



The Sizewell C Project

6.9 Volume 8 Freight Management Facility Chapter 2 Description of the Freight Management Facility

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2 Description of Development

2.1 Introduction

2.1.1 This chapter of the **Environmental Statement (ES)** has been prepared in respect of the proposed freight management facility at Seven Hills (referred to throughout this volume as the ‘proposed development’) on land to the south-east of the A12 and A14 junction. The proposed development would be temporary to support the construction of the Sizewell C main development site. The illustrative masterplan for the proposed development is provided in **Figure 2.1**.

2.1.2 The freight management facility site (herein referred to as the ‘site’), forms part of the Sizewell C Project to which this application for a Development Consent Order (DCO) relates. The proposed development would assist in allowing a controlled pattern of deliveries of construction material to the Sizewell C main development site, with reduced movements during peak or sensitive hours on the network. It would provide buildings and external areas where paperwork and goods can be checked prior to delivery to the Sizewell C main development site, and a location where heavy goods vehicles (HGVs) can be held and searched while they wait to enter the Sizewell C main development site, or in the event of an accident on the local road network which prevents access to the Sizewell C main development site. Further detail on the freight management facility, in the context of the wider construction transport strategy, is provided in the Sizewell C Project overview in **Volume 1** of the **ES**.

2.1.3 Further detail on the site selection and design evolution process is provided within **Chapter 3** of this volume, the **Site Selection Report** appended to the **Planning Statement** (Doc Ref. 8.4) and the **Consultation Report** (Doc Ref. 5.1). The **Planning Statement** also contains further detail on the DCO proposals and a site specific Planning Statement for the proposed development at **Appendix D** (Doc Ref. 8.4). **Appendix 2A** of this chapter contains a set of the proposed development drawings for the freight management facility.

2.1.4 This chapter presents a description of the proposed development, including:

- The general site layout, site access, buildings, utilities, security and landscaping.
- The parameters which identify defined envelopes within which the proposed development would be undertaken.

- The sequence and methods for construction, including material quantities and number of construction personnel and vehicles.
- The operation of the proposed development (e.g. number of vehicles using the facility and frequency of HGVs to and from the Sizewell C main development site).
- The removal and reinstatement of the site once construction of Sizewell C main development site is complete.

2.2 Site masterplan and design

2.2.1 The site area is approximately 11 hectares (ha) in total, and predominantly comprises agricultural land with some highway land along Felixstowe Road. The site is located to the south-east of the A12 and A14 junction south-east of Ipswich and is bounded by the A14 to the north, Felixstowe Road to the south, and agricultural land to the east and west. Further detail on the site and the environmental baseline is provided in **Chapters 1 and 4 to 12** of this volume.

2.2.2 This section describes the masterplan for the proposed development and includes:

- site layout/general arrangement;
- site access;
- ancillary buildings/structures;
- landscaping and ecology;
- utilities and drainage; and
- security and lighting.

2.2.3 The masterplan for the site is shown in **Figure 2.1**. The masterplan is illustrative and shows an indicative arrangement that would fulfil the objectives of the freight management facility. The proposed development will be controlled by parameters rather than providing a detailed design at this stage. The Environmental Impact Assessment (EIA) has assessed the parameters set out in **section 2.3** of this chapter.

2.2.4 The final proposals for the proposed development, following detailed design, will be in general accordance with the relevant sections of the

Associated Development Design Principles (Doc Ref. 8.3) and in accordance with the relevant plans set out in Schedule 6 and Schedule 7 of the **Draft DCO** (Doc Ref. 3.1) , save to the extent that alternative plans or details relating to siting, scale or appearance are submitted by the undertaker and approved by the local planning authority.

a) **Site layout/general arrangement**

2.2.5 **Figure 2.1** provides a layout plan that illustrates the proposed parking areas, ancillary buildings and structures, covered screen and search parking, and internal road network which would be accessed via Felixstowe Road.

2.2.6 The proposed development would comprise:

- Parking for approximately 150 HGVs including up to six covered HGV spaces for screen and search activities.
- Up to 12 car parking spaces for staff and visitors including up to one accessible space.
- Up to ten spaces for minibuses/vans.
- Up to four motorcycle parking spaces.
- Cycle shelters for up to ten bicycles.
- Security fencing and lighting.
- An amenity and welfare building comprising toilets and staff room.
- A security building including an administration office.
- A security booth adjacent to an exit loop for errant vehicles.
- A smoking shelter.
- Three landscape bunds and additional planting.
- A ghost island junction on Felixstowe Road to allow right-turning traffic from the east to enter the site without blocking westbound traffic using Felixstowe Road.

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- Other ancillary development, including signage, road markings, CCTV and utilities.
- External areas including roadways, footways, landscaping and drainage infrastructure.
- Up to four swales, including adjacent to the highway, and geo-cellular storage structures beneath two of the landscape bunds forming part of the sustainable drainage system (SuDS).

2.2.7 Existing boundary vegetation would be retained where possible and the landscape bunds and fencing detailed above would be provided to visually screen the site from road users and users of the nearby public rights of way (PRoW) network.

2.2.8 Soft landscaping, comprising grassed areas and suitably sited tree and shrub planting, would be provided whilst the site is operational and would be removed as part of the removal and reinstatement of the site. However, where agreed with the landowner of the site, the screen planting provided around all boundaries of the site during construction and operation would be left *in situ* following the removal of the proposed development and reinstatement of the site.

b) Site access

2.2.9 The site would be accessed via Felixstowe Road. This would be via a ghost island junction on Felixstowe Road to allow right-turning traffic from the east to enter the site without blocking westbound traffic using Felixstowe Road. Felixstowe Road would be widened from approximately 10 metres (m) to 11m over a length of approximately 225m, in order to create the required width for the proposed junction.

2.2.10 There would be no changes to the existing PRoW network, including Bridleway E-365/021/0 which runs alongside the eastern boundary of the site.

2.2.11 As shown in **Figure 2.1**, a security booth and exit loop would be positioned on the access road to check vehicles before they enter the on-site parking area and main facilities, and to allow errant vehicles to turn and exit.

c) Buildings and structures

2.2.12 **Figure 2.1** illustrates the buildings and structures proposed to be located within the site. This includes an amenity and welfare building, security building, shelters (cycle and smoking), a six-lane, covered screen and

search parking area to the west of the facility, and a security booth on the access road close to the entrance of the site from Felixstowe Road.

2.2.13 The overall design of the buildings and structures has been developed in accordance with the **Associated Development Design Principles** (Doc Ref. 8.3) and has been driven by the desire to make the proposed development as unimposing as is reasonably possible, being of a scale that limits visual impact without compromising functionality.

2.2.14 The proposed buildings on-site would comprise prefabricated modular units, finished in natural colours where they are visible from public viewpoints. The covered screen and search lanes would consist of an open-sided structure with a low-pitch cladding (or equivalent) on its roof.

2.2.15 All buildings would be temporary, to be removed following the construction of the Sizewell C main development site. The detailed design of these buildings would be developed within the identified parameters (detailed in **section 2.3**), recognising that, although temporary in nature, the proposed development would be *in situ* until it is no longer required for the construction of the Sizewell C power station, which is expected to last 9–12 years.

d) Landscaping and ecology

2.2.16 The landscaping strategy for the site has been designed specifically to minimise potential effects on ecological, amenity and recreation, heritage, and landscape and visual receptors through the provision of landscape bunds, and planting. The illustrative landscape plan for the proposed development is shown on **Figure 2.1**. All proposed tree and shrub planting would use native species.

2.2.17 Existing boundary vegetation would be retained where possible. An existing hedgerow through the centre of the site would be removed for the duration of construction and operation before being reinstated during removal and reinstatement of the site. The proposed site clearance plan is shown on **Figure 2.2** and the indicative removal and reinstatement plan is provided on **Figure 2.3**.

2.2.18 A 10m buffer zone is proposed around the north, east and west boundaries of the site, in which no construction or permanent development would take place. All proposed SuDS, landscape bunds, fencing and facilities would be positioned outside of the buffer zones where practicable. The buffer zone would assist in minimising any indirect impacts (e.g. from noise, lighting and human disturbance) on species using habitats adjacent to the site. There would be additional planting around all boundaries of the site, to supplement the existing boundary vegetation. Where agreed with the landowner of the site, the screen planting provided around all boundaries of

the site during construction and operation would be left *in situ* following the removal of the proposed development and reinstatement of the site.

- 2.2.19 Three landscape bunds are proposed within the site: two on the western boundary and another on the eastern boundary. These landscape bunds would be up to 3m in height and provide visual screening between the site and surrounding roads and PRowS.
- 2.2.20 Planting would also be provided within and around the parking areas to create visual breaks. This would likely include areas of shrub planting as well as individual trees, subject to final layout in detailed design.
- 2.2.21 The parking areas and main facilities would be bounded by 1.8m high security fencing. This security fence would prevent personnel using the facility from accessing the surrounding habitats. In addition to the security fence, badger fencing would be installed around the SuDS infrastructure and landscape bunds, which would prevent badgers establishing setts within the site boundary and so minimise constraints during removal and reinstatement.

e) Utilities and drainage

- 2.2.22 It is envisaged that construction drainage would be contained within the site through the implementation of temporary SuDS early during construction. Foul sewage arising on-site during construction from the temporary welfare facilities will be collected and tankered off-site until the operational package treatment plant is in place.
- 2.2.23 SuDS would be implemented for construction and operation of the proposed development to allow surface water run-off to infiltrate into the ground. **Figure 2.4** illustrates the indicative drainage plan for the site during operation. These features would be removed as part of the removal and reinstatement of the site.
- 2.2.24 In terms of drainage features during operation, the proposed development would comprise a swale would be constructed along the northern boundary and part of the eastern boundary of the site to ensure that on-site surface water run-off is contained within the site. The western section of this swale would be lined to stop infiltration and remainder would be unlined to allow infiltration into the underlying strata. These measures would also ensure that off-site run-off that would otherwise enter the site is captured. Further swales are proposed along the southern side of Felixstowe Road and either side of the site entrance.
- 2.2.25 Geo-cellular storage structures would be installed beneath two of the landscape bunds to attenuate water and regulate water flows within the site.

2.2.26 Water falling onto impermeable surfaces (the access roads and HGV parking areas) would pass through a Class 1 bypass separator which will remove pollutants prior to discharge into the SuDS infrastructure.

2.2.27 Foul sewage from the amenity and welfare buildings would be treated on-site. Effluent would pass through a package treatment plant prior to being discharged into the SuDS infrastructure.

2.2.28 Connections would be made to existing local utility services (such as electricity and data) in the public highway, where practicable. Any utility services put in place on-site as part of the construction of the proposed development would be removed during the removal and reinstatement works once the freight management facility is no longer required. Engagement is ongoing with utility companies to confirm suitable points of connection within the highway.

f) **Security and lighting**

2.2.29 Lighting would be provided along the access road, around the security fencing and within the parking areas for security and safety reasons. The security fencing would surround the functional freight management facilities, including the entrance to the facility, the parking areas and internal access roads. This is necessary to mark the boundary of the operational parts of the site and provide security to the site throughout all phases of the proposed development.

2.2.30 The freight management facility would be bounded by security fencing, which would be a maximum of 1.8m in height.

2.2.31 Security would be provided on-site, to be staffed 24 hours a day, supported by CCTV along the security fencing and inside the site, which would be monitored from the on-site security building and security booth.

2.2.32 In terms of lighting, the proposed development would comprise:

- lighting, to a maximum height of 8m including lanterns, along the internal access road, within the proposed parking areas and along the security fencing (for security and safety reasons); and
- lighting, proposed at 4m including lanterns, along the access road from the site entrance towards the access barriers to the north and around the exit loop.

2.2.33 An illustrative lighting plan is provided in **Figure 2.5**.

2.2.34 in terms of the lighting strategy, regard has been given to minimising potential effects on neighbouring residential occupiers and ecological

receptors. Therefore, the lanterns would utilise LED based light fittings to ensure energy efficiency with zero-degree tilt, and lighting columns along the perimeter would use focus optics to reduce backward spill of light.

2.2.35 Operational lighting would be designed so that light spill beyond the site boundary would be minimal (largely less than 0.1lux, with lighting levels potentially between 1.0 and 0.1 lux at the north-western corner of the site only).

2.2.36 To further assist in mitigating obtrusive light, a Central Management System (CMS) has been proposed for the lighting which would be capable of dimming parts of the site independently from other parts (with the site envisaged to be divided in six to eight main sections), as usage changes through the day. The CMS would be controlled on-site and would allow for seasonal variations in the operational hours of the external lighting and would have the following functionality:

- dimming of groups of external lights;
- energy monitoring and reporting; and
- fault reporting.

2.3 Parameters

2.3.1 SZC Co. has adopted a parameters approach which defines the envelope for the proposed development. A parameter approach has been adopted in order to ensure that the design process has adequate flexibility in order that the Sizewell C Project can be delivered. This approach has followed the Rochdale Envelope, as set out in the Planning Inspectorate Advice Note Nine (Ref. 2.1). These parameters have informed the assessment presented in the **ES** and the flexibility being sought is consistent with the findings of the **ES**. The assessment has used a reasonable worst case basis on which to assess and mitigate potential adverse impacts arising from the scheme.

2.3.2 The site location plan and illustrative masterplan are shown in **Figure 1.1** and **Figure 2.1** of this volume respectively. **Figure 2.1** illustrates one possible iteration of a scheme delivered within the defined parameters set out within the application. The parameters of the site assessed within the **ES**, within which the proposed development may be constructed, operated and maintained are then shown on the parameter plan in **Figure 2.6**.

2.3.3 **Schedule 1** of the **Draft DCO** (Doc Ref. 3.1) describes the authorised development. The **Draft DCO** states that the development will be constructed, operated and maintained anywhere within the lines or

situations shown on the **Work Plans** (Doc Ref. 2.3) (and in accordance with the approved plans, to include the **Parameter Plans**), and in accordance with the design principles set out in the **Associated Development Design Principles** (Doc Ref. 8.3). The **Draft DCO** also states that the undertaker may deviate vertically to any extent found necessary or convenient.

2.3.4 The parameters of the proposed development assessed within the **ES** are contained within the following:

- The parameter plan, provided in **Figure 2.6** – this identifies zones within which specific buildings, structures and works identified in the parameter table, **Table 2.1**, must be located.
- The parameter table, **Table 2.1** – this identifies maximum building dimensions within the zones shown on the parameter plan provided in **Figure 2.6**.

2.3.5 The EIA has assessed the illustrative masterplan and the parameters.

Table 2.1: Parameters for approval for the freight management facility at Seven Hills

Parameter Plan Zones.	Building/Structure/Works.	Maximum Dimensions for Approval (m) (Height x Width x Length).
Zone 1	Freight management facility to include parking areas, lighting, drainage and other landscaping and planting.	
Zone 1A	Amenity and welfare building.	4 x 7 x 14.
	Security building.	4 x 5 x 12.
	Shelters (smoking/cycle).	3 x 5 x 10.
	HGV screen and search area.	6 x 15 x 80.
Zone 2	Security booth.	4 x 5 x 12.
Zone 3	Indicative position of landscape bunds.	3m in height.

2.4 Description of construction

2.4.1 This section provides an overview of the construction of the proposed development, highlighting the key construction activities, including:

- an overview of the construction process, including construction sequence and durations;
- estimated construction vehicles;

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- a description of road and footpath realignments, diversions or closures;
- anticipated construction plant and equipment;
- anticipated construction workforce;
- indicative material quantities;
- an overview of construction waste; and
- an overview of construction environmental and traffic management arrangements.

2.4.2 The construction arrangements described in this section provide the basis for the assessment presented in this volume. The details of construction are necessarily broad and may be subject to modification during the detailed design stage and/or once a contractor has been appointed.

2.4.3 Construction work would take place during Monday to Saturday between 07:00 and 19:00, with no working on Sundays or bank holidays. However, some activities may require working outside of these hours. Where this is the case, East Suffolk Council (ESC) would be notified in advance.

a) **Construction sequence and duration**

2.4.4 It is expected that construction work for this facility would take place over a period of approximately 12 to 18 months. and is expected to be operational within the early years of the Sizewell C Project construction programme as shown in the Indicative Phasing Schedule in the **Implementation Plan** appended to the **Planning Statement** (Doc Ref 8.4). This would enable the proposed development to be in place as soon as possible to support the construction of the Sizewell C main development site.

2.4.5 The construction programme broadly comprises five overlapping phases, as follows:

- Phase 1: enabling preparation works (duration approximately one month) would start with the formation of a secure and safe access to the site from Felixstowe Road. This would include protection of utilities, site clearance, earthworks, road construction, surfacing, road markings and signage. Work on the site itself would then progress to clearance of vegetation, mobilisation of site compounds/cabins and boundary fencing to secure the site.

- Phase 2: earthworks and excavation (duration approximately three months) would comprise removal of topsoil (and potentially subsoil) for landscape bund formation in accordance with the **Outline Soils Management Plan** found at **Appendix 17C of Volume 2, Chapter 17** of the **ES**. The proposed geo-cellular storage structure would be installed beneath the landscape bunds during this phase.
- Phase 3: laying of concrete pavement for HGV parking areas and internal circulation route (duration approximately nine months), including the delivery and laying of base materials by dump trucks to the parking and circulation route areas; local movements by excavators and possibly a bulldozer; some compaction of the base layers; drainage work and kerbstone work. Paving work is assumed to take place with concrete/stone cutting at various positions around site.
- Phase 4: construction and fit out of buildings, and installation of utilities (duration approximately six months) – construction and fitting out of pre-fabricated modular buildings with an external cladding and fitted out, installation of lighting, CCTV poles, water and power supply cables, installation of structures, barriers and signage, construction of the buildings. Pad foundations are expected to be used for structures built on-site, no requirement for piling has been identified.
- Phase 5: final surfacing (duration approximately one month), including construction of the final surface layer to the access road including delivery, application and rolling surface course.

2.4.6 The indicative construction programme for the proposed development is provided in **Plate 2.1**.

Plate 2.1: Indicative construction sequence

	Q1	Q2	Q3	Q4	Q5	Q6	Q7
<u>Freight management facility</u>							
Phase 1: Preparation works	■						
Phase 2: Earthworks and excavation	■	■					
Phase 3: Laying of materials for parking areas and internal circulation routes		■	■	■	■		
Phase 4: Installation of utilities and buildings				■	■	■	
Phase 5: Final surfacing							■

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- 2.4.7 Early during construction, landscape bunds and swales would be used as appropriate to ensure that surface water run-off would be contained within the site; this will also include the placement of geo-cellular soakaway structures beneath landscape bunds.
- 2.4.8 Soil stripped in line with the **Outline Soils Management Plan** found at **Appendix 17C of Volume 2, Chapter 17** of the **ES**, as part of the works and materials generated from the earthworks and excavation would be re-used in landscape bund formation, where suitable.
- 2.4.9 Working areas within the site would be secured with 1.8m high fencing. A temporary construction compound to include a site management and security office, and materials and storage areas, site parking and internal site access routes would be provided within the site boundary.
- 2.4.10 As construction would take place between 07:00 to 19:00 Monday to Saturday, some lighting may be required during the winter months, dependent upon what construction activities are taking place. The only lighting required would be for site security, unless 24-hour working is required on an *ad hoc* basis, for which East Suffolk Council would be notified in advance.

b) Estimated construction vehicles

- 2.4.11 It is anticipated that a temporary construction access point would be provided to the site off the A12 until construction of the site access road is completed. All vehicles accessing the construction site would be required to park within the site boundary to avoid congestion in the surrounding areas.
- 2.4.12 As detailed in the **Transport Assessment** (Doc Ref. 8.5), the proposed development is expected to generate up to 21 HGV movements each way per day during construction (42 HGV movements per day in total). Peaks would be related to specific activities, for example, concrete pours and road surfacing. There are also expected to be up to 91 car trips per day (each way) during construction of the proposed development. Therefore, it is expected that there would be a total of 112 vehicle trips each way (a total of 224 movements) per day during construction.
- 2.4.13 On departure from the site, all HGVs would turn right out of the site onto Felixstowe Road and continue their onward journey to the Sizewell C main development site via the A12, joining at Seven Hills Interchange (junction 58 of the A14).

c) Road or public rights of way realignments, diversion or closures

- 2.4.14 No road or PRow closures are anticipated during construction.

2.4.15 During the minor widening works to form the proposed ghost island junction, there are likely to be short periods of traffic management including shuttle working controlled by traffic lights, to provide working space and to reduce vehicle speeds to create a safe working environment. These periods are not anticipated to exceed two months in duration.

d) **Anticipated construction plant and equipment**

2.4.16 The anticipated plant and equipment required for construction of the proposed development is set out in **Table 2.2**.

Table 2.2: Anticipated plant and equipment during construction

Construction Phase.	Plant/Equipment.
Phase 1.	<ul style="list-style-type: none"> • Chainsaws and brush-cutters as necessary for site clearance. • 1 x 360 tracked excavator for site entrance works.
Phase 2.	<ul style="list-style-type: none"> • 2 x 360 tracked excavators. • 2 x bulldozer. • 32 x dump truck. • 1 x vibratory roller.
Phase 3.	<ul style="list-style-type: none"> • 1 x pneumatic-tyred rough or all terrain crane. • 2 x truck mounted concrete pump and boom arm. • 1 x concrete mixer truck. • 1 x compressor. • 1 x concrete cutting (hand-held circular saw). • 2 x electric bolter. • 2 x diesel water pumps. • 1 x diesel generator. • Pneumatic hand tools. • Compaction plant including vibratory rollers/plates.
Phase 4.	<ul style="list-style-type: none"> • 1 x tracked excavator. • 1 x auger drill. • 1 x flat-bed lorry. • 1 x small crane.
Phase 5.	<ul style="list-style-type: none"> • 1 x road planer. • 1 x motor grader. • 1 x road roller. • 1 x asphalt paver (and tipper lorry).

e) Construction workforce

2.4.17 The number of workers required to construct the proposed development would fluctuate during the course of the construction programme. Peaks would be related to specific activities, for example, road surfacing. It is estimated that the peak construction workforce would be approximately 60 persons on-site at any one time.

2.4.18 Security would be provided on-site during construction, to be staffed 24 hours a day, supported by CCTV along the security fencing and within the parking areas, which would be monitored from the on-site security facilities.

f) Indicative material quantities

2.4.19 The indicative materials and the quantities required for the proposed development can be found in **Table 2.3**.

Table 2.3: Indicative material quantities

Material	Approximate Mass of Materials Required (tonnes).
Concrete	24,600
Bitumen	550
Gravel (sub-base, capping layer, drainage).	19,200
Steel	150
Other (including fencing, lighting, CCTV, drainage goods).	400

2.4.20 It is not intended that any earthworks materials would be removed from the site.

g) Waste

2.4.21 Waste generated from the construction and earthworks activities of the proposed development is likely to include:

- vegetation;
- packaging, including wood pallets, plastics, cardboard, tins;
- plasterboard;

- rubble (broken bricks, blocks, tiles, etc.);
- timber (excluding pallets);
- cement;
- insulation;
- metal;
- dry concrete products (blocks, slabs, etc.);
- plaster products (excluding packaging);
- ceramic materials; and
- hazardous waste (remedial wastes, paint cans, oil/lubricants, etc.).

2.4.22 Earthworks would be designed to maximise cut and fill balance in order to prevent material being sent off-site. Where appropriate, topsoil and subsoil would be stored on-site in landscaped bunds for reuse during the removal and reinstatement works to return the site to agricultural use, in accordance with the **Outline Soils Management Plan** found at **Appendix 17C of Volume 2, Chapter 17** of the **ES**. Furthermore, contractors would be required to investigate opportunities to minimise and reduce waste generation.

2.4.23 Any inert and non-hazardous waste material that cannot be reused on-site would be removed by licensed waste carriers and sent for reuse, recycling or recovery or for disposal at appropriately licenced facilities (these are expected to be inert waste landfill sites) in accordance with the waste hierarchy, as defined in the EU Waste Framework Directive (2008/98/EC). However, works would be carried out in such a way that, as far as is reasonably practicable, the amount of waste to be disposed at landfill is minimised.

2.4.24 It is estimated that approximately 1,040 tonnes (t) of construction waste would be generated, comprised of approximately 780t of inert waste, 208t of non-hazardous waste and 52t of hazardous waste. Refer to the **Waste Management Strategy** provided in **Volume 2, Chapter 8, Appendix 8A** of the **ES** for further details on the types of wastes likely to be generated, the assumptions used for calculating waste quantities and the proposed measures for waste management.

h) Construction environmental and traffic management

2.4.25 A **Code of Construction Practice (CoCP)** (Doc Ref. 8.11) is included in the DCO application for the Sizewell C Project, which sets out the measures and controls that SZC Co. will require its contractors to adopt during both the construction and the removal and reinstatement of the proposed development. In summary, the **CoCP** (Doc Ref. 8.11) sets out the following:

- General construction environmental management arrangements, including details of the environmental management system.
- How construction environmental management arrangements will be implemented, reviewed and monitored.
- Community and stakeholder engagement arrangements that will be implemented during the construction period.
- General measures relating to topics such as training and competence, construction consents, workforce code of conduct, working hours and construction site layout.
- Measures relating to waste management and resource use, land quality, ecology, landscape, cultural heritage, noise and vibration, air quality, water environment, traffic and transport, amenity and recreation, carbon emissions, and emergency arrangements.
- Any site-specific controls to be applied at any of the Sizewell C Project sites.

2.4.26 The management measures and controls included in the **CoCP** (Doc Ref. 8.11) have been identified through the EIA process and will minimise impacts on the environment and human receptors, as far as reasonably practicable.

2.4.27 In addition to the **CoCP** (Doc Ref. 8.11), the arrangements for the management of construction traffic and workforce travel are set out in the **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7) and **Construction Worker Travel Plan (CWTP)** (Doc Ref. 8.8). These documents include a series of measures to reduce the impact of construction vehicle traffic upon the highway network and for the sustainable travel of construction workforce to the Sizewell C Project sites.

2.4.28 The **CoCP** (Doc Ref. 8.11) is secured by a requirement in Schedule 2 of the **Draft DCO** (Doc Ref. 3.1) and the appointed contractors will be required to

undertake the construction works in accordance with the arrangements set out within the **CoCP**. The **Section 106 Heads of Terms**, found within the **Planning Statement** (Doc Ref, 8.4) then secures the **CTMP** (Doc Ref. 8.7) and **CWTP** (Doc Ref. 8.8). Any work undertaken by a contractor would be reviewed and approved by relevant SZC Co. personnel prior to the work commencing.

- 2.4.29 In addition, there may be a need to apply for additional permits, consents or licences prior to and during the construction works (such as land drainage consents, environmental permits or protected species licences, if required). As the programme of works and design are progressed, these permissions will be identified and scheduled in a timely manner to enable determination by the appropriate regulatory body. Any requirements of a granted permit, consent or licence will be provided to contractors undertaking the work to ensure compliance with those requirements.

2.5 Description of operation

- 2.5.1 This section presents details of the operation of the proposed development.

a) Operation overview

- 2.5.2 The proposed development would help manage the HGV movements on the highway network during the construction of the Sizewell C main development site. It would control the flow of HGVs delivering construction materials to the Sizewell C main development site, by holding them at the facility until an appropriate delivery time. Also, in the event of an incident requiring site deliveries to be temporarily suspended, the vehicles would be held at the facility to avoid congestion on the road network.

- 2.5.3 A covered screen and search area would be provided to allow for the physical inspection of vehicles. Personnel access would be needed alongside the vehicles to access the trailers of the HGVs and inspect loads.

- 2.5.4 The proposed development would only be required to support the construction of the Sizewell C main development site, which is expected to last 9–12 years.

- 2.5.5 The proposed development would be operational for a minimum of 7.5 hours a day from Monday to Friday, to a maximum of 24 hours a day seven days a week during the peak construction period of the Sizewell C main development site.

b) Security and other operational personnel

- 2.5.6 Security would be provided on-site 24 hours a day, supported by CCTV which would be monitored from the proposed security facilities.

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2.5.7 In terms of full time equivalent jobs, a total of around six security jobs and eight other jobs (likely to include maintenance and service support such as parking attendants) would be estimated to be supported at peak between the northern and southern park and ride sites and the freight management facility.

2.5.8 Shift patterns mean that the estimated headcount is likely to be higher for some roles. Staff would work on a shift basis and, assuming two shifts per role for security staff, the total headcount split between the northern park and ride, southern park and ride and the freight management facility would be approximately 20 people.

c) **Vehicle arrivals and departures**

2.5.9 HGVs arriving from the west via the A14 would access the site from the junction 58 (Seven Hills) and then turn left into the site. HGVs arriving from Felixstowe would turn off the A14 onto Felixstowe Road, avoiding junction 58 (Seven Hills) on arrival, and turn right into the site. On departure from the site, all HGVs would turn right out of the site onto Felixstowe Road and continue their onward journey to the Sizewell C main development site via the A12, joining at Seven Hills Interchange (junction 58 of the A14).

2.5.10 During peak construction of the Sizewell C main development site, approximately 275 HGVs are expected to arrive at the site on a typical day and up to 425 HGVs could arrive on the busiest day. Most HGVs would arrive and depart during the morning, with the peak hourly rate expected to be approximately 40 HGVs in each direction.

2.5.11 HGVs entering the site would pass through barrier controls where documentation would be verified. Once verified, the HGV would be allocated a time to release to the Sizewell C main development site. If an HGV arrives without the correct documentation, the vehicle will be turned away.

d) **Site maintenance**

2.5.12 It is anticipated that prior to operation, responsibility for the maintenance of the site would be awarded to a facilities management organisation, who would arrange appropriate management and contracts to ensure that the site, including the fabric and structure of buildings (and other items including fencing, landscaping and lighting), is properly maintained.

e) **Waste**

2.5.13 During the operation of the proposed development, waste would be generated from maintenance activities, site administration, site security,

administration and welfare facilities. These activities could lead to generation of the following types of waste:

- packaging materials for goods entering the site, e.g. paper, card, glass, plastic, and metal;
- biodegradable food waste from the welfare facilities;
- hazardous wastes, e.g. some paints, fuel, and gas bottles;
- building maintenance waste, e.g. timber, plasterboard, insulation, paint tins, and metals;
- green waste from landscape maintenance operations;
- hygiene wastes; and
- municipal waste and litter from the facility users.

2.5.14 The total weekly waste generation expected from the operation of the proposed development is approximately 4m³.

2.5.15 Bins for waste collection would be located in appropriate areas, both internally and externally, and all waste would be processed and disposed of by a specialist and licenced waste contractor. The collection frequency will be determined by the appointed Facilities Manager and the collection contractor.

2.5.16 The assumptions used to estimate the required waste storage provision for the amenity and welfare building, security building and security booth are set out within the **Waste Management Strategy** provided in **Volume 2, Chapter 8, Appendix 8A** of the **ES**.

2.6 Removal and reinstatement

2.6.1 Once the need for the freight management facility has ceased, the site access, buildings and associated infrastructure (including SuDS) would be removed in accordance with a removal and reinstatement plan (see **Figure 2.3**), which would maximise the potential for re-use of buildings, modules and materials.

2.6.2 Where agreed with the landowner of the site, the screen planting provided around all boundaries of the site during construction and operation would be left *in situ* following the removal of the proposed development and reinstatement of the site. Temporary hedgerow planting within the site

would be removed and reinstated along the original hedgerow lines. Other planting that was provided within and around the parking areas would be removed as shown on **Figure 2.3**.

2.6.3 When the site has been cleared, and all previously removed hedgerows replanted as necessary, the area would be returned to agricultural use. The site access would be removed as part of the removal and reinstatement works at the site. However, the widened Felixstowe Road would remain in place but the road markings and signage for the access to the site would be removed during removal and reinstatement.

2.6.4 It is expected that removal and reinstatement would take place within the final 24 months of the Sizewell C construction programme, as shown in the Indicative Phasing Schedule in the **Implementation Plan** appended to the **Planning Statement** (Doc Ref 8.4). It is anticipated that construction worker numbers and construction vehicle movements during removal and reinstatement would be similar to those reported for construction in **section 2.4** of this chapter.

2.6.5 It is anticipated that removal and site reinstatement would follow a programme broadly the reverse of construction. Key activities would include but are not limited to:

- formation of demolition site compound;
- demolition plant mobilisation and traffic movements;
- removal of buildings, structures and services;
- breaking up of concrete and surfacing;
- removal of utilities;
- restoration of land;
- management of waste and other materials; and
- environmental management, as discussed in **section 2.4** of this chapter.

2.6.6 The anticipated plant and equipment required for the removal and reinstatement works is set out in **Table 2.4**.

Table 2.4: Anticipated plant and equipment for the removal and reinstatement works

Removal and Reinstatement Works.	Plant/Equipment.
Dismantling and removal of structures.	<ul style="list-style-type: none"> • 2 x tracked excavator. • 1 x flat-bed lorry. • 1 x small crane. • 1 x breaker mounted on wheeled backhoe.
Landscape reinstatement.	<ul style="list-style-type: none"> • 2 x bulldozer. • 2 x dump truck. • 1 x vibratory roller.

2.6.7 It is estimated that approximately 19,300t of post-operational waste would be generated, comprised of approximately 15,300t of inert waste, 3,900t of non-hazardous waste and 200t of hazardous waste. This would comprise of the same material types as used during construction. Where possible, the recovered materials would be sold directly to the local market for reuse or, alternatively, sent for reuse, recycling or recovery or for disposal at appropriately licenced waste management facilities. Refer to the **Waste Management Strategy** provided in **Volume 2, Chapter 8, Appendix 8A** of the **ES** for further details on the waste types, quantities and management measures during removal and reinstatement.

References

- 2.1 PINS Advice Note Nine: Rochdale Envelope, July 2018. Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/05/Advice-note-9.-Rochdale-envelope-web.pdf>