East Anglia TWO Offshore Windfarm

Outline Construction Traffic Management Plan

Applicant: East Anglia TWO Limited
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Applicable to

East Anglia TWO

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Glossary of Acronyms

CCS	Construction Consolidation Site
CTMP	Construction Traffic Management Plan
CTMPCo	Construction Traffic Management Plan Co-ordinator
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
EIA	Environment Impact Assessment
ES	Environmental Statement
ESDAL	Electronic Service Delivery for Abnormal Loads System
HDD	Horizontal Directional Drill
HGV	Heavy Goods Vehicle
OAMP	Outline Access Management Plan
OCoCP	Outline Code of Construction Practice
OTP	Outline Travel Plan
OCTMP	Outline Construction Traffic Management Plan
OPRoWS	Outline Public Rights of Way Strategy
PRoWS	Public Rights of Way Strategy
SCC	Suffolk County Council
TCo	Transport Coordinator

Glossary of Terminology

Applicant	East Anglia TWO Limited.
~~Cable sealing end compound~~	~~A compound which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.~~
~~Cable sealing end (with circuit breaker) compound~~	~~A compound (which includes a circuit breaker) which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.~~
Construction consolidation sites	Compounds associated with the onshore works which may include elements such as hard standings, lay down and storage areas for construction materials and equipment, areas for vehicular parking, welfare facilities, wheel washing facilities, workshop facilities and temporary fencing or other means of enclosure.
Contractor	An individual or business in charge of carrying out construction work.
Development area	The area comprising the onshore development area and the offshore development area (described as the 'order limits' within the Development Consent Order).
East Anglia TWO project	The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
~~East Anglia TWO windfarm site~~	~~The offshore area within which wind turbines and offshore platforms will be located.~~
~~European site~~	~~Sites designated for nature conservation under the Habitats Directive and Birds Directive, as defined in regulation 8 of the Conservation of Habitats and Species Regulations 2017 and regulation 18 of the Conservation of Offshore Marine Habitats and Species Regulations 2017. These include candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas.~~
Horizontal directional drilling (HDD)	A method of cable installation where the cable is drilled beneath a feature without the need for trenching.
~~HDD temporary working area~~	~~Temporary compounds which will contain laydown, storage and work areas for HDD drilling works.~~
Jointing bay	Underground structures constructed at intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land, and connect to the onshore cables.
~~Link boxes~~	~~Underground chambers within the onshore cable route housing electrical earthing links.~~

~~Mitigation areas~~	~~Areas captured within the onshore Development Area specifically for mitigating expected or anticipated impacts.~~
~~National electricity grid~~	~~The high voltage electricity transmission network in England and Wales owned and maintained by National Grid Electricity Transmission~~
National Grid infrastructure	A National Grid substation, cable sealing end compounds, cable sealing end (with circuit breaker) compound, underground cabling and National Grid overhead line realignment works to facilitate connection to the national electricity grid, all of which will be consented as part of the proposed East Anglia TWO project Development Consent Order but will be National Grid owned assets.
~~National Grid overhead line realignment works~~	~~Works required to upgrade the existing electricity pylons and overhead lines (including cable sealing end compounds and cable sealing end (with circuit breaker) compound) to transport electricity from the National Grid substation to the national electricity grid.~~
~~National Grid overhead line realignment works area~~	~~The proposed area for National Grid overhead line realignment works.~~
National Grid substation	The substation (including all of the electrical equipment within it) necessary to connect the electricity generated by the proposed East Anglia TWO project to the national electricity grid which will be owned by National Grid but is being consented as part of the proposed East Anglia TWO project Development Consent Order.
~~National Grid substation location~~	~~The proposed location of the National Grid substation.~~
~~Natura 2000 site~~	~~A site forming part of the network of sites made up of Special Areas of Conservation and Special Protection Areas designated respectively under the Habitats Directive and Birds Directive.~~
~~Onshore cable corridor~~	~~The corridor within which the onshore cable route will be located.~~
Onshore cable route	This is the construction swathe within the onshore cable corridor which would contain onshore cables as well as temporary ground required for construction which includes cable trenches, haul road and spoil storage areas.
Onshore cables	The cables which would bring electricity from landfall to the onshore substation. The onshore cable is comprised of up to six power cables (which may be laid directly within a trench, or laid in cable ducts or protective covers), up to two fibre optic cables and up to two distributed temperature sensing cables.
Onshore development area	The area in which the landfall, onshore cable corridor, onshore substation, landscaping and ecological mitigation areas, temporary construction facilities (such as access roads and construction consolidation sites), and the National Grid Infrastructure will be located.
Onshore infrastructure	The combined name for all of the onshore infrastructure associated with the proposed East Anglia TWO project from landfall to the connection to the national electricity grid.

~~Onshore preparation works~~	~~Activities to be undertaken prior to formal commencement of onshore construction such as pre-planting of landscaping works, archaeological investigations, environmental and engineering surveys, diversion and laying of services, and highway alterations.~~
Onshore substation	The East Anglia TWO substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
~~Onshore substation location~~	~~The proposed location of the onshore substation for the proposed East Anglia TWO project.~~
Transition bay	Underground structures at the landfall that house the joints between the offshore export cables and the onshore cables.
~~Two-way movement~~	~~A movement is the process of transporting goods from a source location to a predefined destination. A two-way movement represents the inbound (laden trip from source) and the outbound unladen trip (back to source). For example, 20 two-way movements comprise 10 laden trips from source and 10 outbound unladen trips back to source.~~

Outline Construction Traffic Management Plan

1 Introduction

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

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

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

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

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

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

    - Outline Access Management Plan (OAMP): The OAMP sets out detail on location, frontage, general layout, visibility and embedded mitigation measures for access points to the onshore development area. It presents the requirements and standards that will be incorporated into the final access design; and

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

- Outline Travel Plan (OTP): The OTP sets out how construction personnel traffic would be managed and controlled.

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

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

1.1 OCTMP Scope

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

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

~~10.1. The scope of this OCTMP does not extend to the base port to be utilised for offshore construction and maintenance as no decision has yet been made regarding a preferred base port for the offshore construction and operation of the proposed East Anglia TWO project. Such facilities would be provided or brought into operation by means of one or more planning applications or as port operations with permitted development rights.~~

~~11.~~10. The ~~proposed~~ East Anglia ONE North project is also in the ~~application~~ Examination phase. The ~~proposed~~ East Anglia ONE North project has a separate DCO application which has been submitted at the same time as the ~~proposed~~ East Anglia TWO project. The two projects share the same landfall location and

onshore cable route, and the two onshore substations are co-located, and connect into the same National Grid substation.

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

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

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

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

1.2 CTMP Governance

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

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

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

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

~~16.~~17. For consistency of approach, the Applicant would establish the role of the Transport Co-ordinator (TCo) to take responsibility for the overall implementation of the CTMP.

~~17.~~18. The TCo responsibilities include:

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

~~18.~~19. An indicative relationship between the CTMPCo(s), TCo and other parties is shown in ***Plate 1.1***.

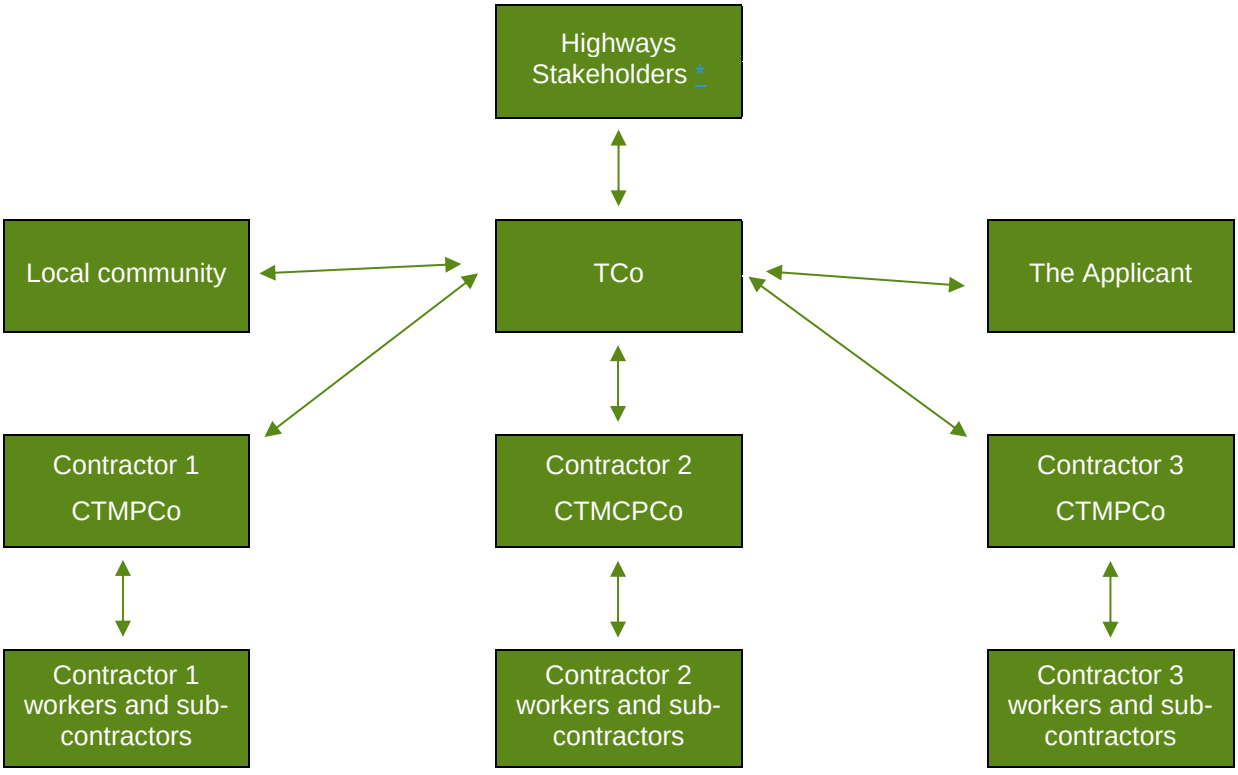


Plate 1.1 Outline CTMP Governance Structure

** Highways Stakeholders will include~~:~~ SCC, East Suffolk Council, Highways England, relevant local Parish and Town~~s~~ Councils and ~~promoters~~developers of other consented Nationally Significant Infrastructure Projects within the onshore highway study area.*

~~19.~~20. Full details of all the responsibilities of CTMPCos and TCo and associated timescales are provided as an Action Plan in ***section 4.4*.**

21. Contact details for the CTMPCos and TCo will be submitted to stakeholders for their records prior to commencement of construction.

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

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

2 Control of HGV Movements

~~20.~~23. ***Chapter 26 Traffic and Transport*** of the ES (document reference 6.1.26) for the proposed East Anglia TWO project has assessed the environmental impact of traffic on the routes within the onshore highway study area across a range of effects, namely:

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

~~21.~~24. The assessment was predicated on a CTMP being implemented as embedded mitigation that would manage the daily delivery profiles and control movements and routeing. The assessment concluded that appropriate CTMP measures would ensure that the environmental impacts would not be 'significant' in EIA terms (major or moderate impact).

~~22.~~25. This OCTMP provides a level of detail as to the traffic management measures that would be implemented to control HGV movements during the construction phase. In doing so, the OCTMP will set the management measures and performance required of the contractors.

~~23.~~26. These measures are an absolute requirement established from the parameters outlined in the ES, to be adopted by the appointed contractor and only revised with the agreement of SCC.

27. To secure the required performance standards, this~~e~~ OCTMP adopts a series of 'input' measures, supported by an action plan ~~(rather than finite HGV numbers)~~. ~~A monitoring regime would focus on the delivery of key action plan items as a 'health check' that the contractors are achieving the required standards.~~ HGV traffic flow forecasts (extrapolated from the ES) are presented as a ~~secondary~~ monitoring indicator.

2.1 HGV Movements and Background

~~24.~~28. Through the development of the EIA, HGV routes were carefully selected (in liaison with highway stakeholders) to minimise the potential for adverse environmental impacts. The onshore infrastructure includes works at the following seven discrete sites:

- Landfall location;

- Onshore cable route section 1;
- Onshore cable route section 2;
- Onshore cable route section 3;
- Onshore cable route section 4;
- Onshore substation; and
- National Grid Infrastructure.

~~25.~~29. The location of the seven sites in relation to the proposed access locations is contained within ***Figure 1***.

~~26.~~30. In order to access the seven sites, an access strategy has been developed. The access strategy applies a hierarchical approach (informed by the SCC HGV route hierarchy) to selecting routes and where possible, seeks to reduce the impact of HGV traffic upon the most sensitive communities. A copy of the ~~Suffolk County Council~~SCC HGV route hierarchy plan is provided in ***Annex 1***.

~~27.~~31. To allow HGV traffic to be routed away from the most sensitive communities, the Applicant has committed to the implementation of a temporary haul road for the length of onshore cable route. The use of the haul road allows:

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

~~28.~~32. The use of the haul road~~ute~~ has allowed the Applicant to commit the following access strategy:

- All HGV traffic would be required to travel via the A1094 or B1122 from the A12, no HGV traffic would be permitted to travel via alternative routes, such as the B1121 or B1119;
- No HGV traffic would be permitted to travel though Leiston or Coldfair Green / Knodishall;

- No HGV traffic would be permitted to travel via the B1121 through Friston, Sternfield or Benhall-Green; and
- No HGV traffic would be permitted to travel via the B1353 towards Thorpeness.

~~29.~~33. HGVs travelling to the landfall location and onshore cable route sections 1 and 2 would travel from the A12 before joining the B1122 and travelling south to Lover's Lane. HGVs would then travel via Lover's Lane and Sizewell Gap to the respective access points (1 and 2) along Sizewell Gap. These ~~two~~ routes are depicted graphically within ***Figure 2***.

~~30.~~34. HGVs travelling to onshore cable route sections 3 and 4, the onshore substation and National Grid infrastructure would travel from the A12 before joining the A1094 and travelling east to the B1069. HGVs would then travel north via the B1069 to access 10. This route is also depicted graphically within ***Figure 2***.

~~31.~~35. The ES assessed the forecast number of construction HGVs associated with the construction of the proposed East Anglia TWO project (scenario 2) and simultaneously with the proposed East Anglia ONE North project (scenario 1). ***Table 2.1*** details the forecast HGV movements to each access (depicted in ***Figure 1***) for both scenarios.

Table 2.1 Forecast HGV Movements

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

Accesses *~~Link Description~~	Forecast two-way daily HGV movements	
	East Anglia TWO or East Anglia ONE North, scenario 2	East Anglia TWO and East Anglia ONE North, scenario 1
Accesses 1 and 2 (Sizewell Gap)	115	152
Accesses 5 and 6 (B1122)	7	10
Accesses 9 and 10 (B1069)	205	255
Notes: * Accesses 3, 4, ~~6,~~ 7, ~~and~~ 8, 11 and 12 are provided as crossing only and as such traffic would not access the onshore development area at these locations. No HGV traffic would be permitted to use access 13.		
~~Aldringham Lane~~	~~0~~	~~0~~
~~B1122 south of Lover's Lane to Leiston~~	~~0~~	~~0~~
~~B1069 through Knodishall, Coldfair Green and Leiston~~	~~0~~	~~0~~

36. The numbers presented in ***Table 2.1*** represent the peak demand that could travel to each access when considered in isolation. The assessment noted that construction activities would not all peak at the same time and determined a peak daily HGV demand of 210 and 270 two-way HGV movements for scenario 2 and scenario 1 respectively. Therefore, both the daily access demand and aggregated overall demand will inform the approach of the ~~O~~final CTMP.

2.2 Measures

2.2.1 Control of HGV Numbers

37. To ensure compliance with the assessed peak HGV movements, the primary target will be to limit total two-way HGV movements to 210 for scenario 2 and 270 two-way HGV movements for scenario 1 in line with the HGV movements assessed within ***Chapter 26*** ~~-~~of the ES. A secondary target will also be adopted of ensuring two-way HGV movements per access do not exceed the peaks outlined in ***Table 2.1***.

~~32.~~38. To ensure compliance with the assessed HGV movements, a booking system for deliveries will be established by the CTMPCos and TCo. The booking system will enable a daily profile of deliveries to be maintained and allow the CTMPCos to ensure that the required deliveries are regularly forecast and planned.

~~33.~~39. In accordance with good construction practice, opportunities will be sought to reduce the overall number of HGV movements by consolidating loads and using the largest feasible vehicles taking into account any other environmental constraints that may affect HGV routes.

~~34.~~40. The CTMPCos will be required to plan for maintaining stockpiles of critical path items such as aggregate. These stockpiles will facilitate advanced planning of deliveries, maximise payloads, and enable a smooth import profile to be maintained.

2.2.2 HGV timings

~~35.~~41. In accordance with the OCoCP, submitted as part of the~~is~~ DCO application, the standard construction working hours for the proposed East Anglia TWO project and any construction-related traffic movements will be between the following hours:

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

~~36.~~42. There are a few exceptions noted to the above working times as defined in the draft DCO.

2.2.3 Control of HGV Routes

~~37.~~43. The proposed HGV routes to each onshore cable route section are presented in ***Figure 2***. To ensure compliance with the agreed HGV delivery routes, the following measures are proposed:

- Direction signing for the identified delivery routes would be implemented. This would direct construction traffic from the A12 to the respective sites along the agreed delivery routes. Information signs will also be erected which will include a telephone number for the public to report concerns;
- The delivery routes would be communicated by the CTMPCos to all companies and/or drivers ~~-~~involved in the transport of materials and plant to and from site by HGV construction vehicle;
- The registration numbers for all HGVs making deliveries would be recorded by the CTMPCos. This would allow for checking and enforcement of any reported breaches of the agreed delivery routes; and
- The CTMP will provide a mechanism to enable residents to identify if a HGV is engaged on work on the proposed East Anglia TWO project and shall be submitted to and approved by SCC as part of the CTMP.

~~38.~~44. Compliance with the agreed HGV delivery routes will be subject to monitoring and enforcement measures set out in ***section 3***.

2.2.4 Control of HGV Routes (B1122)

~~39.~~45. An existing highway constraint was identified at the roundabout junction of the A1094 and B1122 in Aldeburgh whereby large articulated HGVs delivering to section 3B (access 5 and 6) would have to pass into the oncoming lane when exiting the roundabout.

~~40.~~46. To mitigate the risk and potential for delays, all deliveries to section 3B would first be required to travel to the CCS at access 10 (located off the B1069). The CTMPCo would then seek to consolidate loads on appropriately sized HGVs for onward transfer to accesses 5 and 6. This proposed HGV route is illustrated in ***Figure 2***.

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

~~41.~~48. The use of a pilot vehicle ~~. This~~ is expected to be an infrequent event during construction.

2.2.5 Parking and Loading

~~42.~~49. Appropriate loading/ unloading areas will be designated within the CCSs to avoid the need for parking or waiting on the highway. The planning of deliveries (via the booking system) will assist the contractor to allocate sufficient space within the CCSs to accommodate the planned number of deliveries.

~~43.~~50. Once a contractor has been appointed, detailed layouts for the CCSs will be submitted to SCC for approval.

2.2.6 Road Safety

~~44.~~51. All regular HGV construction vehicle drivers will be formally inducted to the proposed East Anglia TWO project. The induction will seek to establish a clear set of responsibilities that drivers will be required to follow including:

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

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

2.2.7 ~~Network Resilience~~Incident Management

46.53. To reduce the potential for the construction HGV traffic to have an adverse impact upon the highway network during planned and unplanned events, the measures set out in ***Table 2.2*** will be adopted.

Table 2.2 Measures Adopted During Events

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

2.2.8 Abnormal Loads

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

55. The ES identifies that the construction of the onshore substation would require the delivery of up to two transformers for the proposed East Anglia TWO project and two transformers for the proposed East Anglia ONE North project. Each ~~of~~ transformer delivery would be classified as a Special Order[2] AIL delivery due to the size of the vehicle.

56. The ES identifies that offsite highway works would be required to accommodate the movement of the transformers ~~for the proposed East Anglia TWO project~~. The CTMPCo would be required to liaise with the relevant highway authorities to agree the design of these improvements.

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

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

2.2.9 HGV Emissions

~~48.~~59. To ensure that the emissions of HGVs are minimised so far as reasonably practicable, the CTMPCo will ensure that all HGVs are of a Euro VI standard (where possible and where specific specialised operations will allow). Where possible means where a vehicle required for a particular task complies with Euro VI-standards, subject to availability this will be used in place of vehicles not compliant with this standard.

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

~~The ES identifies that offsite highway works would be required to accommodate the movement of the transformers for the proposed East Anglia TWO project. The CTMPCo would be required to liaise with the relevant highway authorities to agree the design of these im~~

3 Offsite Highway Works

60. ~~A number of o~~Offsite highway works are identified within the ES to mitigate transport impacts and are subdivided into two categories.

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

3.1 Authorised D~~d~~evelopment

61. The offsite highway works authorised by the draft DCO are:

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

3.2 Additional ~~m~~Mitigation ~~m~~Measures ~~w~~Within the ~~p~~Public ~~h~~Highway

62. Additional mitigation measures within the public highway consist of footway amenity improvements through Theberton and Snape.

3.2.1 Theberton A~~a~~menity ~~i~~Improvements ~~These include offsite highway improvements to mitigate the potential adverse amenity impacts associated with increases in HGV traffic along the B1122 through Theberton and the A1094 past Snape and the traffic management measures at Church Road (in the north of the village of Friston) to allow for installation of a drainage pipe to allow water from the onshore substation attenuation ponds to be discharged to the local watercourse.~~

~~1. Once a Contractor has been appointed, the technical approvals for the offsite highway works will be submitted to and agreed with SCC under Section 278 of the Highways Act (1980).~~

~~1. The technical approval process will include submission of finalised drawings, showing full details of the offsite highways works, including drainage, lighting, signing, and standard construction details.~~

~~1. The technical approval documentation would also include a combined Stage 1/2 Road Safety Audit (detailed design) and designer's response.~~

~~1. In order to construct the offsite highway works, temporary traffic management will be implemented to maintain highway safety and to ensure minimal delays to existing road users.~~

~~1. The detailed design of the traffic management will be undertaken prior to construction and agreed with SCC in accordance with the requirements set out within the draft DCO and under the provisions of the New Roads and Street Works Act 1991. This process will ensure that details are shared and agreed with SCC.~~

~~1. In its duties under the New Roads and Street Works Act 1991, SCC will ensure that the works are co-ordinated with any other planned works in the area and entered onto the national road works database 'one.network'.~~

~~1. Information entered on to one.network is available to satellite navigation companies to update their real-time traffic services reducing the potential for delays.~~

~~3.1 Offsite Highway Improvements~~

~~49.~~63. Along the B1122 through Theberton a series of permanent footway improvements are proposed within the existing highway boundary, these include:

- Extending the existing footway on the eastern side of the road near to Manor Cottage to align with Ivy Cottages on the northern side of the road;
- Providing a pedestrian dropped crossing (a dropped kerb where the pavement is gently sloped to the same level as the road) to facilitate pedestrians crossing from the extended footway neat Manor Cottage to Ivy Cottages; and
- Providing a short section of footway on the western side of Church Road (outside the church) with a dropped crossing (with tactile paving) to allow pedestrians to cross from one side of the road to the other and stand outside the church off the highway.

~~50.~~64. An outline concept sketch for these improvements is provided within ***Annex ~~1~~3*** (drawing number TP-PB4842-DR028). The location of these improvement works is included as ***Figure 3***.

3.2.2 Snape ~~a~~Amenity ~~i~~Improvements

~~51.~~65. Along the A1094 ~~past~~ north of Snape a series of permanent footway improvements are proposed within the existing highway boundary, these include:

- Provision of a pedestrian dropped crossing (with tactile paving) and short section of footway outside the church to allow pedestrians to cross the A1094 and wait outside the church off the highway;
- An extension of the existing footway along the front of the petrol filling station to reduce the distance residents living to the west of the village have to walk in the road; and
- Providing a footway opposite the petrol filling station near the post box and village notice board and associated pedestrian dropped crossing (with tactile paving) to access the southern side of the road.

~~52.~~66. An outline concept sketch for these improvements is provided within ***Annex ~~1~~3*** (drawing number TP-PB4842-DR029). The location of these improvement works is included as ***Figure 3***).~~It is proposed that the detailed design of these improvements would be agreed with SCC post-consent during the development of the final CTMP.~~

3.3 Technical approval

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

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

69. The technical approval documentation ~~would also~~will include a combined Stage 1/2 Road Safety Audit (detailed design) and designer's response.

3.4 Temporary Traffic Management

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

71. The detailed design of temporary traffic management will be agreed with SCC in advance of works and notified in accordance with the provisions within the New

Road and Street Works Act 1991 (and other relevant highways legislation where applicable) and draft DCO (Part 3) ~~within the New Road and Street Works Act 1991 and draft DCO (Part 3)~~.

~~3.2~~3.5 Church Road, Friston, ~~t~~Traffic ~~m~~Management.

~~53.~~72. To allow water from the onshore substation attenuation ponds to be discharged to the local watercourse (in the north of the village of Friston) the Applicant has identified that there would be a requirement for a discharge pipe to be installed along a short length of Church Road. Construction of this discharge pipe is expected to take three weeks.

~~54.~~73. Due to the width of Church Road, in order to maintain a safe separation between the construction~~s~~ works and travelling public, traffic management measures will be required which will be developed prior to construction and agreed with the local highway authority ~~in consultation with the local authority~~. Notification of the traffic management measures will be in accordance with the requirements of the New Roads and Street Works Act (1991) (and other relevant highways legislation where applicable) and the draft DCO (Part 3).

~~55.~~74. The CTMPCo would consult directly with residents living along Church Road in relation to the traffic management measures to be adopted.

4 Monitoring, Enforcement and Action Plan

~~56.~~75. The following section sets out how the targets and measures contained within this OCTMP will be monitored to ensure compliance.

4.1 Monitoring

4.1.1 HGV Numbers

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

~~57.~~77. Each delivery will be recorded at the controlling CCS together with any details of onward journeys. ~~to onshore shore cable route destination.~~

4.1.2 HGV Routeing

~~58.~~78. The contractor will implement a system to help the public distinguish HGV construction vehicles associated with the proposed East Anglia TWO project from other traffic on the highway network. Each HGV will be required to display a unique identifier, provided by the CTMPCos within the window of the cab (a recognisable logo) that will allow members of the public to report any concerns such as driver behaviour or the use of unapproved routes via a publicised telephone contact number.

~~59.~~79. The TCo will be the first point of call for all concerns raised. Contact details will be made available in a regular newsletter that will be circulated to all local Parish and Town Councils and stored at community hubs, such as libraries, for reference.

~~60.~~80. Signs will be erected at all construction accesses with the relevant contact number clearly displayed for public enquiries.

~~61.~~81. The contractor will also ensure that their HGV fleet, where appropriate, are fitted with a GPS tracking system. The GPS tracking together with delivery records will serve to augment the unique identifier to allow the TCo to respond to any complaints and provide a complete evidence base.

4.1.3 Road Safety

~~62.~~82. A ‘near miss’ reporting system for all highways incidents will be established by the TCo. The CTMPCo will ensure that all accidents and near misses are

recorded within this system and that drivers are reminded during inductions and within the Driver Code of Conduct to report all issues through the near miss system. Any accidents or near misses will be recorded, investigated, and reported to transport stakeholders (such as the Highway Authority) by the TCo.

~~63.~~83. The TCo will retain records of all incidents and submit to SCC upon request. If emerging issues are identified, the CTMPCo and TCo will initiate discussions with SCC to promote a 'Zero Harm Culture'.

4.1.4 Highway Asset Monitoring

~~64.~~84. Condition surveys will be undertaken by the contractor both prior to the commencement of construction and subsequently at a point close to the completion of construction ~~-~~to identify existing highway defects and any changes following completion of the proposed East Anglia TWO project. The methodology and scope of surveys will be agreed between the contractor and SCC prior to commencement of construction.

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

4.1.5 HGV Emissions

~~65.~~86. ~~, t~~The CTMPCo will maintain a record of the types of HGVs delivering to site to allow reporting of the proportion of deliveries that meet Euro VI standards. This is will form part of the monitoring reports as described in ***section 4.2***.

4.2 Monitoring Reports

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

~~66.~~88. In compiling the monitoring reports, the TCo will be able to identify effective/ ineffective measures and the requirement for any remedial action to achieve the agreed targets.

~~67.~~89. A typical structure for a monitoring report would be as follows:

- Introduction and Background – this will provide detail with regards to the types of works being undertaken;
- Results of Surveys and Monitoring – the TCo will collate the results of surveys and monitoring that have been undertaken by the CTMPCos. Where

appropriate, the results of the surveys undertaken will be compared to the targets defined in this OCTMP;

- Achievements – this will include the work undertaken over the previous period with evidence and examples;
- Specific Measures – this will detail how all measures from the CTMP have been implemented;
- Summary – the TCo will detail whether the CTMP is on track to meet its targets and if not, why not; and
- Future Plan – this will detail the CTMP for the next period to include any specific outcomes or desired results with any additional measures that are to be included to remediate action.

4.3 Enforcement

~~68.~~90. To ensure that the final CTMP can be effectively enforced, it is important to define what will constitute a breach. The following actions are considered to constitute a breach of the CTMP, whereby corrective measures would be required:

- Exceedance of assessed daily HGV numbers;
- Construction HGV traffic operating outside of agreed hours;
- Construction HGVs not adhering to the agreed routes; or
- Construction HGV traffic being driven inappropriately, e.g. speeding.

4.3.1 Corrective Process

~~69.~~91. On receipt of a report of a potential breach, TCo and CTMPCo will investigate the circumstances and compile a report for the highway authority. The highway authority will then review the information, request further clarifications (if required) and confirm to the TCo if a material breach has occurred.

~~70.~~92. If the breach is found to be material the following three stage process will be followed:

- Stage One – the highway authority confirms a ~~-~~breach and requests TCo to review the data and concerns. The highway authority and the TCo would then agree the extent of the breach of controls, and agree action. This is likely to be a contractor warning at this stage;
- Stage Two – If a further material breach is identified the contractor would be given a further warning and required to produce an action plan to outline how

the issue would be rectified and any additional mitigation measures proposed; and

- Stage Three – Should further breaches still occur the contractor would be required to remove the offender from site and the contractor/ supplier would receive a formal warning. Any continued breaches by individuals of the supplier/ contractor may be dealt with by the formal dispute procedures of the contract.

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

4.4 Action Plan

~~71.~~94. The action plan set out in ***Table 4.1*** summarises the commitments and measures to be implemented.

Table 4.1 CTMP Action Plan

Measure	Timescale	Responsibility
Appointment of a Transport Co-ordinator (TCo)	Prior to construction commencement	The Applicant
Appoint Construction Traffic Management Plan Co-ordinators (CTMPCo)	Prior to construction commencement	Contractor
Obtain technical approval for construction of offsite highway mitigation measures	Prior to construction commencement	Contractor
Implement direction signing	Prior to construction commencement	Contractor
Establish monitoring systems: • Delivering booking system; • Unique vehicle identifier system; and • Telephone reporting system.	Prior to construction commencement	CTMPCo
Agree scope of highway condition surveys with SCC	Prior to construction commencement	CTMPCo
Engage with EDF Energy and the Suffolk Resilience Forum	Prior to construction commencement	CTMPCo
Monitoring of CTMP measures: • HGV movements; • Accidents and near misses; • HGV monitoring;	Ongoing throughout construction	TCo and CTMPCo

Measure	Timescale	Responsibility
• Complaints; and • Produce monitoring reports.		

4.5 Contractor Measures

~~72.~~95. The appointed contractor will develop a series of their own actions to implement this OCTMP. Such actions will include the following:

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

5 References

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

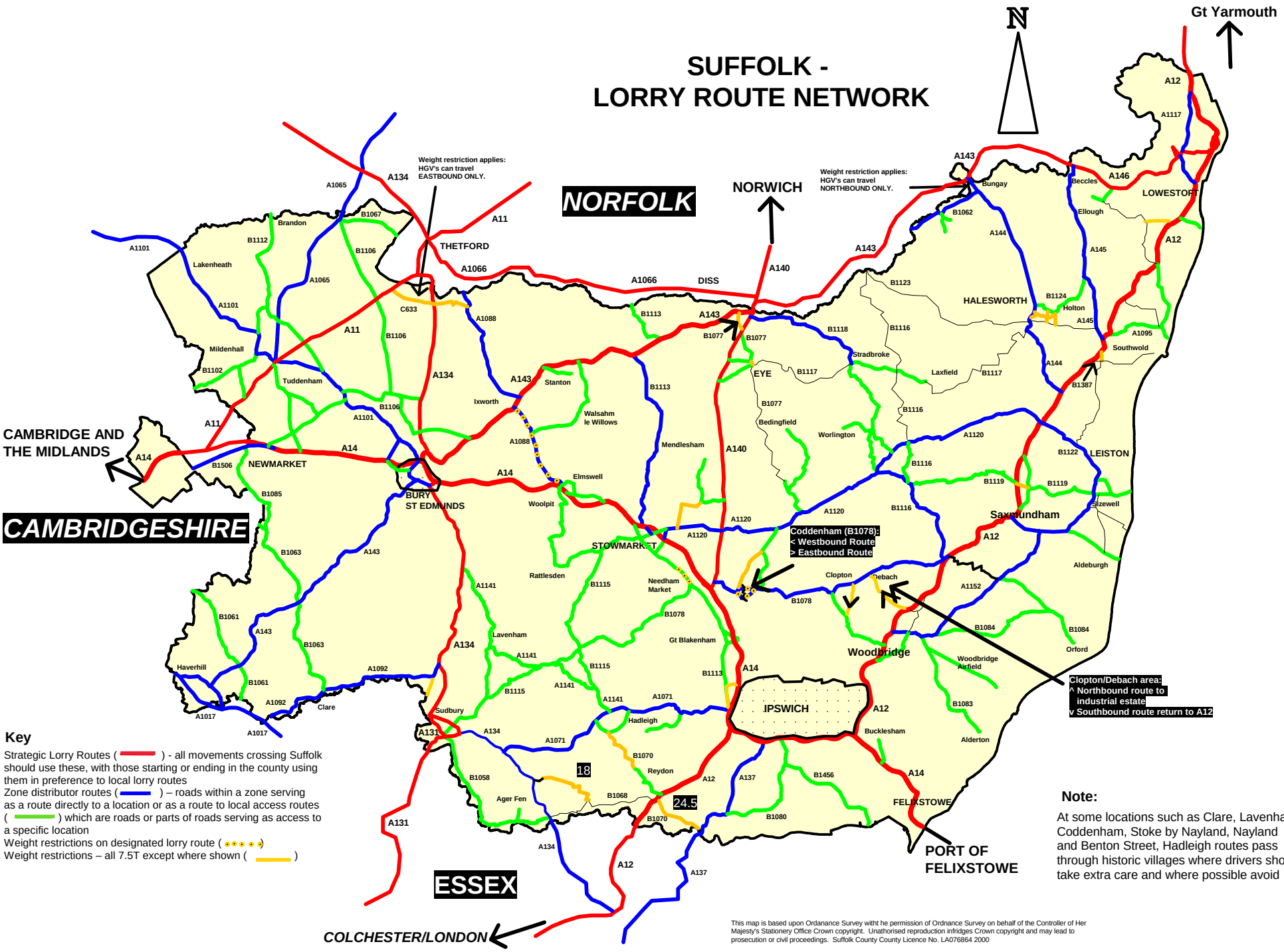
New Roads and Street Works Act ~~A~~1991, Available at: http://www.legislation.gov.uk/ukpga/1991/22/contents (Accessed: 9~~6 September~~ December 2020~~2019~~)

Road Traffic Regulation Act ~~A~~1984, Available at: http://www.legislation.gov.uk/ukpga/1984/27/contents (Accessed: 9~~6 September~~ December 2020~~2019~~)

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

Annex 1: Suffolk – Lorry Route Network (extract)

SUFFOLK - LORRY ROUTE NETWORK



Key

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

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

Weight restrictions on designated lorry route ( )

Weight restrictions – all 7.5T except where shown ( )

Note:

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

Annex 2: Non Special Order AIL Movements

Forecats non-Special Order AILs - Scenario 1

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

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

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

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

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

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

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

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

Forecats non-Special Order AILs - Scenario 2

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

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

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

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

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

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

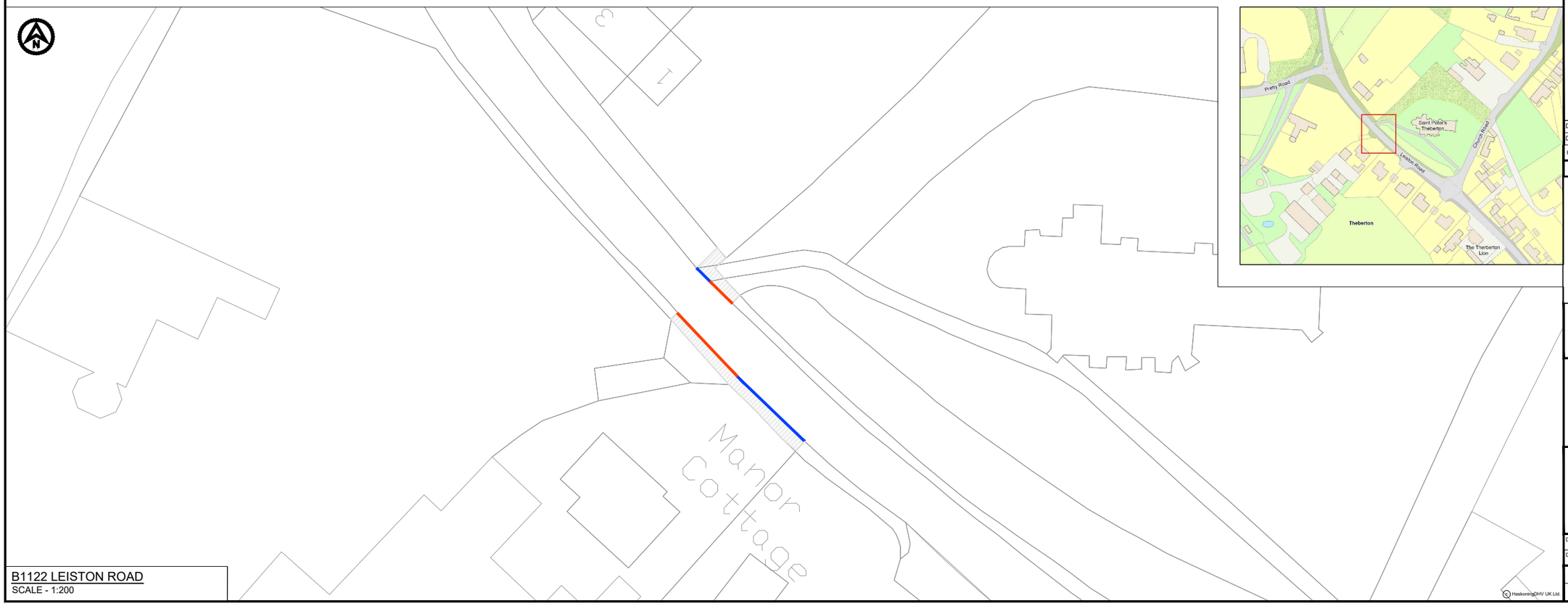
National Grid Works	Month																																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
D6 Dozer	1	1					2	2	2																									2	2	2
30T excavator	3	3					2	2	2																									2	2	2
20T Dumper	3	3					2	2	2					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

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

Annex 3: Proposed Mitigation Measures (A1094 and B1122)

DRAWING No.
TP-PB4842-DR028

B1122 / CHURCH ROAD JUNCTION
SCALE - 1:200



B1122 LEISTON ROAD
SCALE - 1:200

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

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

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

REVISIONS

SCOTTISHPOWER RENEWABLES

PROJECT
EAST ANGLIA TWO

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

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Delta Way, Egham,
Surrey, TW20 8RX
Tel:+44(0)1932 569566
www.royalhaskoningdhv.com

Royal HaskoningDHV
Enhancing Society Together

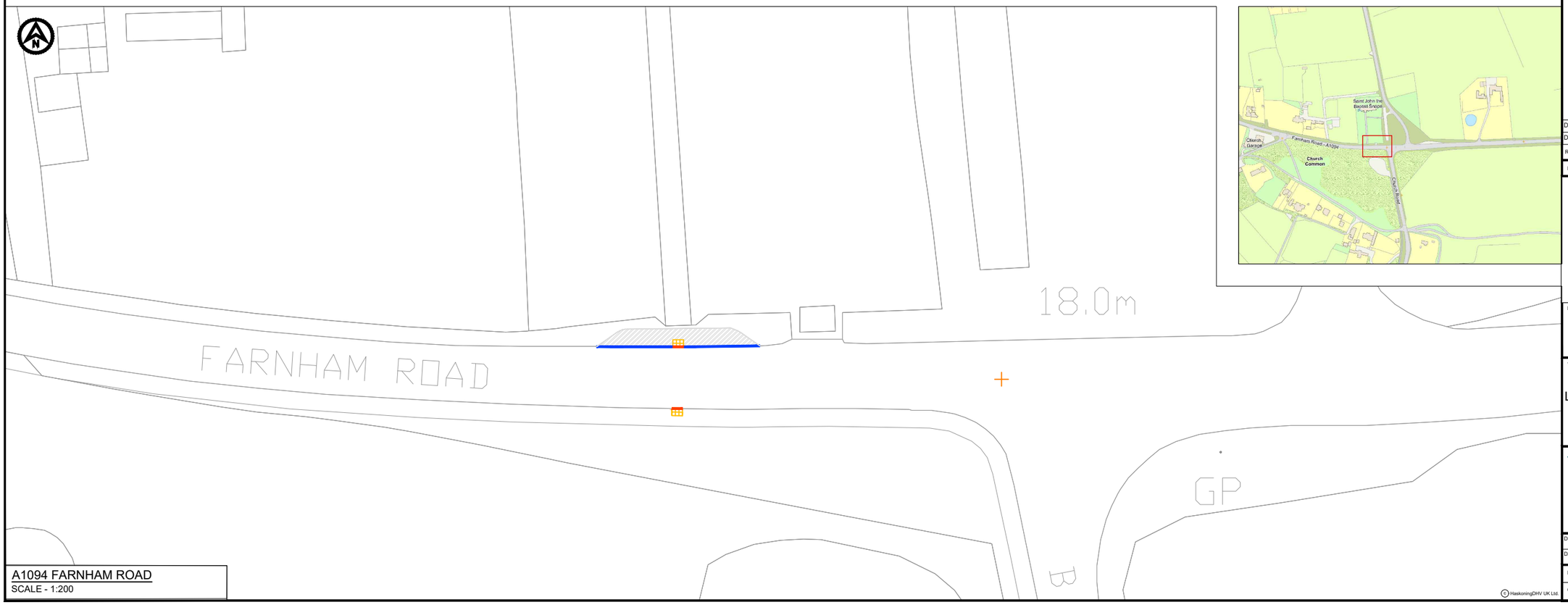
DRAWN	CHECKED	APPROVED
JI	SKT	ADR

DATE	SCALE AT A3	AUTOCAD REF.
12.06.2019	1:200	

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

DRAWING No.
TP-PB4842-DR029

A1094 FARNHAM ROAD
SCALE - 1:200



A1094 FARNHAM ROAD
SCALE - 1:200

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

KEY

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

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

REVISIONS

SCOTTISHPOWER RENEWABLES

PROJECT
EAST ANGLIA TWO

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

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Surrey, TW20 8RD
Tel +44(0)1932 569569
www.royalhaskoningdhv.com

DRAWN	CHECKED	APPROVED
JI	SKT	ADR
DATE	SCALE AT A3	AUTOCAD REF.
12.06.2019	1:200	

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

Annex 4~~2~~: Supporting Figures

Legend

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

EA1N

EA2

Rev	Date	By	Comment		
3	14/12/2020	AB	Third Issue.		
2	04/09/2019	AB	Second Issue.	Prepared:	AB
1	20/06/2019	AB	First Issue.	Checked:	BD
				Approved:	FM

1:30,000
Scale @ A3

0 0.5 1 Km

East Anglia TWO

Access Locations and Associated Onshore Infrastructure

Drg No	EA2-DEV-DRG-IBR-000741	
Rev	3	Coordinate System: BNG Datum: OSGB36
Date	14/12/20	
Figure	1	

D:\Box Sync\PB4842 EA 1N and 2\PB4842 EA 1N and 2 Team\E. TECHNICAL DATA\E03 GIS\EA1N_EA2_Examination\Figures\Traffic_And_Transport\Outline_Travel_Plan\Fig_1_EA2_AccessLocations_RH_20201214.mxd

Legend

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

Access Locations

- Access ID

Rev	Date	By	Comment		
4	14/12/2020	AB	Fourth Issue.		
3	30/08/2019	AB	Third Issue.	Prepared:	AB
2	22/07/2019	AB	Second Issue.	Checked:	BD
				Approved:	FM

1:80,000 Scale @ A3

0 2 4 Km

East Anglia TWO

Designated HGV Delivery Routes

Drg No	EA2-DEV-DRG-IBR-000728	
Rev	4	Coordinate System: BNG Datum: OSGB36
Date	14/12/20	
Figure	2	

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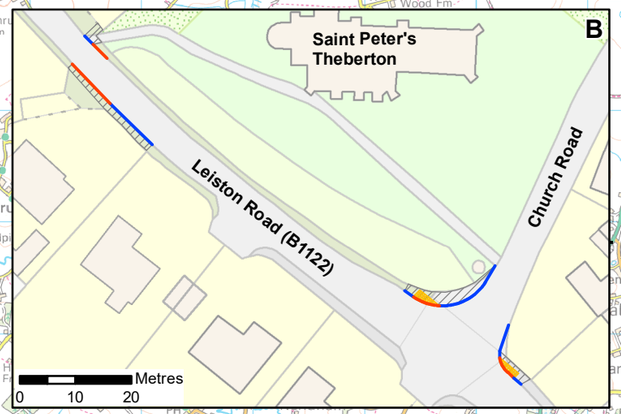

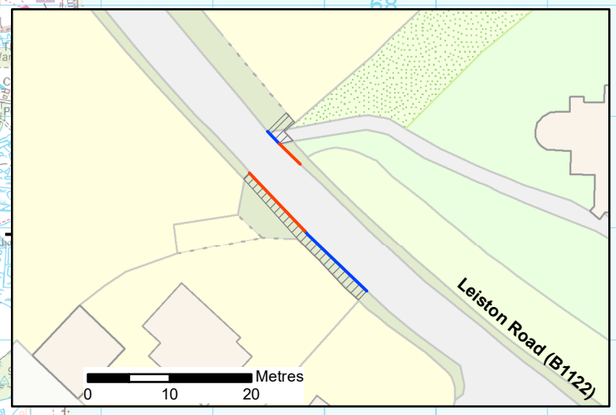

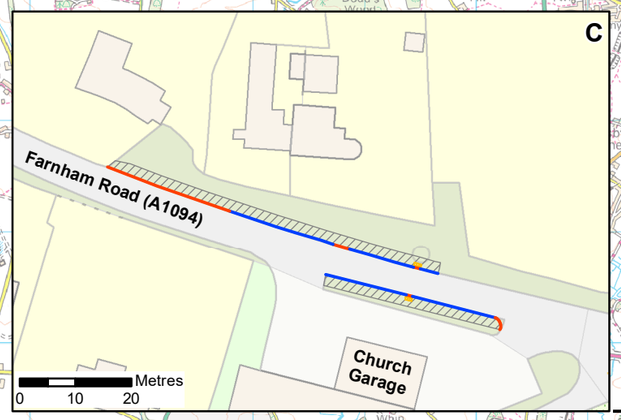

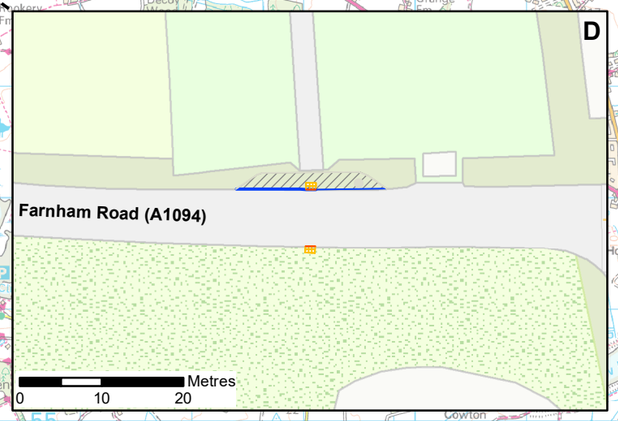

Legend

- East Anglia TWO Onshore Development Area
- National Grid Substation
- Indicative East Anglia TWO Onshore Substation

Proposed Mitigation Measures (Inserts A-D)

- Proposed Dropped Kerb
- Proposed Full Height Kerb
- Proposed New Footway
- Tactile Paving

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

1:55,000 Scale @ A3

Km 0 1 2

East Anglia TWO

Proposed Public Highway Footpath Mitigation Measures (A1094 and B1122)

Drg No	EA2-DEV-DRG-IBR-001002
Rev	3
Date	15/12/20
Figure	3

Coordinate System: BNG Datum: OSGB36

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