

# Meeting Notes



## Sizewell C – Transport Review Working Group

### Meeting Notes

**Date:** 19<sup>th</sup> June 2024

**Attendees:** *East Suffolk Council (ESC)*  
*National Highways (NH)*  
*Suffolk County Council (SCC)*  
  
*Suffolk Constabulary*  
*Sizewell C (SZC)*  
  
*Invited Observers*

**Time:** 1000 - 1200

*Naomi Gould (NG), Rebecca Brooks (RBr)*  
*Thomas Lawman (TL)*  
*Steve Merry (SM), John Rozier (JR), Peter Langford (PL), Michael Moll (MM), Isaac Nunn (IN), Ryan Walker (RW)*  
*Leigh Jenkins (LJ), Kevin Stark (KS)*  
*Richard Bull (RB), Chris Heaney (CH), Simon Middleton-Burrows (SMB), Pat McGuire (PMcG), David Stuart (DS), Alex Fairhead (AF), Nick Cottman (NC), James McLeod (JMcl), Kirsty McMullen (KM), Niki Pieri (NP)*

**Venue:** Microsoft Teams

*Scottish Power – Mark Foden (MF)*

**Apologies:** Carolyn Barnes (ESC), David Lewis (Scottish Power), Stephen Keighley (SZC) and Neal Evans (SCC)

Item		Summary	Action
1	Introductions	<ul style="list-style-type: none"><li>SM welcomed all to the meeting.</li><li>MF confirmed he was substituting in place of David Lewis. This was noted.</li></ul>	
2	Notes of the Previous TRG Meeting	<ul style="list-style-type: none"><li>SM noted that some actions from the previous meeting on 25<sup>th</sup> April 2024 required updates. This included AIL forecasts, long term HGV forecasts and an update on the 'demo' on the DMS update that had been due for previous meetings.<ul style="list-style-type: none"><li>i. SMB confirmed the DMS update would be covered later in the agenda in respect to the 'booker' element. An update of the 'tracker' element would be provided by Sizewell C at the September 2024 TRG meeting.</li><li>ii. In terms of long-term forecast, SMB confirmed this was being finalised by SZC and would be released to the TRG in due course.</li></ul></li><li>SM asked if there was an update on the workforce travel survey. CH confirmed this had been undertaken as planned in May 2024 with responses currently being collated. Sizewell C were still on track for an update to the next meeting of the TRG in September 2024.</li><li>RB confirmed Sizewell C had provided the latest copy of the Sizewell C Implementation Plan. This was noted.</li><li>SMB confirmed he had issued modal split forecasts for the 60% (rail/marine) and 40% HGV forecast to SCC and SM confirmed receipt.</li></ul>	<div>SMB</div> <div>DS</div>

		<ul style="list-style-type: none"> <li>The meeting notes were otherwise noted as already approved by TRG members by email following the last meeting and had been issued by Sizewell C to ESC and published on ESC's website.</li> </ul>	
3	<b>Sizewell C Planning Technical Notes</b>	<p><b>TN03 – Electric Vehicle Charging</b></p> <ul style="list-style-type: none"> <li>KM provided a summary of Technical Note 03 and the voting decision required by the TRG.</li> <li>LJ stated that a key driver of demand for the EV charging spaces will be the cost to charge. RB stated that there is no plan to subsidise the Sizewell C EV charging.</li> <li>SM was concerned that: <ul style="list-style-type: none"> <li>i. There could be a delay in securing additional power from UKPN if the 80% occupancy trigger for further EV space provision was reached. Sizewell C would provide further clarification after the meeting and incorporate timescales into Technical Note 03.</li> <li>ii. 18 No. EV spaces for the accommodation campus appeared low compared to SCC standards / in the absence of a supporting management strategy. KM states that Sizewell C will be responsible for managing the turnover of spaces to allow for EV vehicles to charge given workers at the accommodation campus will likely be there for 5 days (i.e. actual provision is 5 x 18 spaces). SCC would like to see this monitored monthly. TN03 would be updated to reflect monthly monitoring of utilisation of EV parking spaces.</li> </ul> </li> <li><b><u>Vote - TN03 was approved by TRG, subject to:</u></b> <ul style="list-style-type: none"> <li>i. <b>Sizewell C updating paragraph 4.9.1 to include timescales for UPKN to provide additional power capacity, should the 80% trigger for further EV charging spaces reached; and</b></li> <li>ii. <b>Sizewell C updating paragraph 4.8.2 in TN03 to amend the proposed monitoring frequency of EV parking utilisation from quarterly to monthly.</b></li> </ul> </li> </ul> <p><b>TN04 – Orwell Logistics Park (OLP)</b></p> <ul style="list-style-type: none"> <li>KM provided a summary of Technical Note 04 and the voting decision required by the TRG.</li> <li>KM confirmed the forecast traffic levels were consented by the DCO Consolidated Transport Assessment and that Sizewell C would be operating at the Orwell Logistics Park in accordance with the existing planning consents at the site.</li> <li>TL confirmed that despite the proposals being in accordance with existing planning consents, the proposed operation of the freight management facility at Orwell Logistics Park is forecast to generate a greater number of vehicle movements on the A14 access and egress slips in peak hours than is currently forecast in the existing planning consents. TL confirmed NH required further information to verify the highway safety implications of the forecast traffic movements by the proposals on the eastbound A14 off and on-slips to/from the Orwell Logistics Park (i.e. merge / diverge assessment).</li> <li>SM confirmed SCC had the following comments on the note: <ul style="list-style-type: none"> <li>i. Lack of clarity in TN04 for the timing of delivery of the FMF. RB confirmed there was potential to deliver the FMF earlier at OLP than at Seven Hills, potentially March 2025 for completion at OLP.</li> </ul> </li> </ul>	KM

		<p>ii. Any change to number of workers and LGV movements. SCC would be concerned if this created additional traffic at the Nacton Interchange but noted decrease in movements at Seven Hills) – KM noted that Sizewell C would be operating in accordance with existing consents.</p> <p>iii. DCO proposed 154 HGV spaces at Seven Hills FMF and it is proposed to have 90 HGV spaces at the Orwell Logistics Park. Note does state HGVs in peak construction year scenario reduced from 1,000 two-way HGVs to 500 two-way HGVs (typical day) and 700 two-way HGVs (busiest day). RB confirmed Sizewell C would monitor use of the 90 spaces on ongoing basis. SMB also noted that there are also +120 HGV spaces at Unit 4 of the OLP, which would provide sufficient overflow for HGVs if required in the event of an incident.</p> <p>iv. Will the Orwell Logistics Park be available for Sizewell C AIL pick up? SMB confirmed the intention to use both the Orwell Logistics Park and the Wickham Market layby.</p> <ul style="list-style-type: none"> <li>• TL to discuss with NH Spatial Planning and ESC and confirm vote by email. LJ to vote by email. once confirmation by NH.</li> <li>• <b><u>Vote - TN04 was approved by SCC, ESC and SZC. NH and Suffolk Constabulary to vote by email following the TRG.</u></b></li> </ul> <p><b>TN05A – Early Site Accesses HGV Route Requirements</b></p> <ul style="list-style-type: none"> <li>• SM confirmed it had received the additional information requested at the April 2024 TRG from Sizewell C and considered the proposals acceptable.</li> <li>• <b><u>Vote - TN05 was approved by TRG.</u></b></li> </ul> <p><b>TN06 – Sternfield Water Resilience Strategy</b></p> <ul style="list-style-type: none"> <li>• KM and RB introduced the note. SM confirmed SCC had concerns from a transport perspective with the use of the routes proposed but appreciated there were more than transport matters to be considered.</li> <li>• RB confirmed that: <ul style="list-style-type: none"> <li>i. A decision was urgently required on this and noted there were wider implications than transport to be considered.</li> <li>ii. The Sizewell C Deed of Obligation is clear that the TRG can refer matters to the Delivery Steering Group (DSG) that required key strategic decision-making including topics broader than only transport related ones.</li> </ul> </li> <li>• <b><u>Vote - TN06 to be escalated by TRG to the DSG for a decision with 10 No. working days after the date of the TRG meeting.</u></b></li> </ul>	<p>TL, LJ</p> <p>RB</p>
4	<b>Transport Monitoring Report</b>	<ul style="list-style-type: none"> <li>• CH took the TRG through the June 2024 Transport Monitoring Report (TMR). Sizewell C had introduced cumulative trend analysis in the Executive Summary to assist the TRG in keeping tracking of performance since commencement. It had also provided a RAG tracker of the 22 No. obligations that were monitored in respect to the CTMP and the CWTP. <ul style="list-style-type: none"> <li>i. The TRG felt that the RAG tracker could be improved to include red, amber and green as currently just red and green. The comments would be revisited for both the May and June 2024 report</li> </ul> </li> </ul>	

		<p>submissions issued by SZC on 18<sup>th</sup> June 2024 to provide a final version of the TMR.</p> <p>ii. SM noted that the north / south distribution was still not as assessed in the Consolidated TA and given the proposals to accommodate workers at Pontins near Lowestoft, would continue to monitor this at future TRG meetings. KM noted that consideration should also be given to absolute volumes of HGVs as well as percentage split as the project is not currently operating at the HGV cap assessed in the DCO. This was noted however, SM also noted that on some occasions the number of HGVs from the north had exceeded that representing 15% of the Early Years HGV cap.</p> <p><b>Transport Working Groups/Forums</b></p> <ul style="list-style-type: none"> <li>RB provided an update: <ul style="list-style-type: none"> <li>i. Main Site Forum to be held on 16<sup>th</sup> July and Northern and Southern Transport Forums to take place in August 2024;</li> <li>ii. TWG meetings had taken place in May (B1125 and Yoxford) and meetings were also scheduled for June and July in respect to the groups considered the detailed design highway improvement schemes for Wickham Market, Leiston and the B1125; and</li> <li>iii. Finally, there was a meeting of Theberton Parish Council this evening to consider proposals for the B1122.</li> </ul> </li> <li>This update was noted.</li> </ul>	<b>CH</b>
<b>5</b>	<b>SZC Programme Updates:</b>	<p><b>Main Site</b></p> <ul style="list-style-type: none"> <li>RB confirmed that a nuclear site license had been granted by the Office for Nuclear Regulation (ONR), the AD schemes were being progressed and the project would continue to ramp up. This was noted.</li> </ul> <p><b>Site Ops</b></p> <ul style="list-style-type: none"> <li>DS confirmed the Sizewell C workforce travel survey issued in May 2024 had now been completed with a 40% response rate. The results would be shared at the next TRG.</li> </ul> <p><b>Buses</b></p> <ul style="list-style-type: none"> <li>DS confirmed Sizewell C's hydrogen bus pilot was on track for delivery by August 2024 supported by a planning application for a temporary depot in Ipswich. This was noted.</li> <li>SM sought clarification on connectivity / timing of proposed bus routes to existing railway stations and Pontins. DS confirmed a future network map had been developed setting out the proposed routes / frequencies from 2025 onwards and included connections to Pakefield Pontins, Ipswich railway station as well as Darsham and Saxmundham railway stations. This would be shared with the TRG.</li> </ul> <p><b>Rail</b></p> <ul style="list-style-type: none"> <li>All agreed for this agenda item to be deferred to the next TRG meeting due to time pressures. Stephen Keighley would provide an update on rail at the September 2024 TRG therefore.</li> </ul> <p><b>DMS</b></p>	<p><b>DS</b></p> <p><b>DS</b></p> <p><b>SK</b></p> <p><b>SMB</b></p>

		<ul style="list-style-type: none"> <li>All agreed for this agenda item to be deferred to the next meeting due to time pressures. SMB would provide a demonstration of the DMS 'booker' and 'tracker' elements at the September 2024 TRG.</li> </ul>	
6	<b>Stakeholder Updates</b>	<ul style="list-style-type: none"> <li>The following updates were received: <ul style="list-style-type: none"> <li>i. <b>SCC:</b> SM confirmed there would be a further consultation during Summer 2024 on the MRN scheme, with the intention of submitting a planning application in December. Construction works programmed for end of 2025. This was noted.</li> <li>ii. <b>ESC:</b> NH confirmed no major business to report other than that already discussed today.</li> <li>iii. <b>NH:</b> TL confirmed that NH's Road Space Manager provides a 2wk lookahead for road closures. It was agreed that NH would provide SMB and Pat McGuire with email notifications.</li> <li>iv. <b>Suffolk Constabulary:</b> LJ and KS confirmed no major business to report other than that already discussed today.</li> </ul> </li> </ul>	<b>TL</b>
7	<b>Request from Snape Parish Council</b>	<ul style="list-style-type: none"> <li>CH confirmed a positive meeting took place with Snape, Kelsale and Marlesford parish council representatives on 14<sup>th</sup> June 2024, attended by SZC and SCC. It was agreed by all that SCC / SZC should assist with the request for traffic monitoring and further information was awaited from Tim Beech in respect to the network locations / types of concern (traffic flow, HGV composition, vehicle speeds) in each location. This would continue to be progressed by Sizewell C outside the TRG and an update provided to the next meeting.</li> </ul>	<b>SM/CH</b>
8	<b>Woodbridge level Crossing Emergency Vehicle Access</b>	<ul style="list-style-type: none"> <li>RB confirmed no solution had been reached yet with Network Rail in terms of the barrier dwell time. Sizewell C understood the community's concerns however in respect to emergency vehicle access and would continue to prioritise this.</li> <li>SM agreed to share historic data it held with Sizewell C for comparison.</li> </ul>	<b>SM</b>
9	<b>Updates from Invited Observers</b>	<ul style="list-style-type: none"> <li>MF from Scottish Power Renewables (SPR) confirmed: <ul style="list-style-type: none"> <li>i. A preferred bidder had been identified for its archaeology works;</li> <li>ii. Substation and internal haul road programmed to commence construction in mid-2025; and</li> <li>iii. SPR was finalising its construction programme in the coming weeks, and would share with SCC / SZC for information.</li> </ul> </li> </ul>	
10	<b>Any other business</b>	<ul style="list-style-type: none"> <li>KM announced that CH was leaving the project, and all thanked him for his contributions. RB to update the TRG on the replacement transport co-ordinator, who will be in place ahead of the next TRG meeting.</li> </ul>	<b>RB</b>
11	<b>Date of next meeting</b>	<ul style="list-style-type: none"> <li>The next TRG meeting is diarised for 26<sup>th</sup> September 2024 via Teams. SZC would provide the associated agenda pack in advance.</li> </ul>	<b>KM</b>