (MDS), which will limit parking at the MDS and Land East of Eastlands Industrial Estate (LEEIE) to 650 parking spaces in the early years prior to the northern or southern park and ride facility being available for use. Rail travel will also be promoted as part of the CWTP . It is considered that the package of measures included in the CWTP to promote sustainable modes of transport by construction workers will mitigate the driver delay impacts on the B1119 in Saxmundham (link 12b). It is therefore considered that as a result of the proposed mitigation the effect of the Sizewell C Project on driver delay on this link would be not significant . Notwithstanding this, should significant adverse impacts arise at this junction, the TRG would be able to draw down funding from the Contingent Effects Fund, which is secured in Schedule 16 of the DoO (Doc Ref 10.4).	
Accidents and Safety					
24hr AAWT	3	Lover's Lane	Moderate adverse (significant)	Highway improvements are proposed on Lover's Lane, including the realignment of the Lover's Lane/B1122 junction and the Bridleway 19 diversion. Whilst they are not primarily for highway safety reasons, it is considered that they will act to mitigate highway safety impacts. In addition, controls, measures and monitoring of Sizewell C freight traffic are secured in the CTMP (Annex K of the DoO (Doc Ref 10.4)). This includes a cap on HDV	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				movements in the early years, timing restrictions, GPS tracking of all HGVs, compliance with HGV driver rules and best practice fleet operation. It is considered that as a result of the proposed mitigation the effect of the Sizewell C Project during the early years on accidents and safety on this link would be not significant .	
	59 and 78	A12, north and south of Saxmundham	Moderate adverse (significant)	Controls, measures and monitoring of Sizewell C freight traffic are secured in the CTMP (Annex K of the DoO (Doc Ref 10.4)). This includes, but is not limited to, a cap on HDV movements in the early years, timing restrictions, GPS tracking of all HGVs, compliance with HGV driver rules and best practice fleet operation. In addition, funding is secured in the DoO (Doc Ref 10.4) for Suffolk Constabulary to escort AILs in accordance with the AIL escort matrix included in the CTMP . It is considered that the management of Sizewell C traffic through the CTMP , CWTP (Annex L of the DoO (Doc Ref 10.4)) and Traffic Incident Management Plan (TIMP) (Annex M of the DoO (Doc Ref 10.4)) will provide road safety mitigation on the A12 (including links 59 and 78) and the effect of the Sizewell C Project during the early years on accidents and safety on these links would be not significant .	Minor adverse (not significant)

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Table 2.2: Response to SCC points of clarification on the Fourth ES Addendum – Peak Construction (Busiest Day) Assessment

Scenario	Link	Assessment of Effect	Further information with regards to mitigation	Residual Effect	
Amenity					
Representative hour (total traffic)	4a and 5	B1122, Abbey Road	Moderate adverse (significant)	Link 4a has a medium sensitivity as a result of one public right of way intersecting the link. Link 5 has a high sensitivity as a result of Summerhill School to the west of the link. In addition, there are other receptors on link 5 with lower sensitivity such as shop frontages, Leiston FC, Quaker House, a public footpath, campsite and narrow footways surrounding level crossing. The links currently have a footway along one side of the road and are within a 30mph speed limit and no Sizewell C HGVs would route along these links. The links have been assessed to have a moderate adverse effect on amenity in the representative hour (07:00-08:00) during the peak construction phase. The Leiston Scheme is secured in Schedule 16 of the DoO (Doc Ref 10.4), which will provide a gateway at the Abbey Road entry to Leiston to reinforce the entry point and change in speed limit and character of the road. In addition, mode share targets, travel plan measures and monitoring of construction worker trips are secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)), which will promote walking and cycling to the main development site. Likewise, a free direct bus will be provided between the main development site and Leiston as well as an off-road	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				walk/cycle route between the main development site and Leiston via Bridleway 19. It is therefore considered that as a result of the assessment the effect of the Sizewell C Project on amenity on these links would be not significant .	
24 hr AAWT (HDV)	3	Lover's Lane	Major adverse (significant)	The link has a medium sensitivity due to public rights of way intersecting the link. Bridleway 19 currently runs through what would be the main construction area for Sizewell C. During the early years construction phase, it is proposed to divert the bridleway onto Lover's Lane and B1122 to provide a new off-road route with Pegasus crossings. Link 3 forms part of the Bridleway 19 diversion route and therefore it is considered that the effect of the Sizewell C Project on amenity on this link would be not significant .	Minor adverse (not significant)
	5	B1122, Abbey Road	Major adverse (significant)	Same as above for representative hour. Note also that there will be no Sizewell C HGVs routing along this link and therefore the adverse effect as a result of HDVs is based on the assessment of a potential direct bus service routing along this link. The direct bus services are to be approved by the TRG as secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)).	Minor adverse (not significant)
	64	B1122, north of main	Major adverse (significant)	This link has a medium sensitivity due to public rights of way intersecting the links on the B1122. The link has been assessed to have a major adverse effect on	Minor adverse (not significant)

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Scenario	Link	Assessment of Effect	Further information with regards to mitigation	Residual Effect
	development site access		amenity as a result of the increase in HDVs. Included in the B1122 early years scheme are improvements to public rights of way crossings of the B1122, as secured in Schedule 16 of the DoO (Doc Ref 10.4). The B1122 corridor between Yoxford and the main development site, including link 64, will also form part of the B1122 Corridor Repurposing Scheme, which is secured in Schedule 16 of the DoO (Doc Ref 10.4). In addition, controls, measures and monitoring of Sizewell C freight traffic are secured in the CTMP (Annex K of the DoO (Doc Ref 10.4)). This includes a peak construction cap on HGV movements, timing restrictions, GPS tracking of all HGVs, compliance with HGV driver rules and best practice fleet operation. It is considered that as a result of the proposed mitigation the effect of the Sizewell C Project on amenity on this link would be not significant .	
	77 Aldeburgh Rd	Major adverse (significant)	This link has a medium sensitivity as a result of public rights of way intersecting the link and a small number of residential dwellings along the link. It has been assessed to have a major adverse effect on amenity as a result of the increase in HDVs on the link. It should be noted that this link will not have any Sizewell C HGVs routing along it, but it has been assessed to have a potential direct bus service routing along it. The direct bus services, including routing and timetable, are to be approved by the TRG as	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)). The direct buses are proposed in order to reduce car trips on the highway network and are therefore a mitigation measure in themselves. The public rights of way intersect the link but do not route alongside it. It is therefore considered that buses routing along the link would not have a significant adverse effect on the amenity of the public rights of way given the limited interaction users of the public rights of way would have with the buses. It is therefore considered that the effect of the Sizewell C Project on amenity on this link would be not significant .	
	34b	Main Rd, Martlesham	Major adverse (significant)	This link has a high sensitivity as a result of a children’s nursery as well as a primary school to the north of the link, residential dwellings to the south and a key desire line to cross the link. The link also has narrow footways. The link has been assessed to have a major adverse effect on amenity during the peak construction phase as a result of the increase in HDVs on the link. It should be noted that this link will not have any Sizewell C HGVs routing along it, but it has been assessed to have a potential direct bus service routing along it. The direct bus services, including routing and timetable, are to be approved by the TRG as secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)). The direct buses are	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				proposed in order to reduce car trips on the highway network and are therefore a mitigation measure in themselves. Whilst buses and HGVs have been assessed the same, it is considered that the non-motorised users would perceive buses and HGVs differently in terms of the effect of amenity. Based on this and the TRG governance of direct buses secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)), it is considered that the effect of the Sizewell C Project on amenity on this link would be not significant .	
Representative hour (HDV)	3	Lover's Lane	Major adverse (significant)	Same as above for 24hr AAWT.	Minor adverse (not significant)
	5 and 64	B1122	Major adverse (significant)	Same as above for 24hr AAWT.	Minor adverse (not significant)
	77	Aldeburgh Rd	Major adverse (significant)	Same as above for 24hr AAWT.	Minor adverse (not significant)
	34b	Main Rd	Major adverse (significant)	Same as above for 24hr AAWT.	Minor adverse (not significant)
Hour of greatest environmental sensitivity (08:00-09:00)	34b	Main Rd	Major adverse (significant)	Same as above for 24hr AAWT. In addition, it should be noted that the assessment has assessed 4 two-way bus movements in an hour. There are currently no buses routing along this link and therefore theoretically the assessed has resulted in a major adverse effect on amenity in this hour. In absolute terms though it is not	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				considered that 4 two-way bus movements (i.e. an average of 1 movement every 15 minutes) would have an adverse effect on amenity of this link. It is therefore considered that the effect of the Sizewell C Project on amenity on this link would be not significant .	
Hour of greatest environmental sensitivity (15:00-16:00)	34b	Main Rd	Major adverse (significant)	Same as above for 24hr AAWT. In addition, it should be noted that the assessment has assessed 4 two-way bus movements in an hour. There are currently no buses routing along this link and therefore theoretically the assessed has resulted in a major adverse effect on amenity in this hour. In absolute terms though it is not considered that 4 two-way bus movements (i.e. an average of 1 movement every 15 minutes) would have an adverse effect on amenity of this link. It is therefore considered that the effect of the Sizewell C Project on amenity on this link would be not significant .	Minor adverse (not significant)
Severance					
24hr AAWT	5	B1122	Major adverse (significant)	This link has a high sensitivity as a result of Summerhill School to the west of the link. In addition, there are other receptors with lower sensitivity such as shop frontages, Leiston FC, Quaker House, a public footpath, campsite and narrow footways surrounding level crossing. The link currently has a footway along one side of the road and is within a 30mph speed limit and no Sizewell C HGVs would route along this link. The link has been assessed	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				to have a major adverse effect on severance as a result of the forecast increase in traffic on the link during the peak construction phase. Mode share targets, travel plan measures and monitoring of construction worker trips are secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)), which will promote walking and cycling to the main development site. Likewise, a free direct bus will be provided between the main development site and Leiston, which will seek to reduce car trips on roads through Leiston, including link 5. It is therefore considered that as a result of the implementation of the transport management plans the impact of the Sizewell C Project on severance on this link would be not significant . Notwithstanding this, should significant adverse impacts arise on this link, the TRG would be able to draw down funding from the Contingent Effects Fund, which is secured in Schedule 16 of the DoO (Doc Ref 10.4).	
Representative hour	5	B1122	Major adverse (significant)	Same as above for 24hr AAWT.	Minor adverse (not significant)
	8	B1122, Aldeburgh	Moderate adverse (significant)	This link has a high sensitivity as a result of Aldringham Court Residential Home on B1122 north of Aldeburgh as well as schools to the south of Aldeburgh. In addition, there are other receptors with lower sensitivity on the link. The link has been assessed to have a moderate	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				adverse effect on severance during the representative hour (07:00-08:00). However, the link has been assessed to have a minor adverse effect on severance during the hours of greatest environmental sensitivity (i.e. 08:00-09:00 and 15:00-16:00). The link will not have any Sizewell C HGVs routing on it but is forecast to have worker car trips routing along it. Mode share targets, travel plan measures and monitoring of construction worker trips are secured in the CWTP (Annex L of the DoO (Doc Ref 10.4)), which will promote walking and cycling to the main development site. Likewise, a free direct bus will be provided between the main development site and Leiston. It is therefore considered that as a result of the assessment of the greatest hour of environmental sensitivity the effect of the Sizewell C Project on severance on this link would be not significant .	
Hour of greatest environmental sensitivity (15:00-16:00)	5	B1122	Moderate adverse (significant)	Same as above for 24hr AAWT.	Minor adverse (not significant)
Accidents and Safety					

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
24hr AAWT	59, 78	A12	Moderate adverse (significant)	Controls, measures and monitoring of Sizewell C freight traffic are secured in the CTMP (Annex K of the DoO (Doc Ref 10.4)). This includes, but is not limited to, a peak construction cap on HGV movements, timing restrictions, GPS tracking of all HGVs, compliance with HGV driver rules and best practice fleet operation. In addition, funding is secured in the DoO (Doc Ref 10.4) for Suffolk Constabulary to escort AILs in accordance with the AIL escort matrix included in the CTMP . It is considered that the management of Sizewell C traffic through the CTMP , CWTP (Annex L of the DoO (Doc Ref 10.4)) and TIMP (Annex M of the DoO (Doc Ref 10.4)) will provide road safety mitigation on the A12 (including links 59 and 78) and the effect of the Sizewell C Project during peak construction on accidents and safety on these links would be not significant .	Minor adverse (not significant)
	83	A145	Moderate adverse (significant)	Controls, measures and monitoring of Sizewell C freight traffic are secured in the CTMP (Annex K of the DoO (Doc Ref 10.4)). This includes, but is not limited to, a peak construction cap on HGV movements, timing restrictions, GPS tracking of all HGVs, compliance with HGV driver rules and best practice fleet operation. It is considered that the management of Sizewell C traffic through the CTMP , CWTP (Annex L of the DoO (Doc Ref 10.4)) and TIMP (Annex M of the DoO (Doc Ref 10.4))	Minor adverse (not significant)

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SIZEWELL C PROJECT –
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Scenario	Link	Assessment of Effect	Further information with regards to mitigation	Residual Effect
			<p>will provide road safety mitigation on the A12 (including links 59 and 78) and the effect of the Sizewell C Project during peak construction on accidents and safety on this link would be not significant. Notwithstanding this, should significant adverse impacts arise on this link, the TRG would be able to draw down funding from the Contingent Effects Fund, which is secured in Schedule 16 of the DoO (Doc Ref 10.4).</p>	

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Table 2.3: Response to SCC points of clarification on the Fourth ES Addendum – Operational Phase Assessment

Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
Amenity					
24hr AAWT (total traffic)	64	B1122	Minor adverse (not significant)	SCC has understood this link to have a significant adverse impact in the operational phase but this is incorrect. The assessment of the link set out in Table 1.73 of the Fourth ES Addendum at Volume 3, Appendix 2C, Annex C [REP7-032] shows that the significance of the effect on amenity on link 64 would be minor adverse and therefore would be not significant .	Minor adverse (not significant)
	66	B1122	Major beneficial (significant)	SCC has understood this link to have a significant adverse impact in the operational phase but this is incorrect. The assessment of the link set out in Table 1.73 of the Fourth ES Addendum at Volume 3, Appendix 2C, Annex C [REP7-032] shows that the significance of the effect on amenity on link 66 would be major beneficial and therefore would be significant beneficial .	Major beneficial (significant)
Severance					
Representative hour	5	B1122	Major adverse (significant)	This link has a high sensitivity as a result of Summerhill School to the west of the link. In addition, there are other receptors with lower sensitivity such as shop frontages, Leiston FC, Quaker House, a public footpath, campsite and narrow footways surrounding level crossing. The link currently has a footway along one side of the road and is within a 30mph speed limit. The link has been assessed	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				to have a major adverse effect on severance in the representative hour as a result of the forecast increase in traffic on the link during the operational phase. The assessment of the operational phase is based on a worst case of all operational workers travelling to work at the main development site by car (i.e. car driver or passenger). An Operational Travel Plan is secured in Schedule 16 of the DoO (Doc Ref 10.4) and will be prepared and approved in accordance with the Operational Travel Plan Principles (Annex J of the DoO (Doc Ref 10.4)). This includes a commitment by SZC Co. to encouraging workers to travel as sustainably as practically as possible for the lifetime of the power station. It is therefore considered that, with the implementation of the Operational Travel Plan , the effect of the Sizewell C Project during the operational phase on severance on this link would be not significant .	
	7	B1069	Moderate adverse (significant)	This link has a high sensitivity as a result of a primary school to the south of the B1069 as well as Pear Tree Residential Home. There are also a number of other receptors on the link with lower sensitivity. The link has been assessed to have a moderate adverse effect on severance in the representative hour as a result of the forecast increase in traffic on the link during the	Minor adverse (not significant)

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Scenario	Link		Assessment of Effect	Further information with regards to mitigation	Residual Effect
				operational phase. The assessment of the operational phase is based on a worst case of all operational workers travelling to work at the main development site by car (i.e. car driver or passenger). An Operational Travel Plan is secured in Schedule 16 of the DoO (Doc Ref 10.4) and will be prepared and approved in accordance with the Operational Travel Plan Principles (Annex J of the DoO (Doc Ref 10.4)). This includes a commitment by SZC Co. to encouraging workers to travel as sustainably as practically as possible for the lifetime of the power station. It is therefore considered that, with the implementation of the Operational Travel Plan , the effect of the Sizewell C Project during the operational phase on severance on this link would be not significant .	
Hour of greatest environmental sensitivity (08:00-09:00)	5	B1122	Major adverse (significant)	Same as above for representative hour.	Minor adverse (not significant)

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