

The Sizewell C Project

5.1Ad3 Ch Consultation Report Third Addendum Annex A - Copies of all consultation responses

Revision: 1

Applicable Regulation: Regulation 5(2)(q)

PINS Reference Number: EN010012

July 2021

Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

SizewellC
Doing the power of good for Britain
EDF CGN

Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

Unique Identifier

Stakeholder Type:

Enter stakeholder type

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The deadline for responses to this consultation is **midday on Monday 12 July 2021.**

Your Details

Name

[redacted]

What is your e-mail?

[redacted]

Address

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Are you responding on behalf of an organisation?

No

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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Proposed Change 16: Lover's Lane and Main Development Site Access Works

(i) Bridleway 19

We are proposing to improve Bridleway 19 (south of the new B1122/Lover's Lane junction) by changing the alignment of the route to make it less steep. We are also proposing to relocate (10m to the south) the signalised (Pegasus) crossing on Lover's Lane to improve visibility and safety.

16(i) Do you think this potential change is:

(ii) Removal of trees

To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.

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(iii) Mammal culvert

We are proposing to reposition the mammal culvert passing under Lover's Lane so it is closer to Leiston Drain. This location would make the crossing more attractive and effective for mammals to use, while fencing would help guide them to it.

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Inappropriate

16-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

Just please stop this project completely. You will ruin the lives of everyone for many yrs

Proposed Change 17: Two village bypass

(i) Flood relief culverts

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Please Stop all parts of this I'll conceived project

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Please stop all work on this project

NF NON-FITTING

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Sizewell c has NOT been approved yet so doing any of these things are not appropriate or necessary especially the removals of more trees. You've already destroyed a 100 year old wood without any need. If Sizewell c is not built you have needlessly destroyed vital environments!

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Although maybe good for cyclists and pedestrians . There are hardly any that use this crossing . It would hold up traffic flow which flows really well at the moment.

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You should NOT be doing ANYTHING before plans are passed.

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Job title

Artist

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These unwanted changes would devastate a beautiful area that is,only now,starting to regenerate after the previous destruction caused by Sizewell B.

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So the damage and disruption to the culverts could 'maximise the chances' of otters? Not guaranteed though, is it? Friday Street does not need a pedestrian and cyclist flyover, as,in all the years of living here,I have never seen a pedestrian, or cyclist, at this location?

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I cannot imagine all the damage and disruption to local wildlife and the bird population caused by this unwanted proposal to carve through an outstanding area of natural beauty. As a local artist specialising in artwork of this beautiful area,how can you justify what is proposed by this disgusting and outdated development?

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I don't want Sizewll C to be built so am only commenting in relation to changes that may be appropriae if it goes ahead, which I hope it won't. I don't feel that removing trees to save some heath is a win, either this change ot the original plan for this is wrong as some habitat will be lost.

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These proposals sound reasonable but are only necessary because you are planning to devastate the countryside in the area - something we can't get back, ever.

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on viii - Just changing the area from rural to main roads that will be ther forever and will encourage even more traffic, faster traffic and loss of peace, also will lead to increased housing and urbanisation but without the infrastructure and services people would need. On the whole project: Where I have commented that proposals are potentially appropriate it doesn't mean I agree with the original proposal or the change proposed - its just a common sense answer. I hope the collation of the response takes this into consideration! I am very concerned about proposed rail delivery - the rail line is one track and peaceful for animals and humans who live adjacent, this will change. Also the road crossings are essential in a rurual area, Currently the road crossing adjacent to Melton Station experiences long queues when a train comes through, many more trains will make this untenable and affect people getting to work and education, and house prices. Other crossings may well be similar. All the building of accomodation and lorry parks will be awful and spoil habitats that may never recover, nature is on the edge. I am very concerned the county will be covered in ugly infra struture to carry the nuclear energy to other areas - and that is a permanent ugliness. I am totally opposed to Sizewell C. The Suffolk Coast is a recognised area of beauty that is already spolied by the current 2 nuclear sites. The local towns and villages including businesses have not benefited greatly from what is there now and that won't change much. We have mostly smaller businesses and they are never the ones that benefit from big projects. Once the project is complete the local benefits will be minimal for businesses and jobs. The effect on tourism, farming and everyday life will all be poorer. The countys values and pace of life will be ruined for locals and visitors. Wildlife and farming will suffer as well, especially as there will be even more big and fast roads, and cutting theough areas currently untouched, natural and peaceful. The project will be long to complete and spoil everyday life for a generation at least. let alone concerns for the future. The current site is an eyesore and potentially polluting and there are dangers on a receding coastline on an area sinking slowly into the sea. Tourism is vital, yet the area will be despoiled and will be affected however much money EDF throw at it. North Essex has Bradwell, Suffolk already has 2 sites at Sizewell and a huge offshore wind farm presence and on shore solar 'fields'. Both Counties have more than done their fair share for the energy needs of a wasteful society - another nuclear power plant should be buit else where and not here. It isn't nimbyism - we have done our bit. If one has to be built do so in areas of deprivation, where old indusries have gone from both mining and manufacturing and land lies empty and ugly, main roads to transport these old products are already there and unemployment higher. I can see that you have listened to what people have said but minor tweakings to please people, where mistakes have been made, or inappropriate things planned do not comfort thise who don;'t want it at all, its academic. If this gores ahead you all walk away and we live with the consequences and permanent changes for the worse, as will nature in all its forms both plant, animal amd insect. I have seen developers put up plans with all considerations only to see they were wrong and roads and grounds flood and trees come down that were not supposed to and the nature of local human habitation changes mostly negatively. This will be no different I know. Please don't build Sizewell C.

NF NON-FITTING

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Consultation on minor proposed changes

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YES

Unique Identifier:

Unique Identifier

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

[redacted]

What is your e-mail?

[redacted]

Address

[redacted]

Are you responding on behalf of an organisation?

No

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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16(i) Do you think this potential change is:

Inappropriate

(ii) Removal of trees

To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.

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Inappropriate

(iii) Mammal culvert

We are proposing to reposition the mammal culvert passing under Lover's Lane so it is closer to Leiston Drain. This location would make the crossing more attractive and effective for mammals to use, while fencing would help guide them to it.

16(iii) Do you think this potential change is:

Appropriate

16-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

I have only put appropriate to the Mammal Culvert as it is the only proposal that respects wildlife. Removal of trees releases all their stored carbon increasing CO2, which in our climate crisis is irresponsible. Planting new trees will take decades to absorb enough carbon to make up for the destruction of ancient woodland. Changing. Your proposal for Bridleway 19 will also release carbon into the atmosphere.

Proposed Change 17: Two village bypass

(i) Flood relief culverts

Reflecting feedback and Environment Agency advice, we are proposing to reduce the length of the flood relief culverts through the River Alde overbridge embankment from 70m to 50m. This would reduce the risk of blockages and maximise the chances of otters using them.

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We are now proposing to create a crossing for pedestrians and cyclists across the north-eastern arm of the proposed Friday Street roundabout to provide a link between the 'old' A12 and the 'old' A1094. This would improve safety for pedestrians and cyclists, particularly between Farnham and Friday Street farm.

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We are proposing changes to allow for a gravity drainage solution - potentially removing the need for pumped drainage - to the west of the East Suffolk Line (south of the proposed Sizewell link road).

18(iii) Do you think these potential changes are:

Inappropriate

Highway works

We have developed changes at a number of locations to improve compliance with road design standards and enhance connections to the Sizewell link road:

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Inappropriate

18(v) (v) B1122/25 link. Do you think this potential change is:

Inappropriate

18(vi) (vi) Hawthorn Road. Do you think this potential change is:

Inappropriate

18(vii) (vii) Middleton Moor roundabout. Do you think this potential change is:

Inappropriate

18(viii) (viii) Trust Farm Link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122. Do you think this potential change is:

Inappropriate

18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

I have put 'inappropriate' to all of the above because you should not be building a nuclear power station on a crumbling coastline, destroying SSIs, trees, disturbing all wildlife and creating a massive increase in road traffic also impacting on the environment. Look what happened in Fukashima. No mitigating actions can make this proposal safe in the short or long time. How will you dispose of radioactive waste safely? You can't answer that because it isn't possible. Instead of this mad proposal you should be investing in renewable energy instead, protecting our environment. If you had sunk the money you have clearly sunk into this power station into research and development of renewable energy instead, we wouldn't be looking at a nuclear disaster on our doorstep and our children and grandchildren would have a much more secure future to look forward to. EDF be responsible and abandon this madness.

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Your Details

Name

[redacted]

What is your e-mail?

[redacted]

[redacted]

Are you responding on behalf of an organisation?

Yes

If so, which?

Forestry Commission

Job title

Local Partnership Advisor

Interested party reference number (if applicable)

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Your Details

Name

[redacted]

What is your e-mail?

[redacted]

Address

[redacted]

Are you responding on behalf of an organisation?

Yes

If so, which?

Farnham with Stratford St Andrew Parish Council

Job title

Parish Clerk

Interested party reference number (if applicable)

20025952

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Don't know

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Appropriate

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The parish council welcomes the proposal for a crossing between the old A12 and A1094.

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If so, which?

Enter your organisation name

Job title

Retired

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18(vi) (vi) Hawthorn Road. Do you think this potential change is:

Inappropriate

18(vii) (vii) Middleton Moor roundabout. Do you think this potential change is:

Inappropriate

18(viii) (viii) Trust Farm Link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122. Do you think this potential change is:

Inappropriate

18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

The gravity drainage and the flood relief culverts are only being done because they are the cheaper option. They have nothing to do with conservation or animal welfare. This is all "too little, too late" diverting attention from the real problem. The problem is that your greedy crass plans for a new dangerous badly-sited unwanted power station are still ongoing, despite being rejected by local residents, and sensible people everywhere.

NF NON-FITTING

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

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Stakeholder Type:

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Your Details

Name

[redacted]

What is your e-mail?

[redacted]

Address

The British Horse Society Abbey Park Stareton Kenilworth Warwickshire CV8 2XZ

Are you responding on behalf of an organisation?

Yes

If so, which?

The British Horse Society

Job title

East Region Access Field Officer

Interested party reference number (if applicable)

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Proposed Change 16: Lover's Lane and Main Development Site Access Works

(i) Bridleway 19

We are proposing to improve Bridleway 19 (south of the new B1122/Lover's Lane junction) by changing the alignment of the route to make it less steep. We are also proposing to relocate (10m to the south) the signalised (Pegasus) crossing on Lover's Lane to improve visibility and safety.

16(i) Do you think this potential change is:

Appropriate

(ii) Removal of trees

To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.

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(iii) Mammal culvert

We are proposing to reposition the mammal culvert passing under Lover's Lane so it is closer to Leiston Drain. This location would make the crossing more attractive and effective for mammals to use, while fencing would help guide them to it.

16(iii) Do you think this potential change is:

Appropriate

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The BHS supports improving visibility and safety of the Pegasus crossing. Steep gradients are not a limiting factor for horse use and should be considered as for pedestrians where variation in experience and agility mean some people will choose to use certain steep routes or not. In natural terrain, the feasibility of any gradient is up to the judgement of the individual. Where use of a popular steep route is causing erosion which needs control, pitching and steps are feasible on a bridleway but greater space at any level will be required. Polymer or resin bound rubber crumb-grit compounds have been used very successfully on steep slopes with cross-gullies into the substrate filled with the porous rubber mix to reduce possible scour of the substrate. Natural terrain gradients of 1 in 3 or steeper are possible for some horses and riders, account must be taken of the geographical features of the area and discussion between the local BHS Access Officer and highway authority is essential. Compromise may be possible where there are no alternatives, particularly with close attention to an appropriate resilient surface and adequate provision to pass other users which, as with steps, may be passing places if an overall width of at least 3m is not feasible. The BHS guidance available at: https://www.bhs.org.uk/advice-and-information/free-leaflets-and-advice should be referred to for any proposals and contact should be made with the East Region Access Field Officer representing the local equestrians.

Proposed Change 17: Two village bypass

(i) Flood relief culverts

Reflecting feedback and Environment Agency advice, we are proposing to reduce the length of the flood relief culverts through the River Alde overbridge embankment from 70m to 50m. This would reduce the risk of blockages and maximise the chances of otters using them.

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We are no longer proposing to upgrade two existing footpaths (E-243/003/0 and E-243/011/0) to a bridleway. This is in response to feedback from the local community and a review of the DCO application that found the upgrade was not legally justified as a mitigation for the impacts of the two-village bypass.

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We are now proposing to create a crossing for pedestrians and cyclists across the north-eastern arm of the proposed Friday Street roundabout to provide a link between the 'old' A12 and the 'old' A1094. This would improve safety for pedestrians and cyclists, particularly between Farnham and Friday Street farm.

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Appropriate

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The BHS believes that by removing the bridleway upgrade of E-243/003/0 and E-243/011/0 to bridleway means that there is a failure to accommodate the needs of these users would be contrary to National and Local Policies such as: • Highways England Accessibility Strategy states: 'Our vision focuses on supporting our road users' journeys, pedestrians, cyclists, equestrians, those with disabilities (such as users with mobility or sensory impairments) and other vulnerable users – while delivering longer-term benefits for communities and users alike. We want to address the barriers our roads can sometimes create, help expand people's travel choices, enhance and improve network facilities, and make everyday journeys as easy as possible. This will be achieved by ensuring our network supports and contributes to accessible, inclusive and integrated journeys which are safe, secure, comfortable and attractive.' • NPPF policy 58 Requiring Good design Create safe and accessible environments. • Paragraphs 73 and 81 of the NPPF require Local Authorities to plan positively for access to high quality open spaces for sport and recreation which can make important contributions to the health and wellbeing of communities and to plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation. • NPPF Section 8 Promoting healthy communities. Policy 73 access to high quality open spaces for sport and recreation and can make important contribution to the health and wellbeing of communities. Policy 75 Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users. For example by adding links to existing rights of way networks. Policy 81 local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation. • The Suffolk Rights of Way Improvement Plan – '2.3 Connectivity – 2.3.1 Take a whole highways approach when considering the journeys of vulnerable users.' • The British Horse Society's report Making Ways for Horses – off-road Equestrian Access in England – Equestrian Access Forum August 2012, highlights the importance of horse riding for health and well being. Access for horse riders, which inevitably involves crossing roads, is central to riding activities without which the level of participation is likely to decline which will have a negative impact on the local economy (Making Ways for Horses – off-road Equestrian Access in England – Equestrian Access Forum August 2012). Exclusion of equestrians from any safe access provision for cyclists is not only discriminatory and contrary to the ethos of the Equality Act 2010, but it also actually puts equestrians in increased danger. It is to be avoided. Safe access must be available all vulnerable road users. The BHS supports a crossing for all Non-Motorised Users including equestrians. This should not exclude equestrians.

Proposed Change 18: Sizewell link road

(i) Pretty Road Bridge

Previously only for pedestrians, cyclists and horse-riders, we are now proposing a bridge that will also be suitable for vehicles so Pretty Road can continue to provide a road connection, for example between Theberton and Saxmundham.

18(i) Do you think this potential change is:

Appropriate

(ii) Public rights of way

Our detailed design work has highlighted some changes to public rights of way around the Sizewell link road to improve safety at crossing points and better reflect the local landscape.

18(ii) Do you think this potential change is:

Inappropriate

(iii) Gravity drainage

We are proposing changes to allow for a gravity drainage solution - potentially removing the need for pumped drainage - to the west of the East Suffolk Line (south of the proposed Sizewell link road).

18(iii) Do you think these potential changes are:

Don't know

Highway works

We have developed changes at a number of locations to improve compliance with road design standards and enhance connections to the Sizewell link road:

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Appropriate

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Appropriate

18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

Any new connections should include all non-motorised users not only walker and cyclists. The Pretty Road Bridge design must accommodate all non-motorised users and should be designed inline with BHS guidance to ensure it is suitable for equestrians if having to share the space with motorised vehicular traffic.

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Taken in the aggregate, the changes proposed are major / material. This is an abuse of process and grossly undermines the planning process.

Proposed Change 17: Two village bypass

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I hate what you are doing to this beautiful part of Suffolk and believe that you should NOT be developing at all and doing any further damage to this area. I have written to my local MP objecting too

---

Proposed Change 17: Two village bypass

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SZC must ensure that the proposed arrangement of the new footpath to the north of Paines Plantation and along Lovers Lane is sufficiently secure from access from the road to prevent short-cuts and breaks in the fence from being used directly from the existing footway along Lovers Lane to the north of the junction with King George's Avenue. The footpath to the north of King George's Avenue should be closed and steps taken to prevent its use, as otherwise the new footpath will be ignored as walkers use the old, more convenient route immediately adjacent to the road.

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We are now proposing to create a crossing for pedestrians and cyclists across the north-eastern arm of the proposed Friday Street roundabout to provide a link between the 'old' A12 and the 'old' A1094. This would improve safety for pedestrians and cyclists, particularly between Farnham and Friday Street farm.

17(iii) Do you think this potential change is:

Appropriate

17-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

Proposed Change 18: Sizewell link road

(i) Pretty Road Bridge

Previously only for pedestrians, cyclists and horse-riders, we are now proposing a bridge that will also be suitable for vehicles so Pretty Road can continue to provide a road connection, for example between Theberton and Saxmundham.

18(i) Do you think this potential change is:

Appropriate

(ii) Public rights of way

Our detailed design work has highlighted some changes to public rights of way around the Sizewell link road to improve safety at crossing points and better reflect the local landscape.

18(ii) Do you think this potential change is:

Appropriate

(iii) Gravity drainage

We are proposing changes to allow for a gravity drainage solution - potentially removing the need for pumped drainage - to the west of the East Suffolk Line (south of the proposed Sizewell link road).

18(iii) Do you think these potential changes are:

Appropriate

Highway works

We have developed changes at a number of locations to improve compliance with road design standards and enhance connections to the Sizewell link road:

18(iv) (iv) B1122 near Brown's Plantation. Do you think this potential change is:

Don't know

18(v) (v) B1122/25 link. Do you think this potential change is:

Don't know

18(vi) (vi) Hawthorn Road. Do you think this potential change is:

Don't know

18(vii) (vii) Middleton Moor roundabout. Do you think this potential change is:

Don't know

18(viii) (viii) Trust Farm Link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122. Do you think this potential change is:

Don't know

18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

NF NON-FITTING

Processing your data

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600001

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

[redacted]

What is your e-mail?

[redacted]

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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Proposed Change 16: Lover's Lane and Main Development Site Access Works

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16(i) Do you think this potential change is:

(ii) Removal of trees

To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.

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18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

NF NON-FITTING

One change which would be much appreciated would be to change the colour of the reactor domes and main buildings to shades of blue or green. The technique is often used in the UK for large warehouses etc, sited in otherwise green or rural surrounds to blend with the skyline or to better disguise against the backdrop. Sizewell is located within an AONB coast after all which attracts many visitors and the change will serve to make Sizewell C visually less intrusive and a better fit with the rural surrounds. I haven't followed the consultation process too closely but would be surprised if such a suggestion hasn't already been made. Sizewell B sets a good example with its blue dome and although the colour is striking it works well. Regards Geoff Hilton IP10

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600002

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

[redacted]

What is your e-mail?

Enter your e-mail

Address

Are you responding on behalf of an organisation?

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

NF NON-FITTING

All I have to say is - just go ahead with your plans and get Sizewell C up and working. Electricity from any source is a must. I was born in 1922 so I have experienced doing without it! Friston villagers will suffer the most - but in a very good cause. Sincerely, Manette Baillie

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600003

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

[redacted]

What is your e-mail?

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Address

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If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

NF NON-FITTING

Keep a close eye on Taishan! Leaks detected in fuel compartment. What's the betting that Hinckley will get delayed and the costs will go up - again. Charles

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600004

Stakeholder Type:

Enter stakeholder type

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NF NON-FITTING

Thankyou for your email If is has been concluded that Sizewell C is an essential and affordable contributor to the UK power grid . Please stop all these consultations which must be very expensive and invest those available funds in supporting the 4 village bypass which would be an asset to Suffolk forever. Kindest Regards

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600005

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

[redacted]

What is your e-mail?

Enter your e-mail

Address

Are you responding on behalf of an organisation?

If so, which?

Coal Authority

Job title

Interested party reference number (if applicable)

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(i) Bridleway 19

We are proposing to improve Bridleway 19 (south of the new B1122/Lover's Lane junction) by changing the alignment of the route to make it less steep. We are also proposing to relocate (10m to the south) the signalised (Pegasus) crossing on Lover's Lane to improve visibility and safety.

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NF NON-FITTING

Dear Mr McGarry Further to your email below, I can confirm that as the site falls outside the coalfield area, the Coal Authority has no specific comments to make on the amendments to the Sizewell C project. Kind regards Deb Roberts

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600006

Stakeholder Type:

Enter stakeholder type

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Job title

Interested party reference number (if applicable)

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NF NON-FITTING

This is the worst idea in the world involving the rape pillage and destruction of the Suffolk wildlife and countryside. The project should be stopped at once and I'm doing all I can to ensure that happens Yours in anger and disgust E Ayers Sent from my iPhone

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600007

Stakeholder Type:

Enter stakeholder type

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Name

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What is your e-mail?

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Address

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If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

To EDF I received another happy clappy waste of money Sizewell C news letter today. I think it's an absolute travesty that you want to build another power station here in Suffolk. This is such an important environment for wading birds and nature you've no business building anything in this area . It's enough we already have a power station on its last legs. We don't want you bringing your misery to our area . It is a huge tourist destination as you know . The years of disruption and loss of tourist revenue will be felt for a long time to come. All these points and more have already been made time and time again I know . Its just every time I receive one of your ridiculous leaflet I get really angry , it just makes me want to fight harder even against you. On the bright side your leaflet does make good composting material. You need to find a better more natural way of harnessing energy . This is after all the twenty first century. Sincerely Mrs Gill Archer

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600008

Stakeholder Type:

Enter stakeholder type

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[redacted]

Address

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If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

Dear SCteam, As a resident of Eastbridge I am extremely concerned about the potential destruction of this area by the proposed building of the next NP Station here

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YES

Unique Identifier:

TCP600009

Stakeholder Type:

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Name

[redacted]

What is your e-mail?

[redacted]

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Historic England

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

FAO Carly Vince Chief Planning Officer – Sizewell C SIZEWELL C PINS reference EN010012 - Consultation on proposed changes 16 to 18– Historic England comments Interested Party Number: 20026840 This is just to confirm that we have read the consultation document (dated 9th June 2021). I can confirm that we do not have any comments in relation to the documents provided and have noted the changes proposed. Yours faithfully, Hannah Blackmore Hannah Blackmore | Business Officer- East of England

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YES

Unique Identifier:

TCP600010

Stakeholder Type:

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Your Details

Name

Enter your name?

What is your e-mail?

[redacted]

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Aldringham-cum-Thorpe Parish Council

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

Dear Sir/Madam, Aldringham-cum-Thorpe Parish Council (Unique Reference : 20026559) would like to make the following comments in response to the proposed changes (16-18) submitted by SZC Co. All developments of this size will be subject to numerous changes throughout the life of the project. The recent changes, whilst relatively minor, may go some way to address some of the concerns raised by other interested parties. However, there is also the possibility that these changes will result in further concerns for others. The majority of the proposed changes do not have a significant impact on our Parish and therefore fail to address any of the concerns that we have raised in our responses to consultations over recent years. We sincerely hope that our concerns are still being considered and that appropriate actions taken, and documentation produced, that will clearly identify how our concerns are being addressed. Regards Aldringham-cum-Thorpe Parish Council

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Your Details

Name

[redacted]

What is your e-mail?

[redacted]

Address

coober pedy, theberton road, leiston, suffolk IP16 4RU

Are you responding on behalf of an organisation?

If so, which?

NO

Job title

Interested party reference number (if applicable)

20025456

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footpath 19 is no more. The damage that will be done is irreversible. The redirection is a nonsense and no one will use it ever again. The felling of trees is EDF,s past time as we saw at Coronation Wood, more irreversible destruction.

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THE THREE YEAR BUILD OF THE SLR MITIGATION TO ALLEVIATE HGV'S ON THE 6 METER WIDE B1122 SHOULD BE IN PLACE BEFORE ANY OTHER MAIN SITE CONSTRUCTION INCLUDING ACCOMMODATION BLOCKS ETC OTHERWISE THIS WILL CAUSE CONGESTION, POLLUTION, DANGER AND HELL ON EARTH FOR RESIDENTS GIVING RISE TO 3 YEARS OF PEAK TRAFFIC OF ANY TIME OF THE 12-15 YEAR BUILD. MITIGATION MEANS " TO MAKE MORE EASILY BORNE AND LESSEN SEVERITY" LITTLE SIGN OF THIS FOR 3 YEARS OR MORE.

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SIZE-AFP260

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We have developed changes at a number of locations to improve compliance with road design standards and enhance connections to the Sizewell link road:

18(iv) (iv) B1122 near Brown's Plantation. Do you think this potential change is:

Don't know

18(v) (v) B1122/25 link. Do you think this potential change is:

Don't know

18(vi) (vi) Hawthorn Road. Do you think this potential change is:

Inappropriate

18(vii) (vii) Middleton Moor roundabout. Do you think this potential change is:

Inappropriate

18(viii) (viii) Trust Farm Link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122. Do you think this potential change is:

Inappropriate

18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

NF NON-FITTING

Processing your data

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

Unique Identifier

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

[redacted]

What is your e-mail?

[redacted]

Address

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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Proposed Change 16: Lover's Lane and Main Development Site Access Works

(i) Bridleway 19

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16(i) Do you think this potential change is:

Inappropriate

(ii) Removal of trees

To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.

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16(iii) Do you think this potential change is:

Inappropriate

16-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

None of these areas should be touched at all the entire proposals are too damaging to biodiversity

Proposed Change 17: Two village bypass

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Reflecting feedback and Environment Agency advice, we are proposing to reduce the length of the flood relief culverts through the River Alde overbridge embankment from 70m to 50m. This would reduce the risk of blockages and maximise the chances of otters using them.

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Inappropriate

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Don't know

(iii) Friday Street roundabout

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Proposed Change 18: Sizewell link road

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18(i) Do you think this potential change is:

Inappropriate

(ii) Public rights of way

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18(ii) Do you think this potential change is:

Inappropriate

(iii) Gravity drainage

We are proposing changes to allow for a gravity drainage solution - potentially removing the need for pumped drainage - to the west of the East Suffolk Line (south of the proposed Sizewell link road).

18(iii) Do you think these potential changes are:

Inappropriate

Highway works

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Inappropriate

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18(vi) (vi) Hawthorn Road. Do you think this potential change is:

Inappropriate

18(vii) (vii) Middleton Moor roundabout. Do you think this potential change is:

Inappropriate

18(viii) (viii) Trust Farm Link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122. Do you think this potential change is:

Inappropriate

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YES

Unique Identifier:

Unique Identifier

Stakeholder Type:

Enter stakeholder type

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Name

[redacted]

What is your e-mail?

[redacted]

Address

[redacted]

Are you responding on behalf of an organisation?

No

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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16(i) Do you think this potential change is:

Inappropriate

(ii) Removal of trees

To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.

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Inappropriate

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16(iii) Do you think this potential change is:

Inappropriate

16-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

I cannot agree with any of the proposals. The biodiversity in the area will be damaged and lost forever. This planet needs protecting, not trashing.

Proposed Change 17: Two village bypass

(i) Flood relief culverts

Reflecting feedback and Environment Agency advice, we are proposing to reduce the length of the flood relief culverts through the River Alde overbridge embankment from 70m to 50m. This would reduce the risk of blockages and maximise the chances of otters using them.

17(i) Do you think this potential change is:

Inappropriate

(ii) Removal of bridleway upgrade

We are no longer proposing to upgrade two existing footpaths (E-243/003/0 and E-243/011/0) to a bridleway. This is in response to feedback from the local community and a review of the DCO application that found the upgrade was not legally justified as a mitigation for the impacts of the two-village bypass.

17(ii) Do you think this potential change is:

Appropriate

(iii) Friday Street roundabout

We are now proposing to create a crossing for pedestrians and cyclists across the north-eastern arm of the proposed Friday Street roundabout to provide a link between the 'old' A12 and the 'old' A1094. This would improve safety for pedestrians and cyclists, particularly between Farnham and Friday Street farm.

17(iii) Do you think this potential change is:

Inappropriate

17-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

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18(i) Do you think this potential change is:

Inappropriate

(ii) Public rights of way

Our detailed design work has highlighted some changes to public rights of way around the Sizewell link road to improve safety at crossing points and better reflect the local landscape.

18(ii) Do you think this potential change is:

Inappropriate

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18(iii) Do you think these potential changes are:

Inappropriate

Highway works

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Inappropriate

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Inappropriate

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Inappropriate

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Inappropriate

18(viii) (viii) Trust Farm Link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122. Do you think this potential change is:

Inappropriate

18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

none of the above are required if Sizewell C does not go ahead which is what I ultimately want so anything else is inappropriate.

NF NON-FITTING

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600011

Stakeholder Type:

Enter stakeholder type

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Name

[redacted]

What is your e-mail?

Enter your e-mail

Address

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

NF NON-FITTING

Dear Sirs, Whatever we say or do, quote figures and numbers, you'll still, very unfortunately, go ahead with harming our county with the monstrosity of SZC. Please comment your GCC images to show the awful disruption of building the bloomin' thing and not images of 30+ years time? STOP SIZEWELL C.

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YES

Unique Identifier:

TCP600012

Stakeholder Type:

Enter stakeholder type

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Name

[redacted]

What is your e-mail?

[redacted]

Address

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Job title

Interested party reference number (if applicable)

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NF NON-FITTING

Second Notification of Proposed Project Changes 9.27 Revision: 1.0 Regulation: 5(2)(q) Pins Reference Number: EN010012 Date: June 2021 Dear Sir/Madam Sizewell Link Road Fig 3 Dated June 2021. Rev 01 - Fig 5 Rev 01Dated June 2021 I have been a resident in Middleton Village for the past 18 months and I was under the impression that the Sizewell Link Road was to be built from the A12 at Yoxford and cross the B1122 on the South side of Theberton and then to Sizewell C as a continuous road to take all construction traffic off the B1122, but this is the first time I have seen these drawings and I'm very surprised to find how it affects the B1122 at Middleton Moor, to the Leiston Road B1125. My only comment is please leave our B1122 alone this is a lovely country "B road" not an "A"" road. I understand the Sizewell Link Road will have to cross the B1122 road near Theberton, but if the roundabout is built at Middleton Moor, a new road opposite Title Road and a new junction Leiston Road (B1125) these will encourage rat runs for employees at Sizewell C through the beautiful villages of Middleton, Westleton and Blythbourgh. We know this will happen as the existing Sizewell employees speed along theses roads now and nobody does anything about it! But if Sizewell C gets the gohead there will be throusands of extra vehicles doing it! I have read an article by a local resident who said this happened during the building of Sizewell B and EDF said it could do nothing about the speeding of these vehicles as they were private vehicles and didn't belong to EDF!

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600013

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

[redacted]

What is your e-mail?

Enter your e-mail

Address

7[redacted]

Are you responding on behalf of an organisation?

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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Proposed Change 16: Lover's Lane and Main Development Site Access Works

(i) Bridleway 19

We are proposing to improve Bridleway 19 (south of the new B1122/Lover's Lane junction) by changing the alignment of the route to make it less steep. We are also proposing to relocate (10m to the south) the signalised (Pegasus) crossing on Lover's Lane to improve visibility and safety.

16(i) Do you think this potential change is:

(ii) Removal of trees

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(iii) Mammal culvert

We are proposing to reposition the mammal culvert passing under Lover's Lane so it is closer to Leiston Drain. This location would make the crossing more attractive and effective for mammals to use, while fencing would help guide them to it.

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16-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

Proposed Change 17: Two village bypass

(i) Flood relief culverts

Reflecting feedback and Environment Agency advice, we are proposing to reduce the length of the flood relief culverts through the River Alde overbridge embankment from 70m to 50m. This would reduce the risk of blockages and maximise the chances of otters using them.

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We are no longer proposing to upgrade two existing footpaths (E-243/003/0 and E-243/011/0) to a bridleway. This is in response to feedback from the local community and a review of the DCO application that found the upgrade was not legally justified as a mitigation for the impacts of the two-village bypass.

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We are now proposing to create a crossing for pedestrians and cyclists across the north-eastern arm of the proposed Friday Street roundabout to provide a link between the ‘old’ A12 and the ‘old’ A1094. This would improve safety for pedestrians and cyclists, particularly between Farnham and Friday Street farm.

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Proposed Change 18: Sizewell link road

(i) Pretty Road Bridge

Previously only for pedestrians, cyclists and horse-riders, we are now proposing a bridge that will also be suitable for vehicles so Pretty Road can continue to provide a road connection, for example between Theberton and Saxmundham.

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Our detailed design work has highlighted some changes to public rights of way around the Sizewell link road to improve safety at crossing points and better reflect the local landscape.

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18(iii) Do you think these potential changes are:

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We have developed changes at a number of locations to improve compliance with road design standards and enhance connections to the Sizewell link road:

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18(vii) (vii) Middleton Moor roundabout. Do you think this potential change is:

18(viii) (viii) Trust Farm Link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122. Do you think this potential change is:

18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

NF NON-FITTING

[redacted] Tuesday 6th July 2021 Dear EDF, Response to latest consultation I cannot support the plan for Sizewell C (SZC). My rejection is based on to the length of construction and the upheaval it will cause to both our communities and our sensitive ecological environment here in East Suffolk. Specifically, I have grave concerns regarding how the development would disproportionally impact groups within the Theberton community i.e. children and women. Pretty Road, Theberton While I welcome the concept of leaving Pretty Road open for dog-walking and as a route for those wishing to travel by car to Kelsale and Saxmundham from our local area, I would like reassurance that if built the SLR would not suffer the same fate as so many culvert/ underpasses in Suffolk. See today's recent example. Moat Road, Theberton – access to Leiston Currently, to ride by bicycle individually or as a family to Leiston for school, work or leisure, the route taken is not along the busier B1122 where the amount of traffic, 60mph speed limit, width of the road, bends and incline makes it less than favourable. The safe route heading south is to turn off the B1122 right onto Moat Road and then left onto the quiet George Road. This is also a walking route for many tourists visiting this area staying at Sycamore Park or the Lion in Theberton; many enjoy this walk to Leiston Abbey and part of a circular route of footpaths. The current plans cut off this safe cycling access from Moat Road to George Road. [redacted] Alternatively, Leiston can be reached on foot/by bike via the track from Bakers Hill at Eastbridge leading to Kenton Hills. This route will be lost completely with the development of this area as the main construction site. The current plans prevent families travelling by foot or bicycle to Leiston which is the only means children have for using their own transport to school and leisure in Leiston. Additionally, the three Scots Pines at the end of Moat Road are iconic and I fear, looking at current plans, that they will be lost in the repurposing of this junction of Moat Road with the B1122 and the SLR. I wish for them to remain in situ. Quality of life for families in [redacted] I fear for the wellbeing of our community if the proposed development is approved. When I spoke at the Open Hearing in May, we had 17 children living in Doughty Wylie Crescent. This has recently increased to 19 children in our 16 houses. The level of disruption which will be experienced by our families if these plans were approved needs to be fully mitigated and compensated. Our families are facing the stark reality of either their children growing up in tranquillity (with an abundance of open space and wildlife, dark skies, easy car journeys and a safe, known community which is the current situation) or our children growing up next to 12 years of industrialisation (unnecessary time being in traffic, constantly experiencing HGV traffic with all the light, air and noise pollution and vibration that the construction brings, in addition to thousands of imported unpoliced workers within walking distance of their safe play spaces together with unviable means of escape in event of a nuclear accident at the nearby operational plant.) To clarify the issues: • Noise and light pollution and vibration from the construction and traffic will impact home study and sleep – young children and shift workers live in [redacted] and their sleep and home study patterns have not been considered in the plans for SZC construction and the SLR. • Air pollution – our children play outside in the crescent in communal areas and their private gardens. Our crescent is currently surrounded by farmland. The children wait on B1122 for their home-school transport. Their good air quality will be compromised by SZC construction and use of the SLR. • Cycle friendly – our children have safe quiet lanes to cycle on from [redacted]. The plans remove some of these lanes and prevent access to others as detailed above. There are no cycle paths featured on the SLR for future use post SZC construction. • Reliant on road transport – children in Doughty [redacted] rely on road transport to access education. Their journeys to and from school will be impacted by increased traffic and the re-landscaping of the road networks and junctions. Increasing the length of their journeys to and from school and leisure to sit in traffic is not acceptable. [redacted] • Reliant on home deliveries – the distance from major retailers means local families are reliant on home delivery of groceries and other goods to provide for their families effectively. These home deliveries will be impacted and compromised by the SZC construction and use of SLR. • Demographic change – in light of recent publicity surrounding the Sarah Everard case, bringing 1000s of non-local workers into our villages unpoliced poses significant risk to our community, especially to our women and girls. Presently, we are safe to walk the quiet lanes of our area, swim in the sea, go for a run and cycle. These current freedoms would jeopardised by the imported workforce if this plan is approved. • Nuclear incident and evacuation – in the event of an incident at Sizewell B, children and vulnerable adults could be collected from their schools and places of care by their families to evacuate the area. This evacuation will be impacted and compromised by the SZC construction and use of SLR. Throughout the consultation process, I have always held out hope that EDF would embrace the 21st century and impress me and my children with a vision of working sympathetically with the environment and our community. That hope has now almost completely gone. The plan for SZC is too awful, too outdated, too costly and too lengthy. We are so bitterly disappointed in how you continue to believe that the Hinkley model fits this really special place that we call home when it so clearly does not. Yours Sincerely, [redacted]

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600014

Stakeholder Type:

Enter stakeholder type

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[redacted]

Address

[redacted]

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No

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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Appropriate

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At long last you intend to provide a vehicular bridge on Pretty Road. The route of the Sizewell link road is quite wrong but without the bridge, East Bridge and Theberton would be completed 'kettled' inside to B1122.

NF NON-FITTING

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600015

Stakeholder Type:

Enter stakeholder type

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East Suffolk Council

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16-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

[Editor's note: moved from non-fitting text] ESC provide the following ecology comments: Regarding the PRoW change to Bridleway 19, ESC acknowledges that Section 2.3 of the consultation document makes reference to an environmental assessment of the changes having been undertaken, however this assessment does not appear to be provided as part of the consultation. Change 16(ii) proposes the removal of part of the tree belt on the south-western edge of the Studio Field complex adjacent to Lover's Lane. Although the proposed removal will not significantly affect the integrity of the tree belt, no details on the individual trees to be removed is provided, in particular whether any have potential for roosting bats. This must be assessed to determine whether the proposed change will increase the amount of bat roost resource loss that will result from the overall project. Regarding the mammal culvert, subject to the provision of detailed designs, this change is supported as it places the culvert in a better location than previously proposed. Change 16 - ESC provide the following arboriculture and landscape comments: Regarding the proposed removal of a 2m wide strip of trees from the north side of Paines Plantation, ESC do not consider that these tree removals will have any meaningful adverse impact on public amenity. The majority of the plantation will remain intact and will continue to contribute to local landscape amenity and will screen the existing power station complex from users of Lovers Lane, so on that basis ESC suggest that there would be no grounds for objection on arboriculture and landscape grounds.

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(i) Flood relief culverts

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ESC provide the following ecology comments: [Editor's note: moved from non-fitting section] ESC have no specific comments on this, although the shortening of the flood relief culverts will potentially be of some small benefit to species such as otter which may use them to move up and down the river catchment (subject to the detailed design including appropriate mammal ledges). Change 17 - ESC provide the following arboriculture and landscape comments: The proposed changes are noted and ESC accepts that they make no relevant change to previously submitted landscape and visual impact assessment conclusions and so have no further comment to make in these respects.

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18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

[Editor's note: moved from non-fitting section] ESC provide the following design and conservation comments: ESC welcomes the proposed revision to the Sizewell Link Road at Pretty Road Bridge. Pretty Road is a historic route that provides direct access in both directions to the Grade II listed Theberton Hall and it is appropriate that it is retained in this function for vehicles rather than becoming a footway/private access as previously proposed. It is also welcomed that there will not now be any road connection between Pretty Road and the new Link Road as this will reduce the land take and landscape impact of this previously proposed new highways arrangement. This will, therefore, reduce the extent of impact on the wider landscape setting of the Hall from the Link Road and will be a welcome improvement. ESC note also that the proposed overbridge design which is illustrated in the Consultation Document is very low key and low profile. This is also welcomed. Although the part of Pretty Road that will now cross the link road will change significantly in character, the road will remain as a continuous route and access will remain unaltered from the present arrangement. On that basis, the revised design retains this key feature of the surroundings to Theberton Hall. In light of this analysis and also on the evidence that this revision has been made in direct response to local stakeholders, ESC raise no objections to the revised design and layout of the Pretty Road Bridge. Change 18 - ESC provide the following ecology comments: The proposed Pretty Road bridge is in a location marked for the provision of a 'bat hop-over', required to mitigate for the loss of bat foraging/commuting habitat alongside the existing road. Given the concerns which ESC has expressed over the current proposed design of these 'hop-overs' reference ESC's Response to Examining Authority's First Round of Written Questions (ExQ1) (BIO.1.144) [REP2-176] and ESC's Response to Applicant's Deadline 1 Submissions [REP2-173], we consider that the re-design of the bridge offers the opportunity to improve proposed connectivity for bats in this location, for example by utilising a 'green bridge' type design.

NF NON-FITTING

Dear Sir/Madam, East Suffolk Council (ESC) have reviewed the minor changes (16 – 18) consultation materials and can provide you with the following comments:

_____ Summary -

Proposed Change 16: Lover's Lane and Main Development Site Access Works (i) Public Right of Way (PRoW) change (Bridleway 19) and the relocation of Pegasus crossing (ii) PRoW change (Bridleway 19) and the removal of trees from the tree belt adjacent to Bridleway 19 at its Southern end (north of Sizewell Gap) (iii) Mammal culvert Change 16 - [Editor's note: moved to corresponding answer box 16-C]

_____ Summary -

Proposed Change 17: Two village bypass (i) Flood relief culverts (ii) PRoW change (removal of bridleway upgrade) (iii) PRoW change (Friday Street roundabout) Change 17 - [Editor's note: moved to corresponding answer box 17-C]

_____ Summary -

Proposed Change 18: Sizewell link road (i) Pretty Road bridge (ii) PRoW (iii) Gravity drainage solution (iv) Highway works – B1122 near Brown's Plantation (v) Highway works – B1122/25 link (vi) Highway works – Hawthorn Road (vii) Highway works – Middleton Moor roundabout (viii) Minor revisions to the limits of deviation Change 18 - [Editor's note: moved to corresponding answer box 18-C]

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YES

Unique Identifier:

TCP600016

Stakeholder Type:

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Interested party reference number (if applicable)

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Proposed Change 16: Lover's Lane and Main Development Site Access Works

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(ii) Removal of trees

To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.

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We are proposing to reposition the mammal culvert passing under Lover's Lane so it is closer to Leiston Drain. This location would make the crossing more attractive and effective for mammals to use, while fencing would help guide them to it.

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NF NON-FITTING

I am writing to object to the latest tranche of proposals from EDF. The planning process I have found the whole planning process unbelievably complicated and at times I have not responded because I simply had no clue what was being considered; I had no idea what views were being sought and what even the plans were. The changes seem to be legion and I don't believe even now there is a single blueprint of what is being proposed - just suggestions along with things to be considered later - any of which it seems possible to change willy-nilly next time around. The bureaucracy and impossible-to-understand planing documentation has meant a lot of people I know, and I myself, have just not been able to take part meaningfully. I understand Covid is an issue but this project is much bigger, and lasts much longer, than anything else being considered in this area for some generations and rather than force things through at a time when local people were effectively prevented by law from meeting and discussing the impact of the project and their response, it should have been delayed so that all sides could have prepared meaningful and considered proposals. Virtually all the places where this could be discussed in a village (the pub, the shop, the church, the WI, the social and sports clubs etc) have had to close their doors and accordingly I believe it simply is not possible for anyone to be able to take into account true public opinion at this time as it has just not been possible for it to develop. Sure the loudest people will be shouting, for and against, but the views of communities even now have not been able to coalesce. EDF, with the continued changes it is still making, clearly was not ready to make its application when it did and I suspect it has used Covid as a helpful circumstance to limit scrutiny by the wider public. Presumably, giving greater time for local discussion and consideration - and giving an opportunity for their views to coalesce - was believed by EDF to be detrimental to its cause. Response to proposals More specifically I continue to object to the Sizewell Relief Road. It clearly is a terrible road and EDF is having to put quick fixes in place to try to limit its damage. I have no view on the bridge at Pretty Road as that is for the local residents but I cannot see how Fordley Road is not treated the same way. To suggest Pretty Road is an alternative route to Fordley Road and so only one needs to be kept open flies in the face of reality (and indeed history - why would both still exist if that was the case?). Put simply, the village is called Middleton cum Fordley. I believe: * Fordley Road should continue to have access to Middleton, through an underpass since EDF has chosen to site the SLR too close to homes at that junction; * there should be no access to the SLR from Fordley Road, else this quiet country lane will become an impractical rat run; * the SLR, as there is no need for it now and is only required to build Sizewell C, should - like all the other elements of the building site - be removed once the power station is finished. Most importantly, and bizarrely for some reason not needing to be considered as part of this process, the SLR itself should be ditched and a better southern route properly appraised before any decision is made on Sizewell C.

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600017

Stakeholder Type:

Enter stakeholder type

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The deadline for responses to this consultation is **midday on Monday 12 July 2021.**

Your Details

Name

[redacted]

What is your e-mail?

[redacted]

Address

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

Hello, I feel compelled to put my objections forward in regard to your proposed new nuclear ambitions at the Sizewell site. 1. We are not looking forward to the pollution cased by the road deliverance of materials for the next 10 years or more. 2. The link road will cause disruption for the 2 year proposed build along with even more pollution. 3. The siting is wrong for a development of this size in an area of national importance for wildlife. 4. The negative affect on tourism will be massive, unless visitors arrive to see the largest eyesore ever seen in western Europe. 5. The developed Rolls Royce modular reactors will make SizewellC out of date and obsolete within the next few years. 6. Electricity costs to the consumer will be sky high. 7. Involvement of foreign powers in a sensitive development.. 8. Costs will be many billions over the estimate and subsidised by the tax payer. 9. Nuclear waste storage and transportation concerns. 10. Safety of the site in a vulnerable area prone to erosion. We do realise that you will have received large amounts of negative post and urge you and the inspectorate to take these views into consideration.

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600018

Stakeholder Type:

Enter stakeholder type

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Address

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If so, which?

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NF NON-FITTING

To Whom it May Concern, I have contacted you by e-mail on more than one occasion to raise my concerns and state my objections to the proposed construction of Sizewell C. I am kept regularly up-to-date with the tireless campaigners who provide detailed information on the negative impacts of the scheme to people living locally, such as me, and on a national level. I am contacting you now to ask for confirmation that my complete and total objection to the planned construction and rejection of information put forward regarding the necessity of Sizewell C will be counted in any and all compiled figures of those campaigning against your proposals. I look forward to hearing from you.

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600019

Stakeholder Type:

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Your Details

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[redacted]

What is your e-mail?

[redacted]

Address

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Leiston-cum-Sizewell Town Council

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

SIZEWELL C PROJECT Representations from Leiston-cum-Sizewell Town Council Response to Consultation on Further Project Changes We are commenting on the proposed changes 16 and 18 to the DCO. Proposed Change 16 - PRoW change (Bridleway 19) and the relocation of the Pegasus Crossing We are broadly happy with the proposed changes as they are made with safety considerations in mind and to meet relevant standards. We would like to stress that, in line with stated aims, the developer makes every effort to minimise tree loss. Similarly, the changes to the positioning of the Pegasus crossing and the mammal culvert appear to be minor changes in the context of the scale of the whole development. Proposed Change 18 - Sizewell Link Road We note the many objections that have been expressed to the current plan for the link road and the possible alternative routes. We believe that any road should be permanent to relieve pressure on existing routes and to make routes safer and more attractive for cycling. If the proposed link road goes ahead then we would support the proposed vehicular bridge on Pretty Road as an improvement to the existing plan. These changes arise from more detailed work and discussion with other interested parties. They are being consulted on and scrutinized whilst the PINS examination is in progress. We would like assurances that, when or if further such changes are needed once the PINS process is completed, they will be subject to a robust consultation and scrutiny before being approved by an appropriate planning authority. We have no further comments, except to say that we value our public footpaths and Rights of Way in our own parish and the surrounding area and want these amenities preserved with the same or improved accessibility and quality of the environment.

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YES

Unique Identifier:

TCP600020

Stakeholder Type:

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If so, which?

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NF NON-FITTING

To whom it may concern, Re: Sizewell C Project: Consultation on Further Proposed Project Changes 1. Proposed change 16 (Lover's Lane and main development site access) a. In figure 2.2 Bridleway 19 appears to be parallel with the road, whereas currently it passes through Kenton Hills towards the road to Eastbridge. The trees that would be felled are trees that were planted during the Sizewell B building. These trees were part of the embedded mitigation and to fell them would be a break in that mitigation agreement. If the trees are felled it makes a nonsense of mitigation. The removal of 30-40 trees is not insignificant! I am against the removal of any trees that border Lover's Lane. b. The mammal culvert needs careful consideration. If this is an improvement, I welcome it but these diagrams (fig. 2.3 and 2.4) are unclear and I have lived in this specific area for 32 years!! c. The conclusions reached in paragraphs 2.3.2 and 2.3.3 do not account for the impact these trees have on the residents of Sandy Lane, Leiston Common and Common Cottages. These trees to a certain extent shield the residents from noise, dust, visual impact of road traffic and pollution. 2. Proposed change 18 (Sizewell Link Road) a. I am against this road anyway. East Suffolk, if SZC gets planning permission, will be covered in concrete enough without this road. I think the Pretty Road bridge is a nonsense. The area is beautiful; the road is quiet; the environment tranquil. To build a bridge would ruin all that. Do "bat hop-overs" work? There are fewer bats this year. b. Would all the proposed new footpaths and cycling routes be completed before the road was constructed? Yours faithfully, Janet Fendley

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YES

Unique Identifier:

TCP600021

Stakeholder Type:

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NF NON-FITTING

To SZC Consultation PROPOSED CHANGE 16 : i and ii - BRIDLEWAY 19 LEISTON cum SIZEWELL The current consultation includes two proposed changes affecting Bridleway 19 Leiston cum Sizewell (BR19). i) BR19 from the Kenton Hills car park turning to Sandy Lane was subsumed in the B1122 as a result of the development of Sizewell B, severing the northern section of BR19 from the Eastbridge Road to the Kenton Hills car park junction with the B1122 from the southern section of BR19 from the B1122 to Sizewell Gap road via Sandy Lane. Horse riders using this route now have to use this short section of the busy B1122 to make a through route via BR19. The provision of an off road alternative to the section of BR19 subsumed in the B1122 is long overdue and is to be welcomed. However this off road provision is part of a larger proposed package of changes to BR19 which are of concern. As identified in my submission (AS333) to the Examination Authority, under Schedule 17 of the Development Consent Order EN010012-002875 SZC it is clearly stated that that no public right of way ('street') may be wholly or partly stopped up or extinguished unless a new temporary right of way ('street') to be substituted for it has been completed and is open for use to the reasonable satisfaction of the street authority. In my submission AS333 I show that the proposed provision of an off road walking/cycling/horseriding route cannot be completed as required by Schedule 17 of the DCO as the northern section of BR19 will need to be temporarily diverted for the works to take place, but no alternative route can be provided until those works have been completed. Stopping up the northern section of BR19 is not an option as this route is very well used so cannot be described as 'no longer required by the public'. So while the provision of an off road bridleway to allow horse riders a safe connection between the northern and southern off road sections of BRI9, with the provision of Pegasus crossings is to be welcomed, the inability to comply with Development Consent Order EN010012-002875 SZC in relation to Bridleway 19 Leiston cum Sizewell needs to be addressed. ii) With reference to AS 013: Rights Of Way Plans – Sheet 5 of 27 the southern section of BR19 known as Sandy Lane (shown from A to B on Figure 1: Right of Way Plan 5 of 27 below) is described in the Key (see Figure 1A) as 'existing footpath to be retained'. This section of BRI9 connects via an unclassified road to Byway 26 Aldringham cum Thorpe and beyond, as well as being the through route to the beach for equestrians using BR19. See Figure 2 : Extract of the Definitive Map for Leiston cum Sizewell. Use of the beach by equestrians was identified in APP 270 page 65 paragraph 1.3.81 1.3.81 Horse riders use Sizewell beach. APP 270 also lists 6 horse riding establishments and stables at Halesworth, Bramfield, Wickham Market, Tunstall, Butley and Iken but fails to mention the large number of private horse owners and riders in the immediate vicinity of Sizewell who use the local public rights of way and quiet, unclassified roads. Proposed Change 16 Section ii incorrectly describes BR19 as 2.2.4. In the DCO Application the alignment of Bridleway 19 passes along the whole northern edge of Paines Plantation, The route described in Change 16 Section ii is part of a proposed additional provision of off road bridleway (See Figure 2 marked C to D) as requested by local riders as a link to Bridleways 27 and 26 Leiston cum Sizewell. This addition to the local bridleway network is to be welcomed, but is not part of the definitive alignment of BR19 and should not be created at the expense of the existing route of BR19 (See Figure 2 marked A to B). 2.2.4. In the DCO Application the alignment of Bridleway 19 passes along the whole northern edge of Paines Plantation, It would appear from Change 16 Section ii of the current consultation that there is a hidden intention to divert the southern section of BR19. 2.2.5. SZC Co. proposes to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation (refer to Figure 2.4) . Although parts of the southern route of BR19 are situated within the development boundary, the route is not affected by the proposed development so there is no need to consider a diversion of this public right of way as part of Schedule 17 of the Development Consent Order (DCO). (AS 266) 8.5 Transport Assessment Addendum Section 12 paragraph 12.2.5 (page 150) assumes that the southern end of BR19 will remain open to the public during the construction phase. This is contradicted by Change 16 Section ii of the Consultation On Further Project Changes - July 2021. Figures 1 and 1A : AS 013: Rights Of Way Plans – Sheet 5 of 27 and Key Figure 2: Extract of the Definitive Map for Leiston cum Sizewell. With reference to the northern section of BR19 from the Eastbridge Road to the Kenton Hills car park , as shown on AS 013: Rights Of Way Plans – Sheet 2 of 27, the northern section of BR19 is described in the Key as 'to be reinstated'. Nowhere in the other submission documents is there any evidence or proposals for the reinstatement of this public right of way, or that the current alignment will be protected during the proposed construction stage. Community Pledge 6 describes the area as being returned to 'a standard befitting an AONB' but this is too vague to be of any help or reassurance. Community Pledge 7 does not mention the restoration of Bridleway 19 either. IN CONCLUSION: The proposed provision of an off road walking/cycling/horseriding route is a welcome addition to the local bridleway network, but should not be confused with the definitive alignment of Bridleway 19 Leiston cum Sizewell from the Eastbridge Road to the Sizewell Gap road.. Unless the requirements of the Development Consent Order EN010012-002875 SZC can be met, no part of the proposed walking/cycling/horseriding route should be described as a temporary diversion of or permanent replacement for Bridleway 19 Leiston cum Sizewell. The public have right to use Bridleway 19 Leiston cum Sizewell. The route provides a well-used link for walkers and cyclists as well as equestrians, and is needed as an essential link between village communities. The rights to this route must be protected.

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Unique Identifier:

TCP600022

Stakeholder Type:

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NF NON-FITTING

Response to the current consultation Change 16 Objection to any action or change with regards Bridleway 19 As a resident of Theberton, and user of Bridleway 19, as I have ponies and take advantage of the quiet countryside. I am totally disgusted by the lack of respect by EDF riding roughshod over the local residents. We are being treated as simpletons with a total lack of compassion and understanding by a corporation who as not interested in what we have to say, taking an arrogant stance and thinking the residents an obstacle they can get over. It is unthinkable that the bridleway will be removed even for a short time, it is relaxing and needed for wellbeing and benefits many with regards to their stress management, enjoying the peace and tranquillity. We should also not forget the wildlife that use this as their natural habitat there is an abundance in this area of AONB. I am utterly appalled, but why am I not surprised. The enjoyment of the countryside by everyone should be cherished. We have a beautiful part of the world with an already large blot on our landscape Bridleway 19 is very central to the community as a whole and you will be aware is not included in the in the land restoration pledge 7. So, for clarity (should you need it) my response to the consultation to question 10: Other main site changes e) Bridleway is an emphatic NO. We will continue to fight EDF on every aspect of their nonsensical abhorrent Sizewell C plans.

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TCP600023

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We are proposing to reposition the mammal culvert passing under Lover's Lane so it is closer to Leiston Drain. This location would make the crossing more attractive and effective for mammals to use, while fencing would help guide them to it.

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Proposed Change 17: Two village bypass

(i) Flood relief culverts

Reflecting feedback and Environment Agency advice, we are proposing to reduce the length of the flood relief culverts through the River Alde overbridge embankment from 70m to 50m. This would reduce the risk of blockages and maximise the chances of otters using them.

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Previously only for pedestrians, cyclists and horse-riders, we are now proposing a bridge that will also be suitable for vehicles so Pretty Road can continue to provide a road connection, for example between Theberton and Saxmundham.

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Our detailed design work has highlighted some changes to public rights of way around the Sizewell link road to improve safety at crossing points and better reflect the local landscape.

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We have developed changes at a number of locations to improve compliance with road design standards and enhance connections to the Sizewell link road:

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18(vii) (vii) Middleton Moor roundabout. Do you think this potential change is:

18(viii) (viii) Trust Farm Link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122. Do you think this potential change is:

18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

NF NON-FITTING

[redacted] Pin Unique No. 20025805 Re Sizewell C Project Consultation of Further Proposed Project Changes. Proposed change 16 (Lovers Lane and main development site access). a. In figure 2.2: proposed change to the alignment of Bridleway 19 the Bridleway is shown as parallel with the road . At present Bridleway 19 passes through Kenton Hills towards the road to Eastbridge. The new route will involve the removal of 30- 40 trees. These trees were planted as part of the embedded mitigation for Sizewell B. I am against the removal of any trees that were planted for mitigation purposes. b. Similarly, relating to 2.3.2 and 2.3.3, many trees planted for Sizewell B mitigation purposes in Sandy Lane, Leiston Common and Common Cottages act as a shield for residents to road noise, dust , pollution and road traffic. c. The mammal culvert in Figure 2.3, needs very careful thought. How will relocating it make any difference? Great if it does, but not convinced of its effectiveness with such a massive development that is planned close to and actually on Sites of Special Scientific Interest which should not be allowed. Will such constructions make much difference to the very large amount of road kill of animals on what will be very busy roads night and day. 1. Proposed change 18 (Sizewell Link Road) a. I am against this road anyway. If EDF get permission, this road will destructive concrete swathe in so many ways, The proposed area where this road is planned will cut through quiet areas of foot paths, small roads and wildlife, a barrier of concrete which will have massive effects on wildlife road kill which is unacceptable.

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600024

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

[redacted]

What is your e-mail?

[redacted]

Address

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If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

Dear Sirs We are responding to the latest changes for the DCO application by EDF for the following unique reference numbers 20026022 20026041 20026780 20025843 SIZE-AFP307 SIZE-AFP308 It appears that the applicant is continually reacting to situations arising during the examination process and the whole application was not well thought through before submitting to PINS. If this had been the case then there would not be the need for continual changes and short consultations. The keeping open of Pretty Road is welcomed and indeed essential for residents of Theberton, Eastbridge, Middleton, Westleton and Dunwich to access Saxmundham services and rail network. Could the CGI of the proposed bridge be more accurate as it shows a level bridge with 1 person crossing an empty link road apart from a red van? We understand that the plans show a hump bridge and of course the link road will be full of HGV's, vans buses and cars. Whilst we welcome this change we are appalled that it has taken 2 ½ years for this proposal to come forward despite pressure on EDF to do so and should have been included in the DCO application. This has been the theme of the last 8+ years.

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600025

Stakeholder Type:

Enter stakeholder type

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[redacted]

What is your e-mail?

Enter your e-mail

Address

[redacted]

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If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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[Editor's note: moved from non-fitting section] Proposed Changes No. 18 Sizewell Link Road Pretty Road Bridge (i) I have seen your proposal to amend the Pretty Road bridge to allow vehicular traffic. The computer generated images show the proposed bridge as flat continuing the existing height of Pretty Road. However the accompanying Drawing no. SZC-SZ0204-XX-SLR-SK-PR-001 includes a section clearly showing this bridge as being hump-backed rising some 4 metres above the existing road level. This presumably to allow adequate headroom for traffic on the SLR and copying the shape of the previous proposed pedestrian and equestrian bridge. Because of this the eastern access to the bridge is shown to pass our drive approximately 350 mm. higher than the existing level; this detail is shown in the Section. We demonstrated this height anomaly during the Planning Inspectors' visit to our property on 9 June. This means that once again, despite all the oral promises we have received from different SZC staff from Stage 2 consultation onwards, we will have no clear vehicular access to Pretty Road from our drive. Although your drawing refers to "Minor works to tie in to existing access" these will not be minor if to accommodate access for the necessary good vehicles who service this property; they would be turning in and out against a substantial slope. We also have concerns about water run-off from this bridge emptying onto our land. The solution is simple. A further 2 m. excavation of the cutting would allow a flat bridge - looking like the CGIs in your presentation. Please confirm to us in writing that you will be adapting your drawing to accommodate this necessary change.

NF NON-FITTING

Dear Sir/Madam [redacted]

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YES

Unique Identifier:

TCP600026

Stakeholder Type:

Enter stakeholder type

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[redacted]

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[redacted]

Address

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If so, which?

Enter your organisation name

Job title

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NF NON-FITTING

Referring to the consultation on changes to Bridleway 19, 2 Village by pass, and Sizewell Link road, as ""consultation response document Magpie Landing (traverse.org.uk) is impossible to save and print all my comments for my records, I wish to simply reject the whole consultation as follows. The preloading of responses to your questions in your consultation is unacceptable and I consider is bad practice. Comments as follows. Bridleway 19 should not be closed or rerouted . This proposal is only required because the whole SZC project does not conform to the site designated in EN6. The mammal pass and improved culvert should have formed part of the Aldhurst Farm habitat recreation project. I object to the 2 village by pass. I object to the Sizewell link road. I reaffirm I strongly object to the whole of the Sizewell C project particulary on highway, amenity and destruction of habitat grounds. 20025871

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600027

Stakeholder Type:

Enter stakeholder type

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NF NON-FITTING

Sizewell C Stage 6 Consultation Well, you have really excelled yourselves this time. I don't know which is the more apt phrase to describe this latest consultation. "Rearranging the deckchairs on the Titanic" Or "fiddling while burns" As usual you have come up with some amazingly pointless questions, the answers to which will make not one jot of difference to whatever it is you intend doing. The form you provide for responses doesn't even allow the responder to comment or qualify their answer. The questions posed in this consultation are very much about where this particular deckchair should be placed. The whole project has far greater flaws and unresolved issues than these trivial tweaks. It seems from the preamble to the questions, you are making changes to things that were either illegal or unsafe to start with. You could safely do away with all the questions you posed and replace it with just one question. DO YOU THINK BUILDING TWIN NUCLEAR REACTORS at is Appropriate/inappropriate/Don't Know For the avoidance of doubt, my answer is ENTIRELY INAPPROPRIATE. I continue to oppose the building of Sizewell C in this rural backwater which is entirely lacking in the infrastructure and resources (including people) necessary for an industrial project of this size.

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600028

Stakeholder Type:

Enter stakeholder type

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[redacted]

What is your e-mail?

[redacted]m

Address

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If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

To Whom It May Concern I wish to register strong objections to EDF's plans for another nuclear plant at Sizewell (Sizewell C). The grounds for my objections are as follows: 1. None of the measures outlined will mitigate the polluting effects of the planned work, including alterations to landscape and roads: bird, plant and animal life will inevitably be negatively impacted, the AONB and the area surrounding it will be blighted; increased traffic and population, unacceptably, will also inevitably increase levels of air pollution; unsightly spoil heaps and lack of provision for disposal of nuclear waste are a huge concern which could well impact local tourism and hospitality services; the huge campus will involve construction on a scale that is utterly inappropriate for the local area, a concrete jungle that has no place at that location. 2. No economic benefits justify the required outlay at a time when the UK is struggling to recover from a global pandemic: energy will not come on stream in time to act as a stop gap; Sizewell C will cost far more than alternative more environmentally sound sources of energy. 3. Major concerns still remain with regard to the safety of the proposed reactor: the track record of EDF and their partners is mired in controversy. In sum, the costs far outweigh any benefits and the project is far too much of a risk at a time when the UK should be focussing on a GREEN recovery from Covid-19. Steps need to be taken to protect, not threaten, future health and wellbeing. Sizewell C is definitely not a step in this direction.

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YES

Unique Identifier:

TCP600029

Stakeholder Type:

Enter stakeholder type

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If so, which?

Enter your organisation name

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NF NON-FITTING

Consultation on Further Proposed Project Changes My IP no. 20026173 Re 1.2 Policy context It is now blatantly obvious that SZC Co. are using their interpretation of an outdated Govt Policy to justify inflicting untold environmental damage on East Suffolk, Suffolk Coast and Heaths AONB and many other National and international designated sites. I am of the opinion that SZC Co believe if they repeat it often enough it must be true. I am afraid after spending months studying the Sizewell C DCO yet another consultation during this process only highlights the inadequacy of the original DCO submission which is supposed to be front loaded. SZC Co. have shown that after nine years and numerous consultations Sizewell C is still only a concept and has lead me to believe what they are proposing will be an environmental and financial disaster for the U.K. and burden future generations. I strongly object to this project in its entirety and begrudge all the time and effort it has taken from my life. None of the proposed changes in this consultation will make the SZC Co. project acceptable and my only observation is SZC Co are once again proposing changes that where highlighted by residents years ago and should have been dealt with then.

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YES

Unique Identifier:

TCP600030

Stakeholder Type:

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Dear Sir/Madam, We are responding to the yet further EDF/SZC consultation launched by letter dated 9th June 2021. We find it extraordinary that the Applicant has apparently innumerable 'bites of the cherry' to propose some fairly fundamental major (not 'minor' as stated in the 1st para) changes. Each time we, as local residents and businesses, have to take costly advice and consider how to respond; it can only be likened to corporate bullying. The prime example of a major change is the scrapping of Pretty Road closure in favour of the construction of a vehicular bridge to take Pretty Road over the SLR thus avoiding severance of Theberton village from Saxmundham and all of its essential services to local community; the proposal naturally has our wholehearted support. This major change is obviously the outcome of good lobbying, not as a result of the Applicant demonstrating any greater empathy with, or understanding of, local population and business dynamics. Within the latest mini-consultation issued by the Applicant, Proposed Change 18 4.2.1 - 4.2.5 (pp 18) refers to the Pretty Road / SLR junction removal and the replacement with a new overbridge; this concludes: "A bridge suitable for vehicles would enable vehicular access to land either side of the proposed Sizewell Link Road (a matter which the landowner has explained is important to facilitate their ongoing use of that land)" Identical issues prevail at the proposed junction of Fordley Road with the SLR. If the Applicant's current proposals for the Fordley Road/SLR junction were to be accepted, then our own farming business, together with at least three others locally will be severely adversely affected by increased journeys and logistics issues. Fordley Road must remain open both north and south. In both our Deadline 2 and 3 submissions, our Consultants, Create highlighted the very detrimental effects of the Applicant's proposed treatment of the Fordley Road/SLR junction. We would ask you to reconsider these submissions and the questions posed within the Conclusion of both documents, together with our proposed solution to keep Fordley Road open (technical drawings attached to support) and thus not severing the population of the hamlet of Fordley from it's parish, Middleton cum Fordley. In ISH3, the Applicant verbally deemed our proposals as being 'too difficult, technically' – this statement needs to be fully explained and supported with hard fact. Our proposal for Fordley Road to go under the SLR will of course provide engineering challenges. However, a solution is achievable (albeit at increased cost to the Applicant) – millions commute through both Blackwall and Dartford tunnels daily and they are just a tad larger….. If our solution of going under the SLR requires additional land (questionable, since the width of the SLR can be reduced as a direct result), then the Applicant has already proved that it is more than capable of applying for such increases by mini-consultations such as this current one. The fact that the population of Middleton cum Fordley is greater than that of Theberton also questions the criteria applied. The residents of Fordley Road want it to remail open (north and south) and Middleton cum Fordley Parish Council also voted that Fordley Road should remain open to traffic for the benefit of community access and emergency services. Our final point is regarding 4.2.6 PRoW in relation to Littlemoor Road – here the Applicant proposes that pedestrians and cyclists will have to cross both the SLR and the Middleton Moor Link road simply to gain access to the other side of Littlemoor Road – double the risk to users. We hope that common sense can prevail on both issues. Fordley Road Options Details Proposals Option A – Maintain current finished road levels. Maintain the existing road level of Fordley Road, build up ground profiles either side of the road and construct a structure over the road with 5.3m clearance to mitigate the need to permanently close off Fordley Road at the junction with the Sizewell C Link Road (SLR). • Maintain full north / south access on Fordley Road • No need to construct a new 100m long slip road as per EDF proposal • No need to construct turning head on EDF proposal • No need to divert waterway as per EDF proposal • Tying into existing elevated ground levels approx. 100m/200m either side of the structure (see magenta line on long section). • Remove cutting between CH 3075 & CH 2940 • Additional filling required between CH 3000 & CH 2660 • Up to 3.5m fill above EDF proposed FRLs (but fits in with ground profiles either side) • 5.3m clearance structure / abutments and wingwalls required • Traffic flow could be maintained throughout project duration (short closure to lift / construct structure) • Existing drainage network could be maintained • Eliminate need for turning traffic / HGVs from Fordley Road onto SLR – therefore increased safety for Fordley Road Traffic Option B – Lower Fordley Road by 2m. Lower Fordley Road by 2m at the junction with the SLR and construct a structure with 5.3m clearance to mitigate the permanent closure of Fordley Road north/south access. Ground profiles to be built up either side of the road. • Less fill earthworks than Option A but would require cutting between CH 3075 – CH 2975 • Fill earthworks required either side of structure to build up ground profiles • Maintains full north/south access on Fordley Road • No need to construct a new 100m long slip road as per EDF proposal • No need to construct turning head on EDF proposal • Traffic flow not able to be maintained during construction due to road lowering (unless build adjacent to current road offline) • 5.3m clearance structure / abutments and wingwalls required • Surface water network will be installed to accommodate lower levels and possible flood prevention • Pumping station likely needed to control surface water (electrical supply and outfall to be source) • Waterway will require diverting (approx.. 4m deep drainage beneath SLR) • Approx. 160m of carriageway to be lowered to 2m at lowest point to meet acceptable longitudinal highway gradients • Eliminate need for turning traffic / HGVs from Fordley Road onto SLR – therefore increased safety for Fordley Road Traffic Current EDF Proposal Cut off Fordley Road at the junction with the SLR and make access to the north of the SLR redundant from Fordley Road. Diversion requiring a 2km diversion route to access north side of Fordley road. • Cut off Fordley Road north of SLR • 2km diversion route created requiring northbound or southbound Fordley Road traffic to use SLR to access north side of Fordley Road • Cut and fill earthworks to build up ground profile • Earthworks to build up slip road • Divert waterway beneath SLR • Construct a turning head north side of Fordley Road to allow traffic to turn around • Cut off traffic flow along Fordley Road during construction phase

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YES

Unique Identifier:

TCP600031

Stakeholder Type:

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Your Details

Name

[redacted]

What is your e-mail?

Enter your e-mail

Address

Are you responding on behalf of an organisation?

If so, which?

Theberton and Eastbridge Parish Council & Stop Sizewell C

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

Sizewell C, Second Intra-Examination Consultation Response Monday, July 12, 2021 Theberton and Eastbridge Parish Council Page 1 of 3 E DF ENERGY SIZEWELL C I N TRA EXAMINATION CONSULTATION RESPONSE FROM THEBERTON AND EASTBRIDGE PARISH COUNCIL (TEPC) AND STOP SIZEWELL C Introduction Theberton Theberton is a small village of approximately 170 people and 90 houses mostly straddling the B1122. It is about 4 miles north of the proposed Sizewell C (SZC) large twin reactor site. The proposed entrance to the main site will be approximately 1 mile from the village entrance sign. Within the village of Theberton there is St Peters Church, a Grade I listed thatched roof church with an unusual round tower, a Grade II listed public house, a village hall, two working farms, a cattery, a small business selling wild bird and other animal feeds, a small caravan park and other places to stay for visitors to enjoy the peace and quiet of the countryside. The successful village hall offers many activities and classes to the community and surrounding areas. Eastbridge Eastbridge is a tranquil hamlet of around 70 people and 40 houses nestled in a rural landscape with no street signs or speed limits. It borders the Minsmere River which cuts through an area of important wetland known as the Minsmere Levels forming part of the Minsmere - Walberswick Heaths and Marshes Site of Special Scientific Interest (SSSI), which is also the location of RSPB Minsmere Reserve. Within Eastbridge there is a public house, the Eels Foot Inn, a working farm, a certified and a basic campsite, for visitors to enjoy the peace and quiet of the countryside. Many local people and visitors enjoy the circular walk from Eastbridge to the Minsmere sluice to reach the Suffolk Heritage Coast and the sea returning through RSPB Minsmere or via National Trust's Dunwich Coastguards Cottages. Sizewell C, Second Intra-Examination Consultation Response Monday, July 12, 2021 Theberton and Eastbridge Parish Council Page 2 of 3 Both villages are chiefly agricultural, and people live there historically or by choice for the tranquility, dark skies, and the proximity to the Suffolk Heritage Coast. The two villages are linked by single track lanes with walks in the countryside characterised by open skies, arable and livestock farms, pheasants, partridge, owls, marsh harriers, buzzards, bittern, deer, bats and other wildlife. Residents and visitors enjoy the close proximity to RSPB's flagship nature reserve at Minsmere with the Leiston Long Shop Museum, National Trust Dunwich Heath, Aldeburgh, Walberswick and Southwold within easy reach. 1. SummarySummary 1.1 This Intra-Examination Consultation (IEC) response should be seen as a second extension to the four pre-application consultation responses, previous IEC, Relevant and Written Representations from both TEPC and Stop Sizewell C. Where previous responses reference, reject or support proposals/options presented by EDF and additional options are presented in this consultation, our support or otherwise for the newly presented options do not negate prior support for previous options or change our view that in many cases, insufficient assessment and justifications have been provided by EDF for the progression of their preferred options or proposals. 1.2 Whilst TEPC and Stop Sizewell C understand that changes will be made during the examination of the Sizewell C DCO proposal (SZC), we are disappointed that the proposal to change the bridge at Pretty Road has required so much persuasion by TEPC and other parishes to at least mitigate some of the severance that the Sizewell Link Road (SLR) proposal imposes on those parishes through which the SLR passes. 1.3 We will not comment on the changes to the two-village bypass within this consultation as we feel that this will be best dealt with by the parishes local to this part of the SZC proposal and Suffolk County Council. 1.4 As far as the main site changes are concerned, we are supportive but will defer to the assessments and comments by the statutory authorities and appropriate NGO organisations such as Suffolk Wildlife Trust and RSPB. 2. Public Rights of Way (PRoW)Public Rights of Way (PRoW) 2.1 There are several rationalisations of PRoW along the SLR which seek to shorten previous diversions and improve access to crossings and in general we support these changes. 2.2 We are concerned, however, that where roads are stopped up and converted to footpaths (highways for non-motorised users - NMUS) that should the highway surfaces be left just as is and no physical access restrictions against motorised vehicles, such as fences or gates installed where public services access will be required, that these sections of old metalled roadways could become a target for fly tipping. Examples include the stopped up B1122 going south from the Moat Road/Onners Lane crossroads and Moat Road from the same junction. 2.3 We are aware that these points have been raised by others for sections of stopped up roads because of the SLR and other highway improvement proposals in the SZC development and would echo their concern. 3. Pretty Road BridgePretty Road Bridge 3.1 TEPC and Stop Sizewell C are pleased that EDF have recognized that the original plans for the SLR that closed five North/ South or East/West roads towards Saxmundham causes significant severance and hardship to the residents and villages that are to the north and east of the SLR and have proposed this change to the previous foot and bridleway crossing at Pretty Road. Sizewell C, Second Intra-Examination Consultation Response Monday, July 12, 2021 Theberton and Eastbridge Parish Council Page 3 of 3 3.2 We are aware that there remain some detailed design concerns expressed by residents whose access onto Pretty Road will be impacted by the bridge design. Subject to those concerns being addressed fully prior to submission of these proposals to the Planning Inspectorate, TEPC and Stop Sizewell C are fully supportive of this change. 4. ConConclusionsclusions 4.1 Theberton and Eastbridge Parish Council and Stop Sizewell C are not anti-nuclear. However, as currently proposed, we both remain opposed to the development. This consultation, whilst welcomed for its recognition of harm and severance to the communities that the SLR brings does nothing to change that opposition in principle to the SZC proposal. 4.2 We were heartened to hear the planning inspectorate state that they will have to speak to the Secretary of State about the sustainability concerns regarding the SLR and trust that EDF will seriously consider their proposals as they stand based on that statement. 4.3 We continue to support Suffolk County Council in their representations stating that the "benefits do not outweigh the disbenefits" of the SZC development and Natural England who stated that "in its current form the development should not be approved" and we note with disappointment East Suffolk Council's neutral stance but also their continuing concerns regarding the current proposals surrounding coastal protection and erosion. 4.4 We support the responses of RSPB, Suffolk Wildlife Trust, Minsmere Levels Stakeholders Group.

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600032

Stakeholder Type:

Enter stakeholder type

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[redacted]

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NF NON-FITTING

To EDF/SZC We write in response to EDF's Stage 6 Consultation. We welcome EDF's admission that a bridge to take the proposed SLR over Pretty Road, near Theberton is necessary. What is also important, and not apparently covered by EDF's latest submission, is the need for a road crossing in Theberton during the construction period – this is to enable pedestrians to get from one side of the village to the other; to enable children (there are 17 who live in Doughty Wylie Crescent) to get to the school bus; and to enable those children to access the village playground. It is inconceivable that any pedestrians would be made to compete with EDF's construction traffic. At para 4.2.11 EDF makes reference to an "Amendment to the limits of deviation (nr Brown's Plantation……..). It appears, however, that it is still the intention to cut down part of Brown's Plantation which, as previously submitted, will have severe deleterious effects on our property at Theberton House and its surrounding historic parkland. (The Inspectors should note that Theberton House is not Theberton Hall, the property which they visited during the site visit on 9 June 2021). These are amongst the many unfortunate impacts of the proposed SLR. What became clear however from the submission of EDF's representative at the ISH on Wednesday 7th July was that the justification for building the SLR at all has little to do with traffic management issues and legacy benefits. The EDF representative let slip that the principal reason for not building the SLR before the main site early years work is that EDF will use approximately 1,000,000 tonnes of spoil (the equivalent of some 70,000 lorry loads) from the SLR construction to provide footings for the main site construction works. This admission had not previously been made in public . It sheds even more doubt on the choice of the SLR (as opposed to the more obvious and less environmentally damaging Route W). It also explains EDF's reluctance (repeated in Stage 6) to remove the SLR after the project is completed – taking 70,000 lorry loads from the SLR and finding somewhere to put them would clearly be a cost which EDF would like to avoid. So much for EDF's arguments regarding the legacy benefits of the SLR. In summary, SLR is the wrong choice for an access road. But if it is built, it should be removed post the construction period. If EDF is obliged to remove it, it might reconsider the choice of route on the grounds of comparative cost.

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NF NON-FITTING

Dear Sizewell C Co I am writing on behalf of the members of Suffolk Coastal Friends of the Earth, of which I am Coordinator. Our main concern involves Bridleway 19 (change 16), as this is regularly used by a good number of our members, some of whom are horse riders. Local equestrians have been asking for some time that the original Bridleway 19 that became the road of Lovers Lane for the construction of Sizewell B be made much safer. It is currently extremely hazardous for pedestrians and horse riders alike, as well as cyclists. Sizewell C would indeed provide such an opportunity. Local horse riders have been hopeful of a link to Bridleways 27 and 26. The route you are suggesting around Paines Plantation is not the one preferred by these users, although from our perspective we would not be in favour of the removal of so many trees. We suggest that you speak to local horse riders to find the best way forward. Our main concern is further north, where Bridleway 19 passes through the proposed construction site. As it is so regularly used, a suitable and safe alternative must be provided to any part of it stopped up. Yet, according to AS-261, the proposed alternative route would not be in place for pedestrians until after the initial construction stage and not at all for equestrians until the entire construction of SZC is complete. Needless to say, this does not comply with highways regulations. We therefore look forward to a more satisfactory alternative being proposed

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600034

Stakeholder Type:

Enter stakeholder type

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Name

[redacted]

What is your e-mail?

[redacted]

Address

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

EN010012-003148 Bridget Chadwick reference: SIZE-AFP170 The Studio, The Common, Leiston IP16 4UL I object to the building of a new nuclear power station on the Suffolk coast on all the grounds, which I endorse completely, put to you so ably by Alison Downes of Stop Sizewell C. In addition, I wish to add my views that: 1. Suffolk's AONB, Heritage Coast and the rare and fragile environment of the Suffolk Sandlings are absolutely the wrong location for such an enormous project – especially when our receding coastline is so much under threat from global warming, rising sea levels and increasingly severe storms

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YES

Unique Identifier:

TCP600035

Stakeholder Type:

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Address

[redacted]

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If so, which?

Enter your organisation name

Job title

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NF NON-FITTING

Dear Sirs, As an interested party I have spoken at the online hearings and have kept myself informed of all the late amendments to the proposal, but the overriding concern I have, as a local resident, is why all the route "improvements" you are planning have to wait until after "the early years". The prospect of ANY years of construction vehicles and workers on existing roads, without appropriate mitigations, from the A12/A14 to the B1122 is unacceptable in the extreme. If we are to endure over a decade of this scale of destruction to our lifestyles and livelihoods, alterations must be completed before the construction starts!

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YES

Unique Identifier:

TCP600036

Stakeholder Type:

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NF NON-FITTING

Dear Sir, Response to Sizewell C Consultation on Further Proposed Changes I have responded to your previous stages of consultation proposals and I am now responding to yet further changes submitted for the 'Consultation on Further Proposed Changes'. I write to express my continued disappointed in EDF's approach to every stage of their consultation and stress my opposition to the SZC project. In the message in the foreword to the document presenting the proposals for consultation, Julie Pyke, Director of Finance and Economic Regulation, does her best to suggest that this consultation results from EDF's desire to improve even further proposals that have been refined to the nth degree by collaboration with the local community. Nothing could be further from the truth. That these proposals are even necessary is a legacy of EDF's choice not to listen to reasoned criticism of proposals at the early stages of consultation and their lack of engagement with the local community and the many stakeholders who will be hugely affected by this project's inappropriate scale for the setting. Within weeks of submitting the DCO application in May 2020, EDF submitted proposals for changes to the DCO. These were consulted on in December 2020. Now, six months on, further changes whilst the clock is ticking on the public enquiry deadlines. What is more, some of these proposals were suggested over two years ago. So, there was ample time to consider them fully and integrate them into the original DCO application if EDF had engaged meaningfully back then. This lack of meaningful engagement early on and the subsequent ad hoc approach to the detailed proposals inspire very little confidence in EDF's capacity and suitability to construct two nuclear reactors and the associated works.

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YES

Unique Identifier:

TCP600037

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Save our Sandlings

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NF NON-FITTING

Response to EDFs Stage 6 proposals: [redacted] [redacted] Save Our Sandlings Response to EDFs Stage 6 proposals: EDFs timing of last minute amendments to their proposals give the look of these being rushed through into the process at the last minute and will deny interested parties proper time to properly look at them. EDF have had 8 years and to try to do things in this way is underhand. It is just chucking in what are in some cases big additions or changes at the last minute without giving interested parties time to research and understand the full consequences. For example Bridleway 19 is an extremely important route used by residents,tourists, walkers, cyclists and horse riders. EDFs proposals will interfere with its use in breach of the conditions around any developments and result in long term closures of parts of the Bridleway. This is not acceptable and I hope the Planning Inspectorate acts accordingly. The proposal for a 400 caravan site with 600 intinerant workers on Eastlands industrial estate is not acceptable. This will increase the population of Leiston by ten per cent and these people have no incentive to be socially responsible. When Sizewell C was being built there was extreme drunkeness in the town, anti -social behaviour, a drug problem with users and dealers connected to the workforce and prostitutes were bused in. All this when the Primary School in King George's Avenue is next to the itinerant workers caravan site. There is growing opposition to this project as the cost of truly renewable energy such as wind farms has dropped and is now much better value than nuclear. Several other proposed nuclear projects were cancelled because they are not commercially viable. EDF is a foreign firm on the verge of bankruptcy so is desperate for this project to save the company and it would be total folly for the British government to try to bail them out by getting the British taxpayer tied in to a very bad deal for decades to come. Why should the British public bail out a foreign private firm. The project will pump in Carbon Dioxide emissions into the local atmosphere for 25 years - it will not become cardon neutral until 2050 by which time the damage is done. East Suffolk relies heavily on its tourist industry. EDF says that jobs will be created but this will be outweighed by the loss of jobs and income to the tourist industry should the project go ahead and most of EDF's jobs will not be local. Minsmere Bird Reserve borders Sizewell and this will be very detrimentally affected with bird flight patterns cut off by massive construction works. From an environmental point of view it would be a catastrophe. It's 12+ years of construction with hundreds of lorries a day, concreting works and new roads will devastate the coastal area of Outstanding Natural Beauty. The carbon emissions during this period would be massive and are ignored - as are the cost and danger of storing spent fuel for centuries to come. No reactors of this type are working anywhere in the world having had technical and design problems. The government should not support any proposal to build Sizewell C and D - for environmental reasons, financial reasons, technical reasons and the lasting damage it would do to the area's population, wildlife and the vital tourist industry on this part of the Suffolk Heritage Coast - its AONB's and sites of triple scientific interest and special protected areas. Aldeburgh, Snape and other cultural centres are right on the doorstep as is RSPB Minsmere. This is not a place for massive industrialisation – quite the opposite. Sizewell C should be stopped now.

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600038

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

[redacted]

What is your e-mail?

Enter your e-mail

Address

Are you responding on behalf of an organisation?

Yes

If so, which?

[redacted]

Job title

Interested party reference number (if applicable)

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(ii) Removal of trees

To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.

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NF NON-FITTING

Consultation 6 Response Response of behalf of [redacted] to Consultation 6 In reviewing the proposed changes detailed in Consultation 6 from EDF re Sizewell C development, we welcome the fact that EDF have revisited the road design along Pretty Road. It is essential for local communities that this road is left open and access to and from Saxmundham is retained. The other effect of this change is that it now removes the obvious link from Pretty Road to the SLR and reduces the likelihood of rat running through Pretty Road and Saxmundham. We have always firmly believed that the SLR has no legacy and as such should be developed as a road to take traffic to the Sizewell sites without impacting on local communities and economies. This leads me to consider the proposed link from the B1125 to the SLR. It seems obvious that linking the B1125 to the SLR will only encourage traffic to cut through from the A12 at Blythburgh, rather than using the A12 to Yoxford and the designed SLR link. The B1125 is a local road linking the A12 at Blythburgh to north to the B1122 to the south. The route is already heavily constrained through the villages of Blythburgh, Westleton and Middleton, to such an extent that weight restrictions are in place (except for loading) at the A12 junction with the B1125 as stated in the Create DL2 submission. The points previously made at DL2 and DL3 remain relevant and not repeated here. Beyond legal measures we do not see that there are any real means of stopping Sizewell traffic using this cut through. As such it seems nonsensical to directly link the B1125 to the SLR positively encouraging cutting through

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600039

Stakeholder Type:

Enter stakeholder type

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[redacted]

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[redacted]

Address

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

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NF NON-FITTING

Dear All, I live on Riverview right next to the railway track that passes Woodbridge, Melton up to Lowestoft. I understand that you are planning on using freight trains at regular intervals during the night for work at Sizewell C. I am not happy about this at all. You can hear very clearly even with windows closed trains passing, and I am not even as close to the line as some properties are, I am a bit further back. Also, the wildlife will get disturbed and there is plenty of it being next to the River Deben and along the hedgerows of the countryside. I think like many others that building on a beautiful nature Reserve which as we know featured on the series Springwatch a couple of times is total and utter madness, quite perverse in my opinion. We all know that climate change is happening and we need as many trees/wildlife as possible...not Sizewell C, additional run ways at Stanstead, the building of huge cars, HC2 and the like. Building on a nature reserve and the impact on everyone will be tremendous. There is more to life then just the economy. There won't be any economy at this rate if our planet has been destroyed by mother nature. Will someone see sense and stop this planning altogether and maybe build off shore wind farms instead? I look forward to your response.

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Is Key Stakeholder?

YES

Unique Identifier:

TCP600040

Stakeholder Type:

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NF NON-FITTING

Dear Sirs, I am once again writing to inform you of the impact that building Sizewell c will have on our day to day lives. You say that you are proposing changes to improve bridleway 19 but as a local person who rides this bridleway I cannot see how your proposals are an improvement. At the public displays it was explained that a new route was proposed with crossings for pedestrians and cycles and horses. Now it seems that this new route is intended to replace the existing bridleway 19. I live in Leiston but keep my horse in Theberton. I ride on and enjoy the bridleway from Eastbridge as it takes us away from the roads and gives us access to Leiston and Sizewell beach via onward paths. The new route is next to already busy 60mph roads, that have become even busier with your vehicles even though the construction of the new power station has not yet had the go ahead. Then there are all those crossings. The ones at the roundabout with the new access road are very worrying. It is unacceptable to think that it is an improvement to expect a horse that is a living animal to stand and wait quietly for the traffic to stop at each crossing when the bridleway we use is quiet and away from any traffic with no barriers or crossings and is a route considered by locals as a relaxing safe path to enjoy. If the new route is to be shared with cyclists and walkers with dogs just how wide will it be. Horses need at least 2 metres bypassing space to safely pass other users of the way inlcuding any horse coming in the opposite direction. You say you want to improve connectivity between the local communities but taking away this bridleway will stop the existing use of this route that connects our villages. I feel that the new route has just been put in to the plans with no real thought about the practicalities. If this new route is intended to be permanant what is going to happen to the old route. Are you intending to give us back our tranquil path when the construction is over in 10 years time. If not then be honest about it. If so why not say so. Where are the safeguards for the trees and hedges and where is the promis to put put back the bridleway how and where you found it. There is a horse crossing planned near the Labs on Lovers lane. We call this death corner as the road is very fast here and is already busy with traffic from the Sizewell sites at shift change. You want to put a heavy vehicles entrance to the construction site and a horse crossing at this point. Before you bought Aldhirst Farm it was possible to cross the road at the labs and ride on the grass verge and field edge along Lovers lane to get to the next bit of bridleway . Then when fencing and gates went up we were forced onto the road. The offer to put in a safe route here for horses is a good idea that should have been done long ago. But this area is now a nature reserve and there is a waterway and wetland to cross. Have you really thought about how to acheive a bridleway here. Your latest proposal in the July community newsletter seems to take away another part of our much loved bridleway along Sandy Lane and put it along side the road behind the trees to the road junction to Leiston town. But this part of the bridleway is the route to the beach. Why are you changing this part. Local people and visiters love the whole area around Sizewell and the beach and every weekend the bridleway is really busy. As a local rider I do not think the new route is suitable or safe for horse riders so it is not an improvement. If it is not be available for horse riders anyway, how will my family and I be able to take my horse from Theberton to Leiston or Sizewell for the next ten years or ever. I love riding on the dunes at the beach, and many riders customarliy ride on the beach. But as this is not a bridleway we will loose this too as it is not in your plans anywhere.

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YES

Unique Identifier:

TCP600041

Stakeholder Type:

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Suffolk County Highways

Job title

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NF NON-FITTING

[redacted]k Dear CONSULTATION RETURN PROPOSAL: Consultation Document Consultation on Further Proposed Project Changes June – July 2021 LOCATION: Sizewell C Suffolk County Highways response to SZC DCO Changes 16, 17 and 18. Change 16: Abbey Road / Lovers Lane i) Abbey Road relocation of Pegasus Crossing on BW19 (fig 2.2) 1.1 Subject to detailed design and road safety audits the LHA has no objection to the relocation of the Pegasus Crossing as shown in fig 2,2 and described in 2.2.1 to 2.2.3. ii) Lovers Lane relocation of Pegasus Crossing on BW19 (fig 2.3) 1.2 The LHA notes that issues have been raised during the design process regarding the visibility for motorists on Lovers Lane approaching the Pegasus crossing shown in fig 2.3 particularly from the west due to the crest between the HWRC and the crossing. Details of the layout showing that acceptable visibility can be provided before the authority can agree to these changes being acceptable. iii) Removal of trees adjacent to BW19 (fig 2.4) 1.3 In transport terms the LHA does not object to the removal of trees on the route of the proposed BW19 diversion subject to assessment of the environmental and ecological impacts. The authority would ask the applicant to confirm that consideration has been given to any drainage requirements including location of ditches, drains or soakaways associated with BW19 within this change. iv) Relocation of Mammal Culvert 1.4 The change to the location of the mammal culvert is considered by the LHA to be an improvement in highway design terms moving it away from the HWRC access. This is subject to an acceptable detailed Your Ref: Our Ref: Date: 12th July 2021 Highways Enquiries to: steven.merry@suffolk.gov.uk Sizewell Co Email: Planning. Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX www.suffolk.gov.uk design, specifically in terms of cover between the culvert and the road surface noting that Lovers Lane being part of the DfT's preferred heavy load route to SZB (HR100). Change 17: Two Village Bypass i) Flood relief culvert 2.2 The LHA has no objection in principle to shortening of the flood relief culverts from 70m to 50m. However, it notes that the location of the eastern infiltration lagoon is different to that in what the LHA understands is the latest highway design submitted to the authority (SZC-AD0320-WSP-TVBHDG-ZZ0000-DRW-HCD-305002 Rev P01). It will respond to the applicant on these matters separately. ii) PRoW Change 2.3 SCC is disappointed that the PRoW shown in fig 3.2 are not being upgraded to bridleways but respects the position of local residents on this matter. It maintains that the bridge over the bypass should be retained in its current form so that if at a later date these or other PRoWs are changed the facility remains. We note that in fig 3.3 it is referred to as a 'footbridge'. The LHA regards this bridge as a significant benefit creating a route by which pedestrians can cross the bypass without crossing the carriageway. The authority is of the opinion that footways E-243/003/0 and E-243/011/0 form an important east west link from Farnham to the minor roads and rights of way to the east towards Blaxhall, Gromford and Snape. iii) PRoW change (Friday Street roundabout) 2.4 The LHA welcomes the enhanced pedestrian facilities at the proposed A12/A1094 roundabout subject to detailed design and road safety audits. However, fig 3.3 shows the 'footpath' (not cycleway?) ending without any link to rights of way, Friday Street Farm or other highway NMU facilities. More details are required before the LHA can confirm that these proposals are acceptable. 2.5 Not shown in fig 3.3 is how access is gained to the infiltration lagoon for maintenance. If, as the LHA understands, this is via the A1094 to the west of Friday Street Farm this provides an opportunity to link Benhall Footway 028 adjacent to the infiltration lagoon to the NMU infrastructure adjacent to the A12. Change 18: Sizewell Link Road i) Pretty Road Bridge 3.1 The LHA does not object to the change of the Pretty Road Bridge to allow use by vehicles provided that this does not adversely affect the facilities provided for non motorised users and that approval in principle can be agreed for the design. The bridge is of great importance to pedestrians, cyclist and equestrians as this is the only grade separated crossing along the length of the SLR. The authority does not object to removal of the junction of the realigned Pretty Road and the SLR. It does note that the revised layout has benefits enabling residents of the Theberton area good access towards Saxmundham but potential disadvantages in that if any SZC traffic (light vehicles) uses the same route they would continue through Theberton village on the existing B1122 route to and from the main site. This would strengthen a case for traffic management features within the village. ii) Changes to PRoW 3.2 E-344/014/0: Acceptable 3.3 E-344/013/0: Acceptable to avoid steps 3.4 E-584/016/0: Acceptable to provide a perpendicular crossing of the SLR and a small reduction in length. 3.5 Littlemore Road: There is a balance between the original layout and the change proposed. The change whilst shortening the length of the route requires two crossing points rather than one. However, the single crossing is past the junction o the Middleton Link Road and the main SLR so would carry the Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX www.suffolk.gov.uk combined volume of traffic (little traffic is expected to turn in and out of the SLR from the west onto the link road). The changed route is further from the road and likely to be of higher amenity benefit. Thus, on balance the LHA accepts the change. 3.6 Fordley Road: Due to the small area of the plan it is difficult to see the change in the wider context and enable the authority to respond. 3.7 E396/017/0: Minor changes in arrangement are acceptable 3.8 E-396/023/0: Reluctant to accept this change due to the increased length and reduction in amenity value being so close to a busy road. The authority is reviewing any potential alternatives. However, it is accepted that this change may be unavoidable to create a safe crossing point on the SLR. 3.9 E-396/020/0: Acceptable 3.10 E/396/015/0: It is difficult to understand the context of this change without inclusion of the highway design. 3.11 E-396/015/0 and E-515/005/0: Proposed changes are acceptable 3.12 E-515/007/0: Acceptable 3.13 E-515/013/0: Acceptable iii) Gravity Drainage 3.14 The proposals to achieve a gravity drainage solution rather than one reliant on pumping is welcomed by the LHA subject to confirmation it is achievable. The authorities preference is for drainage routes beyond the highway boundary (ie that adjacent to the carriageway) to be secured by easements or wayleaves iv) Highway works – B1122 near Browns Plantation 3.15 The LHA has no objection to the proposed change. v) Highway works – B1125 link 3.16 The LHA has no objection to the proposed change being supportive of a gravity drainage solution rather than requiring pumping. vi) Highway works: Hawthorn Road and B1122/B1125 link. 3.18 The LHA has no objection to the proposed change. vii) Highway works – Middleton Moor Roundabout 3.19 The LHA has no objection to the proposed change. viii) Minor revisions to the limits of deviation: trust Farm Link / B1122 junction, Moat Road, SLR junction with existing B1122. 3.20 The LHA has no objection to the proposed changes. Regards Steve Merry Transport Policy and Development Manager Temporary Traffic Manager Growth, Highways & Infrastructure Suffolk County Council Endeavour House, Russell Rd, IPSWICH, IP1 2BX Tel [redacted] .

Processing your data

Traverse, an independent research company, have been appointed to undertake processing and analysis of responses to this consultation. All personal data will be held in accordance with the General Data Protection Regulation (GDPR) (EU) 2016/679 and your personal data will not be transferred outside of the European Economic Area. Traverse's full Data Protection Policy and Privacy Statement can be found at traverse.ltd or by contacting Traverse on 0207 239 7800 / info@traverse.ltd

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600042

Stakeholder Type:

Enter stakeholder type

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You are welcome to answer as many or as few of the questions as you like. Please note you can also provide your feedback by writing to us. You do not need to submit a completed questionnaire as your official response.

To return a hard copy, or any other written response, please send it to FREEPOST SZC CONSULTATION (no stamp or further address required). You can also provide feedback by email to info@sizewellc.co.uk.

The deadline for responses to this consultation is **midday on Monday 12 July 2021.**

Your Details

Name

Enter your name?

What is your e-mail?

Enter your e-mail

Address

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Natural England

Job title

Interested party reference number (if applicable)

Privacy notice

Our privacy notice provides information on what personal data we will collect as part of this process, how we will collect it and what we will use it for. You can access our privacy notice at: **https://www.edfenergy.com/privacy/NNB** or you can request a paper copy by emailing: **dpo@edfenergy.com**.

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Page 1 of 5 Date: 12 July 2021 Our ref: 356427 Carly Vince Chief Planning Officer EDF Energy info@sizewellc.co.uk [redacted] Sizewell C Consultation on Proposed Changes (June – July 2021) Thank you for seeking our advice on the above in your consultation dated 09 June 2021 which we received the same day. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. You will be aware that the we recently submitted our Written Representations in response to the Sizewell C Project Development Consent Order (DCO) application within which we raised and reiterated a number of outstanding concerns in the context of our remit. This current consultation includes a number of minor changes to the application as originally submitted and we readily accept that these material changes are within the substance of what was originally applied for. Few of these initially appear relevant to the interests within our statutory remit but may also need to be reviewed by us in detail in terms of the corresponding impact assessments, underpinning surveys, technical reports, mitigation/compensation strategies etc. The repositioning of the mammal culvert on Lover's Lane appears to be in response to our (and others) outstanding concerns on the ecological connectivity between Aldhurst Farm and Sizewell Marshes Site of Special Scientific Interest (SSSI) and represents progress in this regard which we very much welcome. As you are aware, we are also concurrently engaging in the DCO Examination process for which there are regular submissions of new information to review with the aim of progressing some of our key outstanding concerns. Again, we welcome this and remain committed to working with you to resolve and reach common ground on as many of these as possible over the coming months. We include our advice and comments in relation to the above consultation within Annex I below. Please note that all comments in this response are made without prejudice to any future comments we may wish to make on all Sizewell C-related consultations. We also reserve the right to show a copy of this letter, and subsequent correspondence, to the Planning Inspectorate, in order that they may be aware of our concerns. We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us. Page 2 of 5 Yours sincerely Natural England 12 July 2021 Annex I: Natural England's advice on the Sizewell C Consultation on Proposed Changes (June – July 2021) Page 3 of 5 [Editor's note: Please see original attachment for Table] [Editor's note: text from table to follow] Table 1: Natural England's detailed advice on the proposed changes Natural England comment reference Proposed Change Advice on the scope of the 'Updated Environmental Assessment' Advice on the 'Next Steps and Further Assessment' General advice 1 Proposed Change 16: Lover's Lane and Main Development Site Access Works i. Public Right of Way (PRoW) change (Bridleway 19) and the relocation of the Pegasus crossing ii. Removal of trees from the tree belt adjacent to Bridleway 19 at its southern end (north of Sizewell Gap) iii. Mammal culvert (pp. 7-8 of the consultation document) The Environmental Assessment should scope in potential changes in: ▪ Impacts on water voles and otters as a result of re-location of mammal passage. ▪ Biodiversity Net Gain (BNG) calculations due to changes in losses/gains of nonstatutorily designated habitats (e.g. priority habitats) (Environmental Statement (ES) issue) ▪ Impacts to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) (Landscape and Visual Impact Assessment (LVIA) issue) from removal of strip of approximately 0.24 ha of mature trees. Further assessment work required would appear to include: ▪ Updated LVIA for review ▪ Updated protected species' mitigation strategies for review ▪ Updated BNG report for review ▪ Updated Outline Landscape and Ecology Management Plan (OLEMP) for review ▪ Updated ES ecology chapters for review (including designated sites and protected species' impact assessment conclusions) Terrestrial ecology Natural England very much welcomes the proposed change to re-position the mammal culvert which passes under Lover's Lane to optimise its position along the Leiston Drain watercourse for improved ecological connectivity and use by mammals. Our previous concerns on this issue as outlined in our Relevant Representations and Written Representations have now been addressed 'in principle'. Whilst this change represents progress in the context of our outstanding concerns, we will still need to review the accompanying detailed information and assessments which will need to be updated by the Applicant in the submission to the Planning Inspectorate. Whilst these changes appear to be fairly minor and unlikely to alter the conclusions with regards impacts to protected species and updated BNG calculations, this needs confirming through the relevant technical reports and assessments. AONB The consultation document does not anticipate any change to impacts on the AONB from this change which appears to be a reasonable assumption which needs confirming through the relevant assessments; this change includes the felling of a significant amount of mature trees, the impacts of which will need to be assessed and mitigated for appropriately. Page 4 of 5 Natural England comment reference Proposed Change Advice on the scope of the 'Updated Environmental Assessment' Advice on the 'Next Steps and Further Assessment' General advice 2 Proposed Change 17: Two village bypass i. Flood Relief Culverts ii. PRoW change (removal of bridleway upgrade) iii. PRoW change (Friday Street roundabout) (pp. 8-9 of the consultation document) The Environmental Assessment should scope in potential changes in: ▪ Impacts to the AONB (LVIA issue) from change to accommodation access Further assessment work required would appear to include: ▪ Updated LVIA for review AONB The consultation document does not anticipate any change to impacts on the AONB from this change which appears to be a reasonable assumption which needs confirming through the relevant assessments. 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Minor revisions to the limits of deviation (pp. 59-71 of the consultation document) The following potential changes are scoped in which we welcome: ▪ Impacts on landscape and visual impacts (LVIA issue) Further assessment work required would appear to include: ▪ Updated LVIA for review ▪ Updated ES ecology chapters for review (including designated sites and protected species impact assessment conclusions) ▪ Updated OLEMP for review AONB The consultation document does not anticipate any change to impacts on the AONB from this change which appears to be a reasonable assumption which needs confirming through the relevant assessments. Whilst these changes appear to be fairly minor and unlikely to alter the conclusions with regards impacts to protected species and updated BNG calculations, this needs confirming through the relevant technical reports and assessments.

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600043

Stakeholder Type:

Enter stakeholder type

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Your Details

Name

Enter your name?

What is your e-mail?

Enter your e-mail

Address

Are you responding on behalf of an organisation?

If so, which?

Kelsale-cum-Carlton Parish Council

Job title

Interested party reference number (if applicable)

Privacy notice

Our privacy notice provides information on what personal data we will collect as part of this process, how we will collect it and what we will use it for. You can access our privacy notice at: **https://www.edfenergy.com/privacy/NNB** or you can request a paper copy by emailing: **dpo@edfenergy.com**.

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NF NON-FITTING

- 1 - Sizewell C Detailed review of the SZC Co. Public Consultation (11th June to 12th July 2021) Introduction Kelsale-cum-Carlton Parish Council [KcCPC] have participated fully in the Sizewell C Pre-Application Consultations and Process since 2011, including the first 'Post dDCO Application Consultation' which marked the commencement of KcCPC's ninth year of responding to a plethora of; 'possibilities', 'potential', 'opportunities', 'ideas' and 'initiatives' that have subsequently largely been; qualified out, significantly modified, re-badged or still remain subject to 'continuing analysis'. Nevertheless, KcCPC have once more committed hours of work to review the 48-page document, not only in the context of the previous Pre-Application Consultations, but also the huge volume of documents accompanying the ongoing dDCO Application and Examination. As is now clear, having set 'hares running', SZC Co. have chosen to further exploit the intense pressure on limited community resources to bring forward yet more 'possibilities', 'potential', 'opportunities', 'ideas' and 'initiatives' that largely remain incomplete or lacking in; underpinning data, detailed analysis, necessary agreements, cumulative impact analysis, any appraisal of likely unforeseen consequences and their wider efficacy. Nevertheless, KcCPC recognise that it must continue to participate in the prescribed process in order to try to safeguard the community of Kelsale-cum-Carlton and Coastal Suffolk from the worst excesses of SZC Co. The following pages summarise KcCPC's review of the SZC Co. Consultation Document. In principle we are in favour of the enhance Pretty Road Bridge Proposals however a number of questions are raised by the Consultation Document and these are identified with a Q at the left-hand side. The Council anticipate SZC Co. responding to these questions! Note: The absence of a specific comment in this response does not imply, nor should it be interpreted as implying Kelsale-cum-Carlton Parish Council having no issues pertaining the paragraph where there are no views expressed. - 2 - CHAPTER 1. INTRODUCTION 1.1.1 No comment CHAPTER 2. MAIN DEVELOPMENT SITE PROPOSED CHANGE (PROPOSED CHANGE 16) 2.1 No comment CHAPTER 3. TWO VILLAGE BYPASS PROPOSED CHANGE (PROPOSED CHANGE 17) 3.1 No comment CHAPTER 4. SIZEWELL LINK ROAD (PROPOSED CHANGE 18) 4.1 Introduction 4.1.1 Would a road such as the proposed SLR with a speed limit of 60mph, create road safety issues? Moreover would it be possible to include speed enforcement cameras from the outset to stop it becoming a "drag strip" at less busy times. 4.2 Description of, and justification for, Proposed Change 18 i Pretty Road Bridge 4.2.2 Q Can SZC confirm the proposed bridge would be available to carry all motorised and non-motorised traffic? Q Do SZC anticipate any SZC construction traffic (commercial/HGV and/or worker vehicles) using the Pretty Road/Theberton Bridge. If so under what circumstances and with what safeguards? Figure 4.1A Inset 1 Q What measures will be in place to prevent 'stopped up roads' becoming the target of 'fly tipping' and HGV "lay-up" spots? What provisions will SZC make for the clearing of any accumulations and detritus from any HGV "lay-up" (bottles, litter etc)? Q What is an 'accommodation track' and for what/whom? What restrictions and safeguards will be in place? Figure 4.1B Inset 2 Q What is the form of 'pond re-instatement' to be undertaken to ensure no loss of biodiversity, and ideally increasing? What post re-instatement management and monitoring will be in place until a "stable state" is achieved? Figure 4.1C Inset 3 Q What traffic management will be in place to permit access/egress of AIL's without potential 'black-spot' being created? Q What pollution and other issues do SZC foresee in respect of the route of Minsmere Old River to the north of the SLR? What safeguards will be in place to avoid contamination along its entire course (rubber run-off spills etc)? - 3 - Q According to the consultation document Fordley Road South will still be freely accessible from the SLR thus enabling a "rat run" to form through it and through our Parish. Unfettered access is not acceptable to our Parish and we are consulting with residents in respect of this issue via the Summer Edition of Community News. Q In the early years what are the foreseen impacts to maintaining access on the roads to site? Figure 4.1D Inset 4 Q According to the consultation document Hawthorn Road will not only be accessible to Local Traffic but SZC Construction and Workers traffic. This is not acceptable to local communities and as with Fordley Road, Local residents need to be able to access services but not have the stress and inconvenience and delay of SZC traffic. Potential for "no construction traffic" signage? And/or Local traffic only, with plus and minus analysis by Suffolk Highways or limited width access points for example at points prior to North Green crossing? Figure 4.1E Inset 5 Q What is the evidenced 'performance'/success of 'bat hop-over' planting? (Please see KcCPC Community Impact Report -section on Biodiversity) Figure 4.1F Inset 6 Moat Road being stopped up will cause loss of amenity/utility to Kelsale-cum-Carlton and to other Coastal Suffolk residents. Safeguards would be required as per 4.2.2. i Prow 4.2.6 No doubt the District & County Councils will advise on the safety of pedestrians and other non-motorised road users (including biodiversity – no roadkill if it can be avoided) crossing a busy road with a 60 mph limit. 4.3 Environmental impact of Proposed Change 18 (4.2.3) Please note that Kelsale-cum-Carlton Parish Councils position on the SLR is consistent, as we still are firmly of the opinion that the proposed road is located in the wrong place, severing communities, moreover with no legacy benefit, we still wish it to be removed on completion of construction (or earlier if at all possible) This is especially relevant as if it was retained, as it would appear that SCC would be required to pay for the upkeep as indeed they are expected to pay for the maintenance of the Highway network in Suffolk (exc A14) at cost to the taxpayer rather than by SZC. CHAPTER 5. RESPONDING TO CONSULTATION 5.1 No comment Kelsale-cum-Carlton Parish Council's review of SZC Co.'s Public Consultation (11th June to 12th July 2021) ends.

Processing your data

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Consultation on minor proposed changes

Is Key Stakeholder?

YES

Unique Identifier:

TCP600044

Stakeholder Type:

Enter stakeholder type

The development consent application for the Sizewell C Project was submitted on 27 May 2020 and is currently being examined by an Examining Authority that was appointed on 30 June 2020. On 21 April 2021, the Examining Authority accepted for examination 15 changes (the "Accepted Changes") to the Project proposals.

We have continued to listen and respond to feedback on our proposals from the local community and stakeholders. This on-going engagement, along with detailed design work, has resulted in a number of further small-scale proposed changes that aim to enhance the Project (numbered Proposed Changes 16 to 18 to follow on from the 15 Accepted Changes).

We are now consulting on Proposed Changes 16 to 18, which are particularly relevant to communities near to the proposed Sizewell link road, the two-village bypass, and in the Leiston-Sizewell area. This questionnaire has been designed to be answered once you have read about our proposed changes in the Consultation Document, which is available at www.sizewellc.co.uk.

You are welcome to answer as many or as few of the questions as you like. Please note you can also provide your feedback by writing to us. You do not need to submit a completed questionnaire as your official response.

To return a hard copy, or any other written response, please send it to FREEPOST SZC CONSULTATION (no stamp or further address required). You can also provide feedback by email to info@sizewellc.co.uk.

The deadline for responses to this consultation is **midday on Monday 12 July 2021.**

Your Details

Name

[redacted]

What is your e-mail?

Enter your e-mail

Address

[redacted]

Are you responding on behalf of an organisation?

If so, which?

Enter your organisation name

Job title

Interested party reference number (if applicable)

Privacy notice

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Proposed Change 16: Lover's Lane and Main Development Site Access Works

(i) Bridleway 19

We are proposing to improve Bridleway 19 (south of the new B1122/Lover's Lane junction) by changing the alignment of the route to make it less steep. We are also proposing to relocate (10m to the south) the signalised (Pegasus) crossing on Lover's Lane to improve visibility and safety.

16(i) Do you think this potential change is:

(ii) Removal of trees

To allow enough space for the southern end of Bridleway 19 to comply with highways design guidelines, we are proposing to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation. This would require removal of some trees at the northern edge of Paines Plantation. This would avoid disturbing the established grassland and heathland habitats where reptiles hibernate in the adjacent field.

16(ii) Do you think this potential change is:

(iii) Mammal culvert

We are proposing to reposition the mammal culvert passing under Lover's Lane so it is closer to Leiston Drain. This location would make the crossing more attractive and effective for mammals to use, while fencing would help guide them to it.

16(iii) Do you think this potential change is:

16-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

Proposed Change 17: Two village bypass

(i) Flood relief culverts

Reflecting feedback and Environment Agency advice, we are proposing to reduce the length of the flood relief culverts through the River Alde overbridge embankment from 70m to 50m. This would reduce the risk of blockages and maximise the chances of otters using them.

17(i) Do you think this potential change is:

(ii) Removal of bridleway upgrade

We are no longer proposing to upgrade two existing footpaths (E-243/003/0 and E-243/011/0) to a bridleway. This is in response to feedback from the local community and a review of the DCO application that found the upgrade was not legally justified as a mitigation for the impacts of the two-village bypass.

17(ii) Do you think this potential change is:

(iii) Friday Street roundabout

We are now proposing to create a crossing for pedestrians and cyclists across the north-eastern arm of the proposed Friday Street roundabout to provide a link between the 'old' A12 and the 'old' A1094. This would improve safety for pedestrians and cyclists, particularly between Farnham and Friday Street farm.

17(iii) Do you think this potential change is:

17-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

Proposed Change 18: Sizewell link road

(i) Pretty Road Bridge

Previously only for pedestrians, cyclists and horse-riders, we are now proposing a bridge that will also be suitable for vehicles so Pretty Road can continue to provide a road connection, for example between Theberton and Saxmundham.

18(i) Do you think this potential change is:

(ii) Public rights of way

Our detailed design work has highlighted some changes to public rights of way around the Sizewell link road to improve safety at crossing points and better reflect the local landscape.

18(ii) Do you think this potential change is:

(iii) Gravity drainage

We are proposing changes to allow for a gravity drainage solution - potentially removing the need for pumped drainage - to the west of the East Suffolk Line (south of the proposed Sizewell link road).

18(iii) Do you think these potential changes are:

Highway works

We have developed changes at a number of locations to improve compliance with road design standards and enhance connections to the Sizewell link road:

18(iv) (iv) B1122 near Brown's Plantation. Do you think this potential change is:

18(v) (v) B1122/25 link. Do you think this potential change is:

18(vi) (vi) Hawthorn Road. Do you think this potential change is:

18(vii) (vii) Middleton Moor roundabout. Do you think this potential change is:

18(viii) (viii) Trust Farm Link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122. Do you think this potential change is:

18-C Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

NF NON-FITTING

[redacted] 10 July 2021 Dear Sirs In the latest Community Newsletter you ask for comments about proposed improvements to Bridleway 19. This bridleway is part of a network of routes that have been regularly ridden by local horse riders. My late mother-in-law [redacted] was a keen horse rider and used all the local routes along with friends and other members of her family. She would say to us youngsters 'Do not let them stop you!' Horses were her life and she has passed this passion down the generations. She would turn in her grave is she knew what was being planned. I live in [redacted] and over the years have regularly ridden out with my family and friends on all the local routes. The bridleway from Eastbridge to Sizewell gives us access to the beach and what a joy it is to ride there. We ride to explore and enjoy the countryside, and for children growing up there is no better way to teach them self-confidence and respect for the countryside. My daughter is now [redacted] and in her teens was able to ride out without supervision as the tracks and roads were so quiet. The world is very different now. All the local roads are now horrendous with traffic and they are getting worse. The potential increase in heavy vehicles to and from the intended construction of a huge new power station will make the situation even worse. Into this you propose to create a replacement for our quiet off road route of bridleway 19 which will be adjacent to the busy main roads, including new roundabouts and the access road for heavy traffic to the Sizewell C site. The thought of using traffic light crossings with horses across these roads and roundabouts is positively suicidal. Life is too precious. Our rights to safe horse riding routes are precious too. Lavender's Great Granddaughter is now [redacted] years old, and is already riding her beloved Shetland pony. By the time the intended construction of Sizewell C is complete she will be a teenager, ready to ride out and explore on her own. How will her family feel if her only access to the beach is by a route next to busy roads and by the traffic light crossings? Her Great Grandmother would say 'Don't go that way, it is too dangerous!' But if bridleway 19 is lost forever, what other way would there be for her to go? The proposed new permanent replacement for Bridleway 19 is not an improvement. Our right of safe passage along the existing way must be preserved. There can be no compensation for the loss of a much loved bridleway with it's trees and hedgerows. The thought of such a loss is just overwhelmingly sad. Yours faithfully [redacted]

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A Attachments

Select files... Drop files here to upload

From: [redacted]
Sent:15/06/2021
To:sizewell@edfconsultation.info
Subject:RE: Sizewell C - latest news. A suggestion
One change which would be much appreciated would be to change the colour of the reactor domes and main buildings to shades of blue or green. The technique is often used in the UK for large warehouses etc, sited in otherwise green or rural surrounds to blend with the skyline or to better disguise against the backdrop. Sizewell is located within an AONB coast after all which attracts many visitors and the change will serve to make Sizewell C visually less intrusive and a better fit with the rural surrounds. I haven't followed the consultation process too closely but would be surprised if such a suggestion hasn't already been made.

Sizewell B sets a good example with its blue dome and although the colour is striking it works well.

Regards

[redacted]

[redacted] Sizewell C <info@sizewellc.co.uk>
Sent: 15 June 2021 11:16
To [redacted]
Subject: Sizewell C - latest news

Subject:RE: Sizewell C - latest news
All I have to say is - just go ahead with your plans and get Sizewell C up and working. Electricity from any source is a must.
I was born in 1922 so I have experienced doing without it!
Friston villagers will suffer the most - but in a very good cause.

Sincerely,

[redacted]

From: [redacted]
Sent:15/06/2021
To:sizewell@edfconsultation.info
Subject:Re: Sizewell C - latest news
Keep a close eye on Taishan! Leaks detected in fuel compartment. What’s the betting that Hinckley will get delayed and the costs will go up - again.

[redacted]

Thankyou for your email

If is has been concluded that Sizewell C is an essential and affordable contributor to the UK power grid .
Please stop all these consultations which must be very expensive and invest those available funds in supporting the 4 village bypass which would be an asset to Suffolk forever.

Kindest Regards

Subject:RE: [External] Sizewell C - latest news
Dear [redacted]

Further to your email below, I can confirm that as the site falls outside the coalfield area, the Coal Authority has no specific comments to make on the amendments to the Sizewell C project.

Kind regards

[redacted]

41x256logonew_coal

From: [redacted]
Sent: 11/06/2021
To: sizewell@edfconsultation.info
Subject: Stopping sizewell c

This is the worst idea in the world involving the rape pillage and destruction of the Suffolk wildlife and countryside. The project should be stopped at once and I'm doing all I can to ensure that happens Yours in anger and [redacted] Sent from my iPhone

From: [redacted]
Sent: 12/06/2021
To: sizewell@edfconsultation.info
Subject: Size well C

To EDF I received another happy clappy waste of money Sizewell C news letter today. I think it's an absolute travesty that you want to build another power station here in Suffolk. This is such an important environment for wading birds and nature you've no business building anything in this area . It's enough we already have a power station on its last legs. We don't want you bringing your misery to our area . It is a huge tourist destination as you know . The years of disruption and loss of tourist revenue will be felt for a long time to come. All these points and more have already been made time and time again I know . Its just every time I receive one of your ridiculous leaflet I get really angry , it just makes me want to fight harder even against you. On the bright side your leaflet does make good composting material. You need to find a better more natural way of harnessing energy . This is after all the twenty first century. Sincerely [redacted]

From: [redacted]
Sent: 18/06/2021
To: sizewell@edfconsultation.info
Subject: Concerns
Dear SCteam, As a resident of [redacted] I am extremely concerned about the potential destruction of this area by the proposed building of the next NP Station here

From: [redacted]
Sent:21/06/2021
To:sizewell@edfconsultation.info
Subject: The Sizewell C Project, Reference Number EN010012: Consultation on proposed changes 16 to 18

FAO [redacted]
Chief Planning Officer – Sizewell C
SIZEWELL C
PINS reference EN010012 - Consultation on proposed changes 16 to 18– Historic England comments
Interested Party Number: [redacted]
This is just to confirm that we have read the consultation document (dated 9th June 2021). I can confirm that we do not have any comments in relation to the documents provided and have noted the changes proposed.
Yours faithfully,
[redacted] East of England

From: [redacted]
Sent: 30/06/2021
To: sizewell@edfconsultation.info
Subject: FW: Sizewell C - Response to Proposed Changes 16 to 18

Dear Sir/Madam,

[redacted] (Unique Reference : [redacted]) would like to make the following comments in response to the proposed changes (16-18) submitted by SZC Co.

All developments of this size will be subject to numerous changes throughout the life of the project. The recent changes, whilst relatively minor, may go some way to address some of the concerns raised by other interested parties. However, there is also the possibility that these changes will result in further concerns for others. The majority of the proposed changes do not have a significant impact on our Parish and therefore fail to address any of the concerns that we have raised in our responses to consultations over recent years.

We sincerely hope that our concerns are still being considered and that appropriate actions taken, and documentation produced, that will clearly identify how our concerns are being addressed.

Regards

[redacted]

18 June '21

[redacted]

Dear Sirs,

Whatever we say or do, quote figures and numbers, you'll still, very unfortunately, go ahead with ruining our county with the monstrosity of SZC. Please current your SCC images to show the awful disruption of building the 'Chernobyl thing', not images of 30+ years time?

STOP SIZEWELL

[redacted]

From: [redacted]
Sent: 05/07/2021
To: sizewell@edfconsultation.info
CC: SizewellC@planninginspectorate.gov.uk
Subject: Sizewell Link Road

Second Notification of Proposed Project Changes 9.27 Revision: 1.0 Regulation: 5(2)(q) Pins Reference Number: EN010012 Date: June 2021 Dear Sir/Madam Sizewell Link Road Fig 3 Dated June 2021. Rev 01 - Fig 5 Rev 01Dated June 2021 I have been a resident in [redacted] for the past 18 months and I was under the impression that the Sizewell Link Road was to be built from the A12 at Yoxford and cross the B1122 on the South side of Theberton and then to Sizewell C as a continuous road to take all construction traffic off the B1122, but this is the first time I have seen these drawings and I'm very surprised to find how it affects the B1122 at Middleton Moor, to the Leiston Road B1125. My only comment is please leave our B1122 alone this is a lovely country ”B road” not an “A" road. I understand the Sizewell Link Road will have to cross the B1122 road near Theberton, but if the roundabout is built at Middleton Moor, a new road opposite Title Road and a new junction Leiston Road (B1125) these will encourage rat runs for employees at Sizewell C through the beautiful villages of Middleton, Westleton and Blythbourgh. We know this will happen as the existing Sizewell employees speed along theses roads now and nobody does anything about it! But if Sizewell C gets the gohead there will be throusands of extra vehicles doing it! I have read an article by a local resident who said this happened during the building of Sizewell B and EDF said it could do nothing about the speeding of these vehicles as they were private vehicles and didn’t belong to EDF! Regards [redacted]

[redacted]

Tuesday 6th July 2021

Dear EDF,

Response to latest consultation

I cannot support the plan for Sizewell C (SZC). My rejection is based on to the length of construction and the upheaval it will cause to both our communities and our sensitive ecological environment here in East Suffolk. Specifically, I have grave concerns regarding how the development would disproportionally impact groups within the [redacted] community i.e. children and women.

Pretty Road, Theberton

While I welcome the concept of leaving Pretty Road open for dog-walking and as a route for those wishing to travel by car to Kelsale and Saxmundham from our local area, I would like reassurance that if built the SLR would not suffer the same fate as so many culvert/ underpasses in Suffolk. See today's recent example.



Moat Road, Theberton – access to Leiston

Currently, to ride by bicycle individually or as a family to Leiston for school, work or leisure, the route taken is **not** along the busier B1122 where the amount of traffic, 60mph speed limit, width of the road, bends and incline makes it less than favourable. The safe route heading south is to turn off the B1122 right onto Moat Road and then left onto the quiet George Road. This is also a walking route for many tourists visiting this area staying at Sycamore Park or the Lion in Theberton; many enjoy this walk to Leiston Abbey and part of a circular route of footpaths. The current plans cut off this safe cycling access from Moat Road to George Road.

[redacted]

Alternatively, Leiston can be reached on foot/by bike via the track from Bakers Hill at Eastbridge leading to Kenton Hills. This route will be lost completely with the development of this area as the main construction site.

The current plans prevent families travelling by foot or bicycle to Leiston which is the only means children have for using their own transport to school and leisure in Leiston.

Additionally, the three Scots Pines at the end of Moat Road are iconic and I fear, looking at current plans, that they will be lost in the repurposing of this junction of



Moat Road with the B1122 and the SLR.

I wish for them to remain in situ.

Quality of life for families in [redacted]

I fear for the wellbeing of our community if the

proposed development is approved. When I spoke at the

Open Hearing in May, we had 17 children living in [redacted].

This has recently increased to 19 children in our [redacted] houses.

The level of disruption which will be experienced by our families if these plans were approved needs to be fully mitigated and compensated. Our families are facing the stark reality of either their children growing up in tranquillity (with an abundance of open space and wildlife, dark skies, easy car journeys and a safe, known community which is the current situation) or our children growing up next to 12 years of industrialisation (unnecessary time being in traffic, constantly experiencing HGV traffic with all the light, air and noise pollution and vibration that the construction brings, in addition to thousands of imported unpoliced workers within walking distance of their safe play spaces together with unviable means of escape in event of a nuclear accident at the nearby operational plant.) To clarify the issues:

- **Noise and light pollution and vibration from the construction and traffic will impact home study and sleep** – young children and shift workers live in [redacted] and their sleep and home study patterns have not been considered in the plans for SZC construction and the SLR.
- **Air pollution** – our children play outside in the [redacted] in communal areas and their private gardens. Our [redacted] is currently surrounded by farmland. The children wait on B1122 for their home-school transport. Their good air quality will be compromised by SZC construction and use of the SLR.
- **Cycle friendly** – our children have safe quiet lanes to cycle on from [redacted]. The plans remove some of these lanes and prevent access to others as detailed above. There are no cycle paths featured on the SLR for future use post SZC construction.
- **Reliant on road transport** – children in [redacted] rely on road transport to access education. Their journeys to and from school will be impacted by increased traffic and the re-landscaping of the road networks and junctions. Increasing the length of their journeys to and from school and leisure to sit in traffic is not acceptable.

[redacted]

- **Reliant on home deliveries** – the distance from major retailers means local families are reliant on home delivery of groceries and other goods to provide for their families effectively. These home deliveries will be impacted and compromised by the SZC construction and use of SLR.
- **Demographic change** – in light of recent publicity surrounding the Sarah Everard case, bringing 1000s of non-local workers into our villages unpoliced poses significant risk to our community, especially to our women and girls. Presently, we are safe to walk the quiet lanes of our area, swim in the sea, go for a run and cycle. These current freedoms would jeopardised by the imported workforce if this plan is approved.
- **Nuclear incident and evacuation** – in the event of an incident at Sizewell B, children and vulnerable adults could be collected from their schools and places of care by their families to evacuate the area. This evacuation will be impacted and compromised by the SZC construction and use of SLR.

Throughout the consultation process, I have always held out hope that EDF would embrace the 21st century and impress me and my children with a vision of working sympathetically with the environment and our community. That hope has now almost completely gone. The plan for SZC is too awful, too outdated, too costly and too lengthy.

We are so bitterly disappointed in how you continue to believe that the Hinkley model fits this really special place that we call home when it so clearly does not.

Yours Sincerely,

[redacted]

[redacted]

c.c. Planning Inspectorate

Richard Smith

Stop Sizewell C

SizewellC
Doing the power of good for Britain

EDF CGN

Consultation on minor proposed changes

Questionnaire

The development consent application for the Sizewell C Project was submitted on 27 May 2020 and is currently being examined by an Examining Authority that was appointed on 30 June 2020. On 21 April 2021, the Examining Authority accepted for examination 15 changes (the "Accepted Changes") to the Project proposals.

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The deadline for responses to this consultation is midday on Monday 12 July 2021.

Your Details

Name [redacted]

Email

Addre

Are you responding on behalf of an organisation?

Yes No ✓

If so, which?

Job title [redacted]

Interested Party Reference Number (if applicable)

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Proposed Change 16

Lover's Lane and Main Development Site Access Works

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Do you think this potential change is:

Appropriate Inappropriate Don't know

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Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

Proposed Change 17

Two Village Bypass

(i) Flood relief culverts

Reflecting feedback and Environment Agency advice, we are proposing to reduce the length of the flood relief culverts through the River Alde overbridge embankment from 70m to 50m. This would reduce the risk of blockages and maximise the chances of otters using them.

Do you think this potential change is:

Appropriate Inappropriate Don't know

(ii) Removal of bridleway upgrade

We are no longer proposing to upgrade two existing footpaths (E-243/003/0 and E-243/011/0) to a bridleway. This is in response to feedback from the local community and a review of the DCO application that found the upgrade was not legally justified as a mitigation for the impacts of the two village bypass.

Do you think this potential change is:

Appropriate Inappropriate Don't know

(iii) Friday Street roundabout

We are now proposing to create a crossing for pedestrians and cyclists across the north-eastern arm of the proposed Friday Street roundabout to provide a link between the 'old' A12 and the 'old' A1094. This would improve safety for pedestrians and cyclists, particularly between Farnham and Friday Street Farm.

Do you think this potential change is:

Appropriate Inappropriate Don't know

Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

Proposed Change 18

Sizewell Link Road

(i) Pretty Road bridge

Previously only for pedestrians, cyclists and horse-riders, we are now proposing a bridge that will also be suitable for vehicles so Pretty Road can continue to provide a road connection, for example between Theberton and Saxmundham.

Do you think this potential change is:

Appropriate ✓ Inappropriate Don't know

(ii) Public rights of way

Our detailed design work has highlighted some changes to public rights of way around the Sizewell link road to improve safety at crossing points and better reflect the local landscape.

Do you think this potential change is:

Appropriate Inappropriate Don't know

(iii) Gravity drainage

We are proposing changes to allow for a gravity drainage solution - potentially removing the need for pumped drainage - to the west of the East Suffolk Line (south of the proposed Sizewell link road).

Do you think this potential change is:

Appropriate Inappropriate Don't know

Highway works

We have developed changes at a number of locations to improve compliance with road design standards and enhance connections to the Sizewell link road:

(iv) B1122 near Brown's Plantation

Do you think this potential change is:

Appropriate Inappropriate Don't know

(v) B1122/25 link

Do you think this potential change is:

Appropriate Inappropriate Don't know

(vi) Hawthorn Road

Do you think this potential change is:

Appropriate Inappropriate Don't know

(vii) Middleton Moor roundabout

Do you think this potential change is:

Appropriate Inappropriate Don't know

(viii) Trust Farm link/B1122 junction, Moat Road junction, and where Sizewell link road would join the B1122

Do you think this potential change is:

Appropriate Inappropriate Don't know

Please provide comments on any or all of these proposed changes, specifying the change to which your comments refer.

At long last you intend to provide a vehicular bridge at Pretty Road.

The route of the Sizewell Link Road is quite wrong but instead the bridge, Eastbridge & Theberton would be completely 'realigned' to meet the B1122

Traverse, an independent research company, has been appointed to undertake processing and analysis of responses to this consultation. All personal data will be held in accordance with the General Data Protection Regulation (GDPR) (EU) 2016/679 and your personal data will not be transferred outside of the European Economic Area. Traverse's full Data Protection Policy and Privacy Statement can be found at traverse.ltd or by contacting us on 0207 239 7800 / info@traverse.ltd

From: [redacted]
Sent: 08/07/2021
To: sizewell@edfconsultation.info
CC: [redacted]
Subject: Sizewell C: Consultation on minor proposed changes

Dear Sir/Madam,

East Suffolk Council (ESC) have reviewed the minor changes (16 – 18) consultation materials and can provide you with the following comments:

Summary - Proposed Change 16: Lover's Lane and Main Development Site Access Works

(i) Public Right of Way (PRoW) change (Bridleway 19) and the relocation of Pegasus crossing

(ii) PRoW change (Bridleway 19) and the removal of trees from the tree belt adjacent to Bridleway 19 at its Southern end (north of Sizewell Gap)

(iii) Mammal culvert

Change 16 - ESC provide the following ecology comments:

Regarding the PRoW change to Bridleway 19, ESC acknowledges that Section 2.3 of the consultation document makes reference to an environmental assessment of the changes having been undertaken, however this assessment does not appear to be provided as part of the consultation. Change 16(ii) proposes the removal of part of the tree belt on the south-western edge of the Studio Field complex adjacent to Lover's Lane. Although the proposed removal will not significantly affect the integrity of the tree belt, no details on the individual trees to be removed is provided, in particular whether any have potential for roosting bats. This must be assessed to determine whether the proposed change will increase the amount of bat roost resource loss that will result from the overall project.

Regarding the mammal culvert, subject to the provision of detailed designs, this change is supported as it places the culvert in a better location than previously proposed.

Change 16 - ESC provide the following arboriculture and landscape comments:

Regarding the proposed removal of a 2m wide strip of trees from the north side of Paines Plantation, ESC do not consider that these tree removals will have any meaningful adverse impact on public amenity. The majority of the plantation will

remain intact and will continue to contribute to local landscape amenity and will screen the existing power station complex from users of Lovers Lane, so on that basis ESC suggest that there would be no grounds for objection on arboriculture and landscape grounds.

Summary - Proposed Change 17: Two village bypass

- ***(i) Flood relief culverts***
- ***(ii) PRoW change (removal of bridleway upgrade)***
- ***(iii) PRoW change (Friday Street roundabout)***

Change 17 - ESC provide the following ecology comments:

ESC have no specific comments on this, although the shortening of the flood relief culverts will potentially be of some small benefit to species such as otter which may use them to move up and down the river catchment (subject to the detailed design including appropriate mammal ledges).

Change 17 - ESC provide the following arboriculture and landscape comments:

The proposed changes are noted and ESC accepts that they make no relevant change to previously submitted landscape and visual impact assessment conclusions and so have no further comment to make in these respects.

Summary - Proposed Change 18: Sizewell link road

- ***(i) Pretty Road bridge***
- ***(ii) PRoW***
- ***(iii) Gravity drainage solution***
- ***(iv) Highway works – B1122 near Brown's Plantation***
- ***(v) Highway works – B1122/25 link***
- ***(vi) Highway works – Hawthorn Road***
- ***(vii) Highway works – Middleton Moor roundabout***
- ***(viii) Minor revisions to the limits of deviation***

Change 18 - ESC provide the following design and conservation comments:

ESC welcomes the proposed revision to the Sizewell Link Road at Pretty Road Bridge. Pretty Road is a historic route that provides direct access in both directions to the Grade II listed Theberton Hall and it is appropriate that it is retained in this function for vehicles rather than becoming a footway/private access as previously proposed. It is also welcomed that there will not now be any road connection between Pretty Road and the new Link Road as this will reduce the land take and landscape impact of this previously proposed new highways arrangement. This will, therefore, reduce the extent of impact on the wider landscape setting of the Hall from the Link Road and will be a welcome improvement.

ESC note also that the proposed overbridge design which is illustrated in the Consultation Document is very low key and low profile. This is also welcomed.

Although the part of Pretty Road that will now cross the link road will change significantly in character, the road will remain as a continuous route and access will remain unaltered from the present arrangement. On that basis, the revised design retains this key feature of the surroundings to Theberton Hall.

In light of this analysis and also on the evidence that this revision has been made in direct response to local stakeholders, ESC raise no objections to the revised design and layout of the Pretty Road Bridge.

Change 18 - ESC provide the following ecology comments:

The proposed Pretty Road bridge is in a location marked for the provision of a ‘bat hop-over’, required to mitigate for the loss of bat foraging/commuting habitat alongside the existing road. Given the concerns which ESC has expressed over the current proposed design of these ‘hop-overs’ reference ESC’s Response to Examining Authority’s First Round of Written Questions (ExQ1) (BIO.1.144) [REP2-176] and ESC’s Response to Applicant’s Deadline 1 Submissions [REP2-173], we consider that the re-design of the bridge offers the opportunity to improve proposed connectivity for bats in this location, for example by utilising a ‘green bridge’ type design.

Yours faithfully,

[redacted]

From: [redacted]
Sent:09/07/2021
To:sizewell@edfconsultation.info
CC:sizewellc@planninginspectorate.gov.uk [redacted]mp@parliament.uk [redacted]@suffolk.gov.uk [redacted]@eastsuffolk.gov.uk
Subject: Sizewell C proposals
I am writing to object to the latest tranche of proposals from EDF.

The planning process

I have found the whole planning process unbelievably complicated and at times I have not responded because I simply had no clue what was being considered; I had no idea what views were being sought and what even the plans were. The changes seem to be legion and I don't believe even now there is a single blueprint of what is being proposed - just suggestions along with things to be considered later - any of which it seems possible to change willy-nilly next time around.

The bureaucracy and impossible-to-understand planing documentation has meant a lot of people I know, and I myself, have just not been able to take part meaningfully. I understand Covid is an issue but this project is much bigger, and lasts much longer, than anything else being considered in this area for some generations and rather than force things through at a time when local people were effectively prevented by law from meeting and discussing the impact of the project and their response, it should have been delayed so that all sides could have prepared meaningful and considered proposals. Virtually all the places where this could be discussed in a village (the pub, the shop, the church, the WI, the social and sports clubs etc) have had to close their doors and accordingly I believe it simply is not possible for anyone to be able to take into account true public opinion at this time as it has just not been possible for it to develop. Sure the loudest people will be shouting, for and against, but the views of communities even now have not been able to coalesce.

EDF, with the continued changes it is still making, clearly was not ready to make its application when it did and I suspect it has used Covid as a helpful circumstance to limit scrutiny by the wider public. Presumably, giving greater time for local discussion and consideration - and giving an opportunity for their views to coalesce - was believed by EDF to be detrimental to its cause.

Response to proposals

More specifically I continue to object to the Sizewell Relief Road. It clearly is a terrible road and EDF is having to put quick fixes in place to try to limit its damage.

I have no view on the bridge at Pretty Road as that is for the local residents but I cannot see how Fordley Road is not treated the same way. To suggest Pretty Road is an alternative route to Fordley Road and so only one needs to be kept open flies in the face of reality (and indeed history - why would both still exist if that was the case?). Put simply, the village is called Middleton **cum** Fordley.

I believe:

* Fordley Road should continue to have access to Middleton, through an underpass since EDF has chosen to site the SLR too close to homes at that junction;
* there should be no access to the SLR from Fordley Road, else this quiet country lane will become an impractical rat run;
* the SLR, as there is no need for it now and is only required to build Sizewell C, should - like all the other elements of the building site - be removed once the power station is finished.

Most importantly, and bizarrely for some reason not needing to be considered as part of this process, the SLR itself should be ditched and a better southern route properly appraised before any decision is made on Sizewell C.



From: [redacted]
Sent: 09/07/2021
To: sizewell@edfconsultation.info sizewellc@planninginspectorate.gov.uk
Subject: Concerns over SizewellC

Hello, I feel compelled to put my objections forward in regard to your proposed new nuclear ambitions at the Sizewell site. 1. We are not looking forward to the pollution cased by the road deliverance of materials for the next 10 years or more. 2. The link road will cause disruption for the 2 year proposed build along with even more pollution. 3. The siting is wrong for a development of this size in an area of national importance for wildlife. 4. The negative affect on tourism will be massive, unless visitors arrive to see the largest eyesore ever seen in western Europe. 5. The developed Rolls Royce modular reactors will make SizewellC out of date and obsolete within the next few years. 6. Electricity costs to the consumer will be sky high. 7. Involvement of foreign powers in a sensitive development.. 8. Costs will be many billions over the estimate and subsidised by the tax payer. 9. Nuclear waste storage and transportation concerns. 10. Safety of the site in a vulnerable area prone to erosion. We do realise that you will have received large amounts of negative post and urge you and the inspectorate to take these views into consideration. Regards, [redacted]

From: [redacted]
Sent: 09/07/2021
To: sizewellc@planninginspectorate.gov.uk sizewell@edfconsultation.info
CC: [redacted].mp@parliament.uk [redacted]@suffolk.gov.uk [redacted]@eastsuffolk.gov.uk info@stopsizewellc.org
Subject: RE: Stopping Sizewell C

To Whom it May Concern,

I have contacted you by e-mail on more than one occasion to raise my concerns and state my objections to the proposed construction of Sizewell C.

I am kept regularly up-to-date with the tireless campaigners who provide detailed information on the negative impacts of the scheme to people living locally, such as me, and on a national level.

I am contacting you now to ask for confirmation that my complete and total objection to the planned construction and rejection of information put forward regarding the necessity of Sizewell C will be counted in any and all compiled figures of those campaigning against your proposals.

I look forward to hearing from you.

[redacted]

Leiston-cum-Sizewell Town Council

[redacted]

Council Offices, Main Street, Leiston, Suffolk, IP16 4ER
Tel: 01728 830388 | **Email:** [redacted]@leistontowncouncil.gov.uk

Email: info@sizewellc.co.uk

And

[redacted]
48 High Street
Leiston
IP16 4EW

Our Ref: 036 090721
Your Ref: Consultation Documents July 2021

9 July 2021

Dear [redacted]

SIZEWELL C DCO STAGE CONSULTATION

Please find attached Leiston-cum-Sizewell Town Council's response to the latest Sizewell C Consultation for your attention.

Yours sincerely

[redacted]

Enc: Leiston-cum-Sizewell Town Council response to SZC EDF Energy DCO Consultation on Further Project Changes

SIZEWELL C PROJECT

Representations from Leiston-cum-Sizewell Town Council

Response to Consultation on Further Project Changes

We are commenting on the proposed changes 16 and 18 to the DCO.

Proposed Change 16 - PRoW change (Bridleway 19) and the relocation of the Pegasus Crossing

We are broadly happy with the proposed changes as they are made with safety considerations in mind and to meet relevant standards. We would like to stress that, in line with stated aims, the developer makes every effort to minimise tree loss.

Similarly, the changes to the positioning of the Pegasus crossing and the mammal culvert appear to be minor changes in the context of the scale of the whole development.

Proposed Change 18 - Sizewell Link Road

We note the many objections that have been expressed to the current plan for the link road and the possible alternative routes. We believe that any road should be permanent to relieve pressure on existing routes and to make routes safer and more attractive for cycling. If the proposed link road goes ahead then we would support the proposed vehicular bridge on Pretty Road as an improvement to the existing plan.

These changes arise from more detailed work and discussion with other interested parties. They are being consulted on and scrutinized whilst the PINS examination is in progress. We would like assurances that, when or if further such changes are needed once the PINS process is completed, they will be subject to a robust consultation and scrutiny before being approved by an appropriate planning authority.

We have no further comments, except to say that we value our public footpaths and Rights of Way in our own parish and the surrounding area and want these amenities preserved with the same or improved accessibility and quality of the environment.

To: info@sizewellc.co.uk;

Cc: MP, county councillor
[redacted]suffolk.gov.uk
county cllr for energy
[redacted]suffolk.gov.uk;

Leiston cum Sizewell Town Clerk

[redacted]

09/07/2021

To whom it may concern,

Re: Sizewell C Project: Consultation on Further Proposed Project Changes

1. Proposed change 16 (Lover's Lane and main development site access)

    a. In figure 2.2 Bridleway 19 appears to be parallel with the road, whereas currently it passes through Kenton Hills towards the road to Eastbridge. The trees that would be felled are trees that were planted during the Sizewell B building. These trees were part of the embedded mitigation and to fell them would be a break in that mitigation agreement. If the trees are felled it makes a nonsense of mitigation. The removal of 30-40 trees is not insignificant! I am against the removal of any trees that border Lover's Lane.

    b. The mammal culvert needs careful consideration. If this is an improvement, I welcome it but these diagrams (fig. 2.3 and 2.4) are unclear and I have lived in this specific area for 32 years!!

    c. The conclusions reached in paragraphs 2.3.2 and 2.3.3 do not account for the impact these trees have on the residents of Sandy Lane, Leiston Common and Common Cottages. These trees to a certain extent shield the residents from noise, dust, visual impact of road traffic and pollution.

2. Proposed change 18 (Sizewell Link Road)

    a. I am against this road anyway. East Suffolk, if SZC gets planning permission, will be covered in concrete enough without this road. I think the Pretty Road bridge is a nonsense. The area is beautiful; the road is quiet; the environment tranquil. To build a bridge would ruin all that. Do "bat hop-overs" work? There are fewer bats this year.

    b. Would all the proposed new footpaths and cycling routes be completed before the road was constructed?

Yours faithfully,

[redacted]

WRITTEN RESPONSE TO EDF CONSULTATION ON FURTHER PROJECT CHANGES - JULY 2021

DEVELOPMENT CONSENT ORDER EN010012 : THE SIZEWELL C PROJECT

EXAMINATION LIBRARY REFERENCES : AS333, AS 013, APP 270 and AS 266.



10 June 20121

To SZC Consultation

PROPOSED CHANGE 16 : i and ii - BRIDLEWAY 19 LEISTON cum SIZEWELL

The current consultation includes two proposed changes affecting **Bridleway 19 Leiston cum Sizewell (BR19).**

i) **BR19** from the Kenton Hills car park turning to Sandy Lane was subsumed in the B1122 as a result of the development of Sizewell B, severing the northern section of **BR19** from the Eastbridge Road to the Kenton Hills car park junction with the B1122 from the southern section of **BR19** from the B1122 to Sizewell Gap road via Sandy Lane. Horse riders using this route now have to use this short section of the busy B1122 to make a through route via **BR19**.

The provision of an off road alternative to the section of **BR19** subsumed in the B1122 is long overdue and is to be welcomed. However this off road provision is part of a larger proposed package of changes to **BR19** which are of concern.

As identified in my submission (**AS333**) to the Examination Authority, under **Schedule 17** of the **Development Consent Order EN010012-002875 SZC** it is clearly stated that that no public right of way ('*street*') may be wholly or partly stopped up or extinguished unless a new temporary right of way ('*street*') to be substituted for it has been completed and is open for use to the reasonable satisfaction of the street authority.

In my submission **AS333** I show that the proposed provision of an off road walking/cycling/horseriding route cannot be completed as required by Schedule 17 of the DCO as the northern section of **BR19** will need to be temporarily diverted for the works to take place, but no alternative route can be provided until those works have been completed. Stopping up the northern section of **BR19** is not an option as this route is very well used so cannot be described as 'no longer required by the public'.

So while the provision of an off road bridleway to allow horse riders a safe connection between the northern and southern off road sections of **BRI9**, with the provision of Pegasus crossings is to be welcomed, the inability to comply with **Development Consent Order EN010012-002875 SZC** in relation to **Bridleway 19 Leiston cum Sizewell** needs to be addressed.

ii) With reference to AS 013**: Rights Of Way Plans – Sheet 5 of 27** the southern section of **BR19** known as Sandy Lane (shown from A to B on *Figure 1: Right of Way Plan 5 of 27* below) is described in the Key (*see Figure 1A*) as 'existing footpath to be retained'. This section of **BRI9** connects via an unclassified road to Byway 26 Aldringham cum Thorpe and beyond, as well as being the through route to the beach for equestrians using **BR19**. *See Figure 2 : Extract of the Definitive Map for Leiston cum Sizewell*. Use of the beach by equestrians was identified in **APP 270** page 65 paragraph 1.3.81

1.3.81 Horse riders use Sizewell beach.

APP 270 also lists 6 horse riding establishments and stables at Halesworth, Bramfield, Wickham Market, Tunstall, Butley and

Iken but fails to mention the large number of private horse owners and riders in the immediate vicinity of Sizewell who use the local public rights of way and quiet, unclassified roads.

Proposed **Change 16 Section ii** incorrectly describes **BR19** as

2.2.4. In the DCO Application the alignment of Bridleway 19 passes along the whole northern edge of Paines Plantation,

The route described in **Change 16 Section ii** is part of a proposed additional provision of off road bridleway (See Figure 2 marked C to D) as requested by local riders as a link to Bridleways 27 and 26 Leiston cum Sizewell. This addition to the local bridleway network is to be welcomed, but is not part of the definitive alignment of **BR19** and should not be created at the expense of the existing route of **BR19** (See Figure 2 marked A to B).

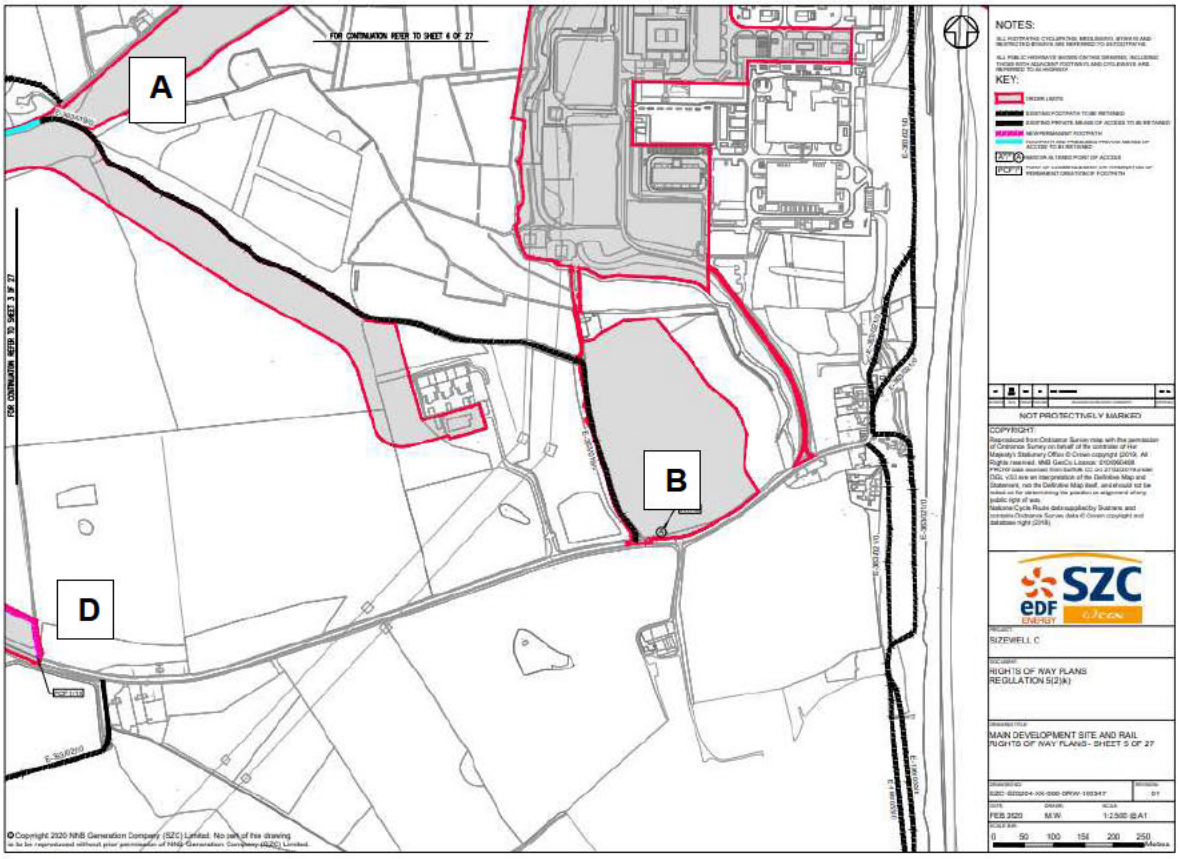
2.2.4. In the DCO Application the alignment of Bridleway 19 passes along the whole northern edge of Paines Plantation,

It would appear from **Change 16 Section ii** of the current consultation that there is a hidden intention to divert the southern section of **BR19.**

2.2.5. SZC Co. proposes to change the alignment of Bridleway 19 to pass along the south of Paines Plantation, and then pass through an existing gap in the woodland of Paines Plantation, before continuing along the northern edge of Paines Plantation (refer to Figure 2.4) .

Although parts of the southern route of **BR19** are situated within the development boundary, the route is not affected by the proposed development so there is no need to consider a diversion of this public right of way as part of **Schedule 17 of the Development Consent Order (DCO)**.

(AS 266) 8.5 Transport Assessment Addendum Section 12 paragraph 12.2.5 (page 150) assumes that the southern end of **BR19** will remain open to the public during the construction phase. This is contradicted by **Change 16 Section ii** of the **Consultation On Further Project Changes - July 2021.**



Figures 1 and 1A : AS 013: Rights Of Way Plans – Sheet 5 of 27 and Key

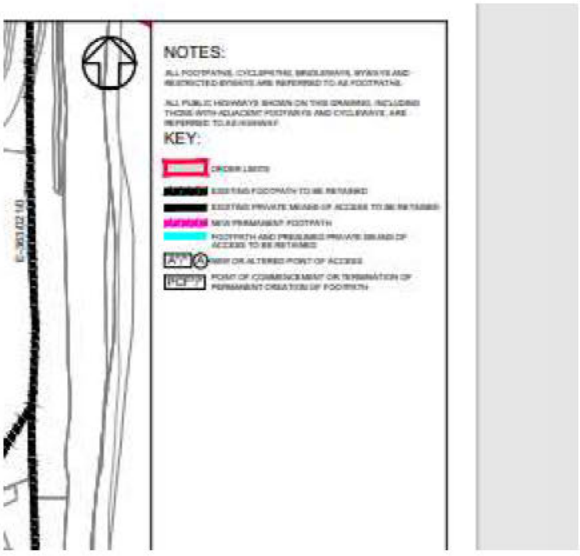




Figure 2: Extract of the Definitive Map for Leiston cum Sizewell.

With reference to the northern section of **BR19** from the Eastbridge Road to the Kenton Hills car park , as shown on AS 013**: Rights Of Way Plans – Sheet 2 of 27,** the northern section of **BR19** is described in the Key as '*to be reinstated*'. Nowhere in the other submission documents is there any evidence or proposals for the reinstatement of this public right of way, or that the current alignment will be protected during the proposed construction stage. **Community Pledge 6** describes the area as being returned to '*a standard befitting an AONB*' but this is too vague to be of any help or reassurance. **Community Pledge 7** does not mention the restoration of **Bridleway 19** either**.**

IN CONCLUSION:

The proposed provision of an off road walking/cycling/horseriding route is a welcome addition to the local bridleway network, but should not be confused with the definitive alignment of **Bridleway 19 Leiston cum Sizewell** from the Eastbridge Road to the Sizewell Gap road..

Unless the requirements of the **Development Consent Order EN010012-002875 SZC** can be met, no part of the proposed walking/cycling/horseriding route should be described as a temporary diversion of or permanent replacement for **Bridleway 19 Leiston cum Sizewell.**

The public have right to use **Bridleway 19 Leiston cum Sizewell**. The route provides a well-used link for walkers and cyclists as well as equestrians, and is needed as an essential link between village communities. The rights to this route must be protected.



From: [redacted]
Sent: 11/07/2021
To: sizewell@edfconsultation.info
Subject: Response and objection to consultation 16 regarding Bridleway 19

[redacted]

9th July 2021

Response to the current consultation Change 16

Objection to any action or change with regards Bridleway 19

As a resident of [redacted], and user of Bridleway 19, as I have ponies and take advantage of the quiet countryside. I am totally disgusted by the lack of respect by EDF riding roughshod over the local residents.

We are being treated as simpletons with a total lack of compassion and understanding by a corporation who as not interested in what we have to say, taking an arrogant stance and thinking the residents an obstacle they can get over.

It is unthinkable that the bridleway will be removed even for a short time, it is relaxing and needed for wellbeing and benefits many with regards to their stress management, enjoying the peace and tranquillity.

We should also not forget the wildlife that use this as their natural habitat there is an abundance in this area of AONB. I am utterly appalled, but why am I not surprised. The enjoyment of the countryside by everyone should be cherished.

We have a beautiful part of the world with an already large blot on our landscape
Bridleway 19 is very central to the community as a whole and you will be aware is not included in the in the land restoration pledge 7.

So, for clarity (should you need it) my response to the consultation to question 10: Other main site changes e) Bridleway is an emphatic NO.

We will continue to fight EDF on every aspect of their nonsensical abhorrent Sizewell C plans.

Regards

[redacted]

[redacted] Pin Unique No. [redacted]

Re Sizewell C Project Consultation of Further Proposed Project Changes.

Proposed change 16 (Lovers Lane and main development site access).

a. In figure 2.2: proposed change to the alignment of Bridleway 19 the Bridleway is shown as parallel with the road . At present Bridleway 19 passes through Kenton Hills towards the road to Eastbridge. The new route will involve the removal of 30- 40 trees. These trees were planted as part of the embedded mitigation for Sizewell B. I am against the removal of any trees that were planted for mitigation purposes.
b. Similarly, relating to 2.3.2 and 2.3.3, many trees planted for Sizewell B mitigation purposes in Sandy Lane, Leiston Common and Common Cottages act as a shield for residents to road noise, dust , pollution and road traffic.
c. The mammal culvert in Figure 2.3, needs very careful thought. How will relocating it make any difference? Great if it does, but not convinced of its effectiveness with such a massive development that is planned close to and actually on Sites of Special Scientific Interest which should not be allowed.
   Will such constructions make much difference to the very large amount of road kill of animals on what will be very busy roads night and day.

1. Proposed change 18 (Sizewell Link Road)

a. I am against this road anyway. If EDF get permission, this road will destructive concrete swathe in so many ways, The proposed area where this road is planned will cut through quiet areas of foot paths, small roads and wildlife, a barrier of concrete which will have massive effects on wildlife road kill which is unacceptable.

Yours Faithfully

[redacted]

From: [redacted]
Sent: 11/07/2021
To: sizewell@edfconsultation.info
CC: sizewellc@planninginspectorate.gov.uk
Subject: Response to latest changes

Dear Sirs

We are responding to the latest changes for the DCO application by EDF for the following unique reference numbers

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

It appears that the applicant is continually reacting to situations arising during the examination process and the whole application was not well thought through before submitting to PINS.

If this had been the case then there would not be the need for continual changes and short consultations.

The keeping open of Pretty Road is welcomed and indeed essential for residents of Theberton, Eastbridge, Middleton, Westleton and Dunwich to access Saxmundham services and rail network.

Could the CGI of the proposed bridge be more accurate as it shows a level bridge with 1 person crossing an empty link road apart from a red van?

We understand that the plans show a hump bridge and of course the link road will be full of HGV's, vans buses and cars.

Whilst we welcome this change we are appalled that it has taken 2 ½ years for this proposal to come forward despite pressure on EDF to do so and should have been included in the DCO application. This has been the theme of the last 8+ years.

Thank you



[redacted]

SZC Consultation 8 July 2021

Dear Sir/Madam

Proposed Changes No. 18 Sizewell Link Road

Pretty Road Bridge (i)

I have seen your proposal to amend the Pretty Road bridge to allow vehicular traffic.

The computer generated images show the proposed bridge as flat continuing the existing height of Pretty Road. However the accompanying Drawing no. SZC-SZ0204-XX-SLR-SK-PR-001 includes a section clearly showing this bridge as being hump-backed rising some 4 metres above the existing road level. This presumably to allow adequate headroom for traffic on the SLR and copying the shape of the previous proposed pedestrian and equestrian bridge.

Because of this the eastern access to the bridge is shown to pass [redacted] approximately 350 mm. higher than the existing level; this detail is shown in the Section. We demonstrated this height anomaly during the Planning Inspectors' visit to our property on 9 June.

This means that once again, despite all the oral promises we have received from different SZC staff from Stage 2 consultation onwards, we will have no clear vehicular access to Pretty Road from [redacted].

Although your drawing refers to "Minor works to tie in to existing access" these will not be minor if to accommodate access for the necessary good vehicles who service this property; they would be turning in and out against a substantial slope. We also have concerns about water run-off from this bridge emptying onto our land.

The solution is simple. A further 2 m. excavation of the cutting would allow a flat bridge - looking like the CGIs in your presentation.

Please confirm to us in writing that you will be adapting your drawing to accommodate this necessary change.

Yours faithfully

[redacted]

[redacted]

C.c. sizewellc@planninginspectorate.gov.uk

[redacted]@suffolk.co.uk

[redacted]@eastsuffolk.gov.uk

[redacted]

[redacted]mp@parliament.uk

From: [redacted]
Sent: 11/07/2021
To: sizewell@edfconsultation.info sizewellc@planninginspectorate.gov.uk
Subject: Consultation ending 12th July

Referring to the consultation on changes to Bridleway 19, 2 Village by pass, and Sizewell Link road, as "consultation response document Magpie Landing (traverse.org.uk) is impossible to save and print all my comments for my records, I wish to simply reject the whole consultation as follows. The preloading of responses to your questions in your consultation is unacceptable and I consider is bad practice.

Comments as follows.

Bridleway 19 should not be closed or rerouted . This proposal is only required because the whole SZC project does not conform to the site designated in EN6. The mammal pass and improved culvert should have formed part of the Aldhurst Farm habitat recreation project.

I object to the 2 village by pass.

I object to the Sizewell link road.

I reaffirm I strongly object to the whole of the Sizewell C project particulary on highway, amenity and destruction of habitat grounds.

[redacted]

[redacted]

From [redacted]
Sent: 11/07/2021
To: sizewell@edfconsultation.info
CC: SizewellC@planninginspectorate.gov.uk
Subject: Sizewell C Stage 6 Consultation response

Sizewell C Stage 6 Consultation

Well, you have really excelled yourselves this time.
I don't know which is the more apt phrase to describe this latest consultation.
"Rearranging the deckchairs on the Titanic" Or "fiddling while burns"
As usual you have come up with some amazingly pointless questions, the answers to which will make not one jot of difference to whatever it is you intend doing. The form you provide for responses doesn't even allow the responder to comment or qualify their answer.
The questions posed in this consultation are very much about where this particular deckchair should be placed. The whole project has far greater flaws and unresolved issues than these trivial tweaks. It seems from the preamble to the questions, you are making changes to things that were either illegal or unsafe to start with.

You could safely do away with all the questions you posed and replace it with just one question.
DO YOU THINK BUILDING TWIN NUCLEAR REACTORS at is Appropriate/inappropriate/Don't Know
For the avoidance of doubt, my answer is ENTIRELY INAPPROPRIATE. I continue to oppose the building of Sizewell C in this rural backwater which is entirely lacking in the infrastructure and resources (including people) necessary for an industrial project of this size.

From: [redacted]
Sent: 12/07/2021
To: sizewell@edfconsultation.info
Subject: Strong Objections to Sizewell C

To Whom It May Concern

I wish to register **strong objections** to EDF's plans for another nuclear plant at Sizewell (Sizewell C).

The grounds for my objections are as follows:

1. None of the measures outlined will mitigate the **polluting effects of the planned work**, including alterations to landscape and roads: bird, plant and animal life will inevitably be negatively impacted, the AONB and the area surrounding it will be blighted; increased traffic and population, unacceptably, will also inevitably increase levels of air pollution; unsightly spoil heaps and lack of provision for disposal of nuclear waste are a huge concern which could well impact local tourism and hospitality services; the huge campus will involve construction on a scale that is utterly inappropriate for the local area, a concrete jungle that has no place at that location.

2. No economic benefits justify the required outlay at a time when the UK is struggling to recover from a global pandemic: energy will not come on stream in time to act as a stop gap; Sizewell C will cost far more than alternative more environmentally sound sources of energy.

3. Major concerns still remain with regard to the safety of the proposed reactor: the track record of EDF and their partners is mired in controversy.

In sum, the costs far outweigh any benefits and the project is far too much of a risk at a time when the UK should be focussing on a GREEN recovery from Covid-19. Steps need to be taken to protect, not threaten, future health and wellbeing. Sizewell C is definitely not a step in this direction.

Sincerely,

[redacted]

From: [redacted]
Sent: 12/07/2021
To: sizewell@edfconsultation.info
Subject: Consultation on Further Proposed Project Changes My IP no. [redacted]

Re 1.2 Policy context It is now blatantly obvious that SZC Co. are using their interpretation of an outdated Govt Policy to justify inflicting untold environmental damage on East Suffolk, Suffolk Coast and Heaths AONB and many other National and international designated sites. I am of the opinion that SZC Co believe if they repeat it often enough it must be true. I am afraid after spending months studying the Sizewell C DCO yet another consultation during this process only highlights the inadequacy of the original DCO submission which is supposed to be front loaded. SZC Co. have shown that after nine years and numerous consultations Sizewell C is still only a concept and has lead me to believe what they are proposing will be an environmental and financial disaster for the U.K. and burden future generations. I strongly object to this project in its entirety and begrudge all the time and effort it has taken from my life. None of the proposed changes in this consultation will make the SZC Co. project acceptable and my only observation is SZC Co are once again proposing changes that where highlighted by residents years ago and should have been dealt with then.

[redacted]

[redacted] Sent from my iPad

From: [redacted]
Sent:12/07/2021
To:sizewell@edfconsultation.info
Subject:FW: Mini-Consultation June-July 2021

From: [redacted]
Sent: 11 July 2021 16:52
To: SizewellC <sizewellc@planninginspectorate.gov.uk>
Cc:[redacted].mp@parliament.uk; [redacted]@suffolk.gov.uk; [redacted]@eastsuffolk.gov.uk
Subject: Mini-Consultation June-July 2021

Dear Sir/Madam,

We are responding to the yet further EDF/SZC consultation launched by letter dated 9th June 2021.

We find it extraordinary that the Applicant has apparently innumerable 'bites of the cherry' to propose some fairly fundamental major (not 'minor' as stated in the 1st para) changes.

Each time we, as local residents and businesses, have to take costly advice and consider how to respond; it can only be likened to corporate bullying.

The prime example of a **major** change is the scrapping of Pretty Road closure in favour of the construction of a vehicular bridge to take Pretty Road over the SLR thus avoiding severance of Theberton village from Saxmundham and all of its essential services to local community; the proposal naturally has our wholehearted support. This major change is obviously the outcome of good lobbying, not as a result of the Applicant demonstrating any greater empathy with, or understanding of, local population and business dynamics.

Within the latest mini-consultation issued by the Applicant, Proposed Change 18 4.2.1 - 4.2.5 (pp 18) refers to the Pretty Road / SLR junction removal and the replacement with a new overbridge; this concludes:

> *"A bridge suitable for vehicles would enable vehicular access to land either side of the proposed Sizewell Link Road* ***(a matter which the landowner has explained is important to facilitate their ongoing use of that land****)"*

Identical issues prevail at the proposed junction of Fordley Road with the SLR. If the Applicant's current proposals for the Fordley Road/SLR

junction were to be accepted, then our own farming business, together with at least three others locally will be severely adversely affected by increased journeys and logistics issues.

Fordley Road must remain open both north and south.

In both our Deadline 2 and 3 submissions, our Consultants, Create highlighted the very detrimental effects of the Applicant's proposed treatment of the Fordley Road/SLR junction. We would ask you to reconsider these submissions and the questions posed within the Conclusion of both documents, together with our proposed solution to keep Fordley Road open (technical drawings attached to support) and thus not severing the population of the hamlet of Fordley from it's parish, Middleton cum Fordley.

In ISH3, the Applicant verbally deemed our proposals as being 'too difficult, technically' – this statement needs to be fully explained and supported with hard fact. Our proposal for Fordley Road to go **under the SLR** will of course provide engineering challenges. However, a solution is achievable (albeit at increased cost to the Applicant) – millions commute through both Blackwall and Dartford tunnels daily and they are just a tad larger…..

If our solution of going under the SLR requires additional land (questionable, since the width of the SLR can be reduced as a direct result), then the Applicant has already proved that it is more than capable of applying for such increases by mini-consultations such as this current one.

The fact that the population of Middleton cum Fordley is greater than that of Theberton also questions the criteria applied.

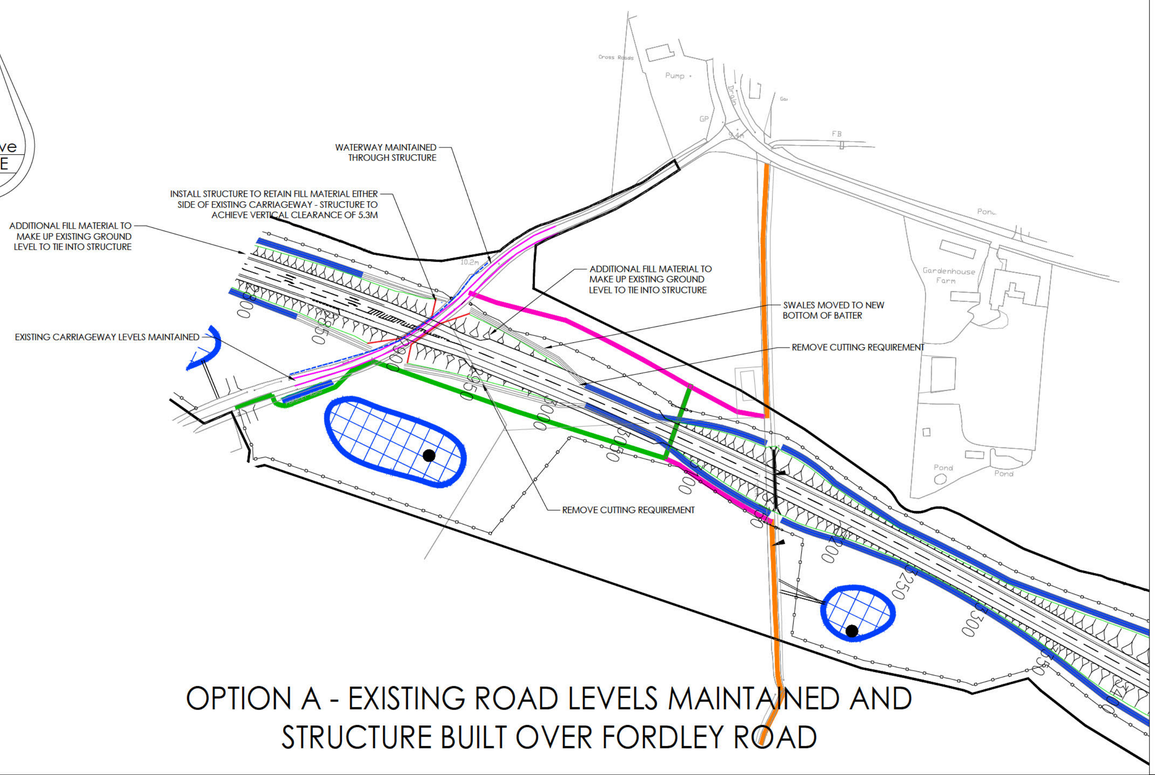
The residents of [redacted] want it to remail open (north and south) and [redacted] also voted that Fordley Road should remain open to traffic for the benefit of community access and emergency services.

Our final point is regarding 4.2.6 PRoW in relation to Littlemoor Road – here the Applicant proposes that pedestrians and cyclists will have to cross both the SLR and the Middleton Moor Link road simply to gain access to the other side of Littlemoor Road – double the risk to users.

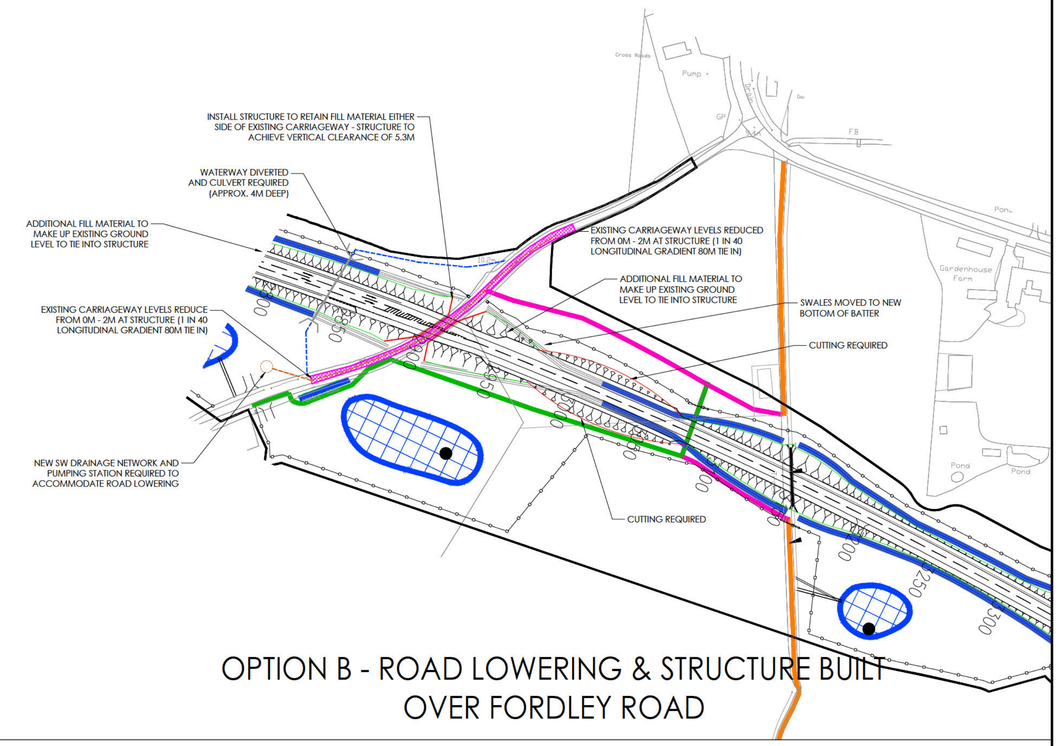
We hope that common sense can prevail on both issues.

Regards,

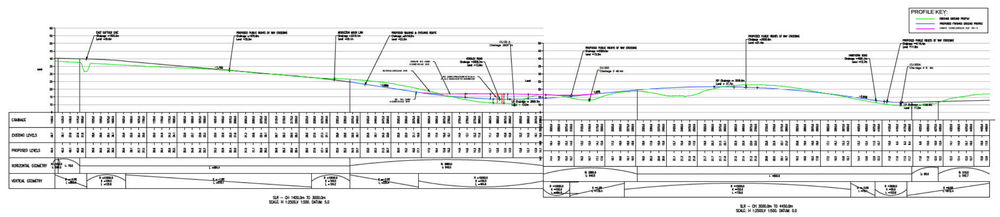
[redacted]



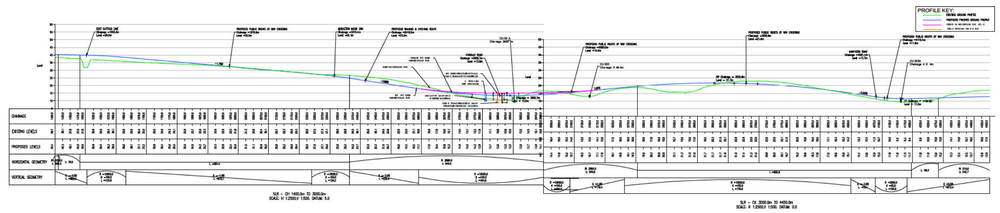
OPTION A - EXISTING ROAD LEVELS MAINTAINED AND STRUCTURE BUILT OVER FORDLEY ROAD



OPTION B - ROAD LOWERING & STRUCTURE BUILT OVER FORDLEY ROAD



OPTION A - INDICATIVE LONG SECTION



OPTION B - INDICATIVE LONG SECTION

REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED

NOTES:

1. OVERLAY OF EDF DRAWING LAYOUT OBTAINED FROM SIZEWELL C PROJECT 2.10 SIZEWELL LINK ROAD PLANS PART 1 OF 3 PLANS FOR APPROVAL.
2. CONCEPTS OUTLINED ON THIS PLAN ARE INDICATIVE ONLY AND SUBJECT TO FURTHER INVESTIGATION.
3. THIS PLAN IS FOR INFORMATION ONLY.
4. ALL DIMENSIONS SHOWN ARE APPROXIMATE IN METERS.

PROJECT: SIZEWELL C LINK ROAD	DATE: 19.05.21	DRAWING STATUS: INFORMATION	
	SCALE(S): 1:2000 @ A1	DESIGNED: SC / DRAWN: SC	
DRAWING TITLE: FORDLEY ROAD OPTIONS		CHECKED: PZ / APPROVED: PZ	
	JOB No: P20-2187		
CLIENT: DAVID GRANT (MIDDLETON)	DRAWING No: 03_001	REVISION: -	

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DO NOT SCALE ORIGINAL SHEET SIZE - A1 Landscape

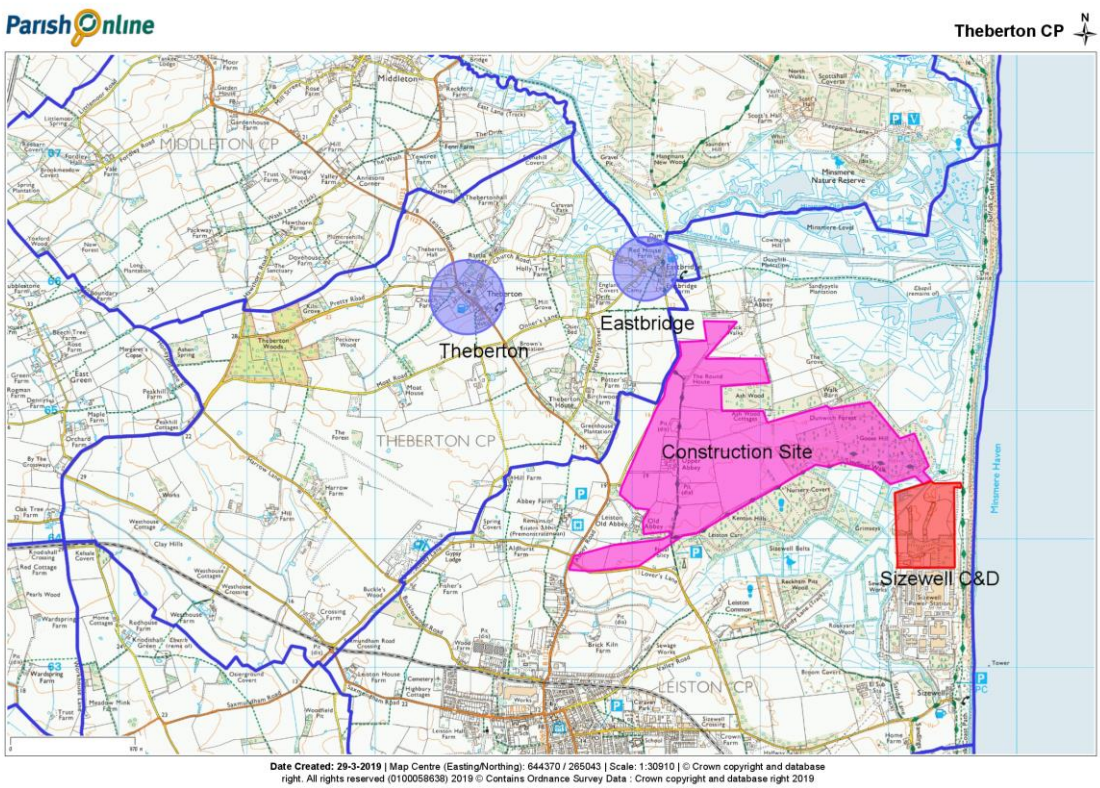
Fordley Road Options	Details	Proposals
Option A – Maintain current finished road levels.	Maintain the existing road level of Fordley Road, build up ground profiles either side of the road and construct a structure over the road with 5.3m clearance to mitigate the need to permanently close off Fordley Road at the junction with the Sizewell C Link Road (SLR).	• Maintain full north / south access on Fordley Road • No need to construct a new 100m long slip road as per EDF proposal • No need to construct turning head on EDF proposal • No need to divert waterway as per EDF proposal • Tying into existing elevated ground levels approx. 100m/200m either side of the structure (see magenta line on long section). • Remove cutting between CH 3075 & CH 2940 • Additional filling required between CH 3000 & CH 2660 • Up to 3.5m fill above EDF proposed FRLs (but fits in with ground profiles either side) • 5.3m clearance structure / abutments and wingwalls required • Traffic flow could be maintained throughout project duration (short closure to lift / construct structure) • Existing drainage network could be maintained • Eliminate need for turning traffic / HGVs from Fordley Road onto SLR – therefore increased safety for Fordley Road Traffic
Option B – Lower Fordley Road by 2m.	Lower Fordley Road by 2m at the junction with the SLR and construct a structure with 5.3m clearance to mitigate the permanent closure of Fordley Road north/south access. Ground profiles to be built up either side of the road.	• Less fill earthworks than Option A but would require cutting between CH 3075 – CH 2975 • Fill earthworks required either side of structure to build up ground profiles • Maintains full north/south access on Fordley Road • No need to construct a new 100m long slip road as per EDF proposal • No need to construct turning head on EDF proposal • Traffic flow not able to be maintained during construction due to road lowering (unless build adjacent to current road offline) • 5.3m clearance structure / abutments and wingwalls required • Surface water network will be installed to accommodate lower levels and possible flood prevention • Pumping station likely needed to control surface water (electrical supply and outfall to be source) • Waterway will require diverting (approx.. 4m deep drainage beneath SLR) • Approx. 160m of carriageway to be lowered to 2m at lowest point to meet acceptable longitudinal highway gradients • Eliminate need for turning traffic / HGVs from Fordley Road onto SLR – therefore increased safety for Fordley Road Traffic
Current EDF Proposal	Cut off Fordley Road at the junction with the SLR and make access to the north of the SLR redundant from Fordley Road. Diversion requiring a 2km diversion route to access north side of Fordley road.	• Cut off Fordley Road north of SLR • 2km diversion route created requiring northbound or southbound Fordley Road traffic to use SLR to access north side of Fordley Road • Cut and fill earthworks to build up ground profile • Earthworks to build up slip road • Divert waterway beneath SLR • Construct a turning head north side of Fordley Road to allow traffic to turn around • Cut off traffic flow along Fordley Road during construction phase

EDF ENERGY - SIZEWELL C – INTRA-EXAMINATION CONSULTATION

RESPONSE FROM [redacted]

AND STOP SIZEWELL C

Introduction



Theberton

Theberton is a small village of approximately 170 people and 90 houses mostly straddling the B1122. It is about 4 miles north of the proposed Sizewell C (SZC) large twin reactor site. The proposed entrance to the main site will be approximately 1 mile from the village entrance sign. Within the village of Theberton there is St Peters Church, a Grade I listed thatched roof church with an unusual round tower, a Grade II listed public house, a village hall, two working farms, a cattery, a small business selling wild bird and other animal feeds, a small caravan park and other places to stay for visitors to enjoy the peace and quiet of the countryside. The successful village hall offers many activities and classes to the community and surrounding areas.

Eastbridge

Eastbridge is a tranquil hamlet of around 70 people and 40 houses nestled in a rural landscape with no street signs or speed limits. It borders the Minsmere River which cuts through an area of important wetland known as the Minsmere Levels forming part of the Minsmere - Walberswick Heaths and Marshes Site of Special Scientific Interest (SSSI), which is also the location of RSPB Minsmere Reserve. Within Eastbridge there is a public house, the Eels Foot Inn, a working farm, a certified and a basic campsite, for visitors to enjoy the peace and quiet of the countryside. Many local people and visitors enjoy the circular walk from Eastbridge to the Minsmere sluice to reach the Suffolk Heritage Coast and the sea returning through RSPB Minsmere or via National Trust's Dunwich Coastguards Cottages.

Both villages are chiefly agricultural, and people live there historically or by choice for the tranquility, dark skies, and the proximity to the Suffolk Heritage Coast. The two villages are linked by single track lanes with walks in the countryside characterised by open skies, arable and livestock farms, pheasants, partridge, owls, marsh harriers, buzzards, bittern, deer, bats and other wildlife. Residents and visitors enjoy the close proximity to RSPB's flagship nature reserve at Minsmere with the Leiston Long Shop Museum, National Trust Dunwich Heath, Aldeburgh, Walberswick and Southwold within easy reach.

1. Summary

1.1 **This Intra-Examination Consultation (IEC) response should be seen as a second extension to the four pre-application consultation responses, previous IEC, Relevant and Written Representations from both [redacted] and Stop Sizewell C. Where previous responses reference, reject or support proposals/options presented by EDF and additional options are presented in this consultation, our support or otherwise for the newly presented options do not negate prior support for previous options or change our view that in many cases, insufficient assessment and justifications have been provided by EDF for the progression of their preferred options or proposals.**

1.2 Whilst [redacted] and Stop Sizewell C understand that changes will be made during the examination of the Sizewell C DCO proposal (SZC), we are disappointed that the proposal to change the bridge at Pretty Road has required so much persuasion by [redacted] and other parishes to at least mitigate some of the severance that the Sizewell Link Road (SLR) proposal imposes on those parishes through which the SLR passes.

1.3 We will not comment on the changes to the two-village bypass within this consultation as we feel that this will be best dealt with by the parishes local to this part of the SZC proposal and Suffolk County Council.

1.4 As far as the main site changes are concerned, we are supportive but will defer to the assessments and comments by the statutory authorities and appropriate NGO organisations such as Suffolk Wildlife Trust and RSPB.

2. Public Rights of Way (PRoW)

2.1 There are several rationalisations of PRoW along the SLR which seek to shorten previous diversions and improve access to crossings and in general we support these changes.

2.2 We are concerned, however, that where roads are stopped up and converted to footpaths (highways for non-motorised users - NMUS) that should the highway surfaces be left just as is and no physical access restrictions against motorised vehicles, such as fences or gates installed where public services access will be required, that these sections of old metalled roadways could become a target for fly tipping. Examples include the stopped up B1122 going south from the Moat Road/Onners Lane crossroads and Moat Road from the same junction.

2.3 We are aware that these points have been raised by others for sections of stopped up roads because of the SLR and other highway improvement proposals in the SZC development and would echo their concern.

3. Pretty Road Bridge

3.1 [redacted] and Stop Sizewell C are pleased that EDF have recognized that the original plans for the SLR that closed five North/ South or East/West roads towards Saxmundham causes significant severance and hardship to the residents and villages that are to the north and east of the SLR and have proposed this change to the previous foot and bridleway crossing at Pretty Road.

3.2 We are aware that there remain some detailed design concerns expressed by residents whose access onto Pretty Road will be impacted by the bridge design. Subject to those concerns being addressed fully prior to submission of these proposals to the Planning Inspectorate, [redacted] and Stop Sizewell C are fully supportive of this change.

4. Conclusions

4.1 [redacted] and Stop Sizewell C are not anti-nuclear. However, as currently proposed, we both remain opposed to the development. This consultation, whilst welcomed for its recognition of harm and severance to the communities that the SLR brings does nothing to change that opposition in principle to the SZC proposal.

4.2 We were heartened to hear the planning inspectorate state that they will have to speak to the Secretary of State about the sustainability concerns regarding the SLR and trust that EDF will seriously consider their proposals as they stand based on that statement.

4.3 We continue to support Suffolk County Council in their representations stating that the “benefits do not outweigh the disbenefits” of the SZC development and Natural England who stated that “in its current form the development should not be approved” and we note with disappointment East Suffolk Council’s neutral stance but also their continuing concerns regarding the current proposals surrounding coastal protection and erosion.

4.4 We support the responses of RSPB, Suffolk Wildlife Trust, Minsmere Levels Stakeholders Group.

From:[redacted]
Sent:12/07/2021
To:sizewell@edfconsultation.info
CC:sizewellc@planninginspectorate.gov.uk [redacted]@suffolk.gov.uk [redacted]@eastsuffolk.gov.uk [redacted].mp@parliament.uk
Subject: Response to EDF's Stage 6 Consultation

To EDF/SZC

We write in response to EDF's Stage 6 Consultation.

We welcome EDF's admission that a bridge to take the proposed SLR over Pretty Road, near Theberton is necessary.

What is also important, and not apparently covered by EDF's latest submission, is the need for a road crossing in Theberton during the construction period – this is to enable pedestrians to get from one side of the village to the other; to enable children (there are 17 who live in [redacted] to get to the school bus; and to enable those children to access the village playground. It is inconceivable that any pedestrians would be made to compete with EDF's construction traffic.

At para 4.2.11 EDF makes reference to an "Amendment to the limits of deviation (nr Brown's Plantation……..). It appears, however, that it is still the intention to cut down part of Brown's Plantation which, as previously submitted, will have severe deleterious effects on our property at [redacted] and its surrounding historic parkland. (The Inspectors should note that [redacted] is not [redacted] the property which they visited during the site visit on 9 June 2021).

These are amongst the many unfortunate impacts of the proposed SLR. What became clear however from the submission of EDF's representative at the ISH on Wednesday 7th July was that the justification for building the SLR at all has little to do with traffic management issues and legacy benefits. The EDF representative let slip that the principal reason for not building the SLR before the main site early years work is that EDF will use approximately 1,000,000 tonnes of spoil (the equivalent of some 70,000 lorry loads) from the SLR construction to provide footings for the main site construction works.

This admission had not previously been made in public . It sheds even more doubt on the choice of the SLR (as opposed to the more obvious and less environmentally damaging Route W). It also explains EDF's reluctance (repeated in Stage 6) to remove the SLR after the project is completed – taking 70,000 lorry loads from the SLR and finding somewhere to put them

would clearly be a cost which EDF would like to avoid. So much for EDF's arguments regarding the legacy benefits of the SLR.

In summary, SLR is the wrong choice for an access road. But if it is built, it should be removed post the construction period. If EDF is obliged to remove it, it might reconsider the choice of route on the grounds of comparative cost.

Kind regards

[redacted]

From: [redacted]
Sent: 12/07/2021
To: sizewell@edfconsultation.info
Subject: Consultation on further proposed changes:

Dear Sizewell C Co I am writing on behalf of the members of [redacted] of which I am [redacted]. Our main concern involves Bridleway 19 (change 16), as this is regularly used by a good number of our members, some of whom are horse riders. Local equestrians have been asking for some time that the original Bridleway 19 that became the road of Lovers Lane for the construction of Sizewell B be made much safer. It is currently extremely hazardous for pedestrians and horse riders alike, as well as cyclists. Sizewell C would indeed provide such an opportunity. Local horse riders have been hopeful of a link to Bridleways 27 and 26. The route you are suggesting around Paines Plantation is not the one preferred by these users, although from our perspective we would not be in favour of the removal of so many trees. We suggest that you speak to local horse riders to find the best way forward. Our main concern is further north, where Bridleway 19 passes through the proposed construction site. As it is so regularly used, a suitable and safe alternative must be provided to any part of it stopped up. Yet, according to AS-261, the proposed alternative route would not be in place for pedestrians until after the initial construction stage and not at all for equestrians until the entire construction of SZC is complete. Needless to say, this does not comply with highways regulations. We therefore look forward to a more satisfactory alternative being proposed

From: [redacted]
Sent: 12/07/2021
To: sizewellc@planninginspectorate.gov.uk
CC [redacted].mp@parliament.uk [redacted]@suffolk.gov.uk [redacted]@eastsuffolk.gov.uk sizewell@edfconsultation.info
Subject: [redacted]

[redacted] I object to the building of a new nuclear power station on the Suffolk coast on all the grounds, which I endorse completely, put to you so ably by [redacted]. In addition, I wish to add my views that: 1. Suffolk's AONB, Heritage Coast and the rare and fragile environment of the Suffolk Sandlings are absolutely the wrong location for such an enormous project – especially when our receding coastline is so much under threat from global warming, rising sea levels and increasingly severe storms

From: [redacted]
Sent: 10/07/2021
To: sizewell@edfconsultation.info
CC: sizewellc@planninginspectorate.gov.uk
Subject: Minor amendments to SZC proposal

Dear Sirs, As an interested party I have spoken at the online hearings and have kept myself informed of all the late amendments to the proposal, but the overriding concern I have, as a local resident, is why all the route "improvements" you are planning have to wait until after "the early years". The prospect of ANY years of construction vehicles and workers on existing roads, without appropriate mitigations, from the A12/A14 to the B1122 is unacceptable in the extreme. If we are to endure over a decade of this scale of destruction to our lifestyles and livelihoods, alterations must be completed before the construction starts! [redacted]

[redacted]

12th July 2021

FREEPOST
SZC Consultation

Sent by e-mail to info@sizewellc.co.uk on 12th July 2021

Dear Sir,

Response to Sizewell C Consultation on Further Proposed Changes

I have responded to your previous stages of consultation proposals and I am now responding to yet further changes submitted for the 'Consultation on Further Proposed Changes'.

I write to express my continued disappointed in EDF's approach to every stage of their consultation and stress my opposition to the SZC project.

In the message in the foreword to the document presenting the proposals for consultation, Julie Pyke, Director of Finance and Economic Regulation, does her best to suggest that this consultation results from EDF's desire to improve even further proposals that have been refined to the nth degree by collaboration with the local community. Nothing could be further from the truth. That these proposals are even necessary is a legacy of EDF's choice not to listen to reasoned criticism of proposals at the early stages of consultation and their lack of engagement with the local community and the many stakeholders who will be hugely affected by this project's inappropriate scale for the setting.

Within weeks of submitting the DCO application in May 2020, EDF submitted proposals for changes to the DCO. These were consulted on in December 2020. Now, six months on, further changes whilst the clock is ticking on the public enquiry deadlines. What is more, some of these proposals were suggested over two years ago. So, there was ample time to consider them fully and integrate them into the original DCO application if EDF had engaged meaningfully back then.

This lack of meaningful engagement early on and the subsequent ad hoc approach to the detailed proposals inspire very little confidence in EDF's capacity and suitability to construct two nuclear reactors and the associated works.

Yours faithfully,

[redacted]

From: [redacted]
Sent: 12/07/2021
To: sizewell@edfconsultation.info
CC: sizewellc@planninginspectorate.gov.uk T[redacted].mp@parliament.uk [redacted]@suffolk.gov.uk [redacted]@eastsuffolk.gov.uk
Subject: Response to EDFs Stage 6 proposals:

[redacted]Response to EDFs Stage 6 proposals: EDFs timing of last minute amendments to their proposals give the look of these being rushed through into the process at the last minute and will deny interested parties proper time to properly look at them. EDF have had 8 years and to try to do things in this way is underhand. It is just chucking in what are in some cases big additions or changes at the last minute without giving interested parties time to research and understand the full consequences. For example Bridleway 19 is an extremely important route used by residents,tourists, walkers, cyclists and horse riders. EDFs proposals will interfere with its use in breach of the conditions around any developments and result in long term closures of parts of the Bridleway. This is not acceptable and I hope the Planning Inspectorate acts accordingly. The proposal for a 400 caravan site with 600 intinerant workers on Eastlands industrial estate is not acceptable. This will increase the population of Leiston by ten per cent and these people have no incentive to be socially responsible. When Sizewell C was being built there was extreme drunkeness in the town, anti -social behaviour, a drug problem with users and dealers connected to the workforce and prostitutes were bused in. All this when the Primary School in King George's Avenue is next to the itinerant workers caravan site. There is growing opposition to this project as the cost of truly renewable energy such as wind farms has dropped and is now much better value than nuclear. Several other proposed nuclear projects were cancelled because they are not commercially viable. EDF is a foreign firm on the verge of bankruptcy so is desperate for this project to save the company and it would be total folly for the British government to try to bail them out by getting the British taxpayer tied in to a very bad deal for decades to come. Why should the British public bail out a foreign private firm. The project will pump in Carbon Dioxide emissions into the local atmosphere for 25 years - it will not become cardon neutral until 2050 by which time the damage is done. East Suffolk relies heavily on its tourist industry. EDF says that jobs will be created but this will be outweighed by the loss of jobs and income to the tourist industry should the project go ahead and most of EDF's jobs will not be local. Minsmere Bird Reserve borders Sizewell and this will be very

detrimentally affected with bird flight patterns cut off by massive construction works. From an environmental point of view it would be a catastrophe. It's 12+ years of construction with hundreds of lorries a day, concreting works and new roads will devastate the coastal area of Outstanding Natural Beauty. The carbon emissions during this period would be massive and are ignored - as are the cost and danger of storing spent fuel for centuries to come. No reactors of this type are working anywhere in the world having had technical and design problems. The government should not support any proposal to build Sizewell C and D - for environmental reasons, financial reasons, technical reasons and the lasting damage it would do to the area's population, wildlife and the vital tourist industry on this part of the Suffolk Heritage Coast - its AONB's and sites of triple scientific interest and special protected areas. Aldeburgh, Snape and other cultural centres are right on the doorstep as is RSPB Minsmere. This is not a place for massive industrialisation – quite the opposite. Sizewell C should be stopped now.

From: [redacted]
Sent: 12/07/2021
To: sizewell@edfconsultation.info
CC: sizewellc@planninginspectorate.gov.uk sizewellc@pins.gsi.gov.uk india@wardfarming.com
Subject: Consultation 6 Response

Response of behalf of [redacted] to Consultation 6 In reviewing the proposed changes detailed in Consultation 6 from EDF re Sizewell C development, we welcome the fact that EDF have revisited the road design along Pretty Road. It is essential for local communities that this road is left open and access to and from Saxmundham is retained. The other effect of this change is that it now removes the obvious link from Pretty Road to the SLR and reduces the likelihood of rat running through Pretty Road and Saxmundham. We have always firmly believed that the SLR has no legacy and as such should be developed as a road to take traffic to the Sizewell sites without impacting on local communities and economies. This leads me to consider the proposed link from the B1125 to the SLR. It seems obvious that linking the B1125 to the SLR will only encourage traffic to cut through from the A12 at Blythburgh, rather than using the A12 to Yoxford and the designed SLR link. The B1125 is a local road linking the A12 at Blythburgh to north to the B1122 to the south. The route is already heavily constrained through the villages of Blythburgh, Westleton and Middleton, to such an extent that weight restrictions are in place (except for loading) at the A12 junction with the B1125 as stated in the Create DL2 submission. The points previously made at DL2 and DL3 remain relevant and not repeated here. Beyond legal measures we do not see that there are any real means of stopping Sizewell traffic using this cut through. As such it seems nonsensical to directly link the B1125 to the SLR positively encouraging cutting through

From: [redacted]
Sent: 09/07/2021
To: sizewell@edfconsultation.info sizewellc@planninginspectorate.gov.uk
CC: [redacted].mp@parliament.uk [redacted]@suffolk.gov.uk [redacted]@eastsuffolk.gov.uk
Subject: RE: SIZEWELL C.
[redacted]

Dear All,

I live on [redacted] the railway track that passes Woodbridge, Melton up to Lowestoft. I understand that you are planning on using freight trains at regular intervals during the night for work at Sizewell C. I am not happy about this at all. You can hear very clearly even with windows closed trains passing, and [redacted]. Also, the wildlife will get disturbed and there is plenty of it being next to the River Deben and along the hedgerows of the countryside.

I think like many others that building on a beautiful nature Reserve which as we know featured on the series Springwatch a couple of times is total and utter madness, quite perverse in my opinion. We all know that climate change is happening and we need as many trees/wildlife as possible...not Sizewell C, additional run ways at Stanstead, the building of huge cars, HC2 and the like. Building on a nature reserve and the impact on everyone will be tremendous. There is more to life then just the economy. There won't be any economy at this rate if our planet has been destroyed by mother nature.

Will someone see sense and stop this planning altogether and maybe build off shore wind farms instead?

I look forward to your response.

Yours Faithfully,
[redacted]

From [redacted]
Sent:12/07/2021
To:sizewell@edfconsultation.info
Subject: Sizewell C Community Newsletter Consultation July 2021

Dear Sirs,

I am once again writing to inform you of the impact that building Sizewell c will have on our day to day lives. You say that you are proposing changes to improve bridleway 19 but as a local person who rides this bridleway I cannot see how your proposals are an improvement.

At the public displays it was explained that a new route was proposed with crossings for pedestrians and cycles and horses. Now it seems that this new route is intended to replace the existing bridleway 19. I live in [redacted] but keep my horse in [redacted]. I ride on and enjoy the bridleway from Eastbridge as it takes us away from the roads and gives us access to Leiston and Sizewell beach via onward paths. The new route is next to already busy 60mph roads, that have become even busier with your vehicles even though the construction of the new power station has not yet had the go ahead. Then there are all those crossings. The ones at the roundabout with the new access road are very worrying. It is unacceptable to think that it is an improvement to expect a horse that is a living animal to stand and wait quietly for the traffic to stop at each crossing when the bridleway we use is quiet and away from any traffic with no barriers or crossings and is a route considered by locals as a relaxing safe path to enjoy. If the new route is to be shared with cyclists and walkers with dogs just how wide will it be. Horses need at least 2 metres bypassing space to safely pass other users of the way inlcuding any horse coming in the opposite direction. You say you want to improve connectivity between the local communities but taking away this bridleway will stop the existing use of this route that connects our villages. I feel that the new route has just been put in to the plans with no real thought about the practicalities. If this new route is intended to be permanant what is going to happen to the old route. Are you intending to give us back our tranquil path when the construction is over in 10 years time. If not then be honest about it. If so why not say so. Where are the safeguards for the trees and hedges and where is the promis to put put back the bridleway how and where you found it.

There is a horse crossing planned near the Labs on Lovers lane. We call this death corner as the road is very fast here and is already busy with traffic from the Sizewell sites at shift change. You want to put a heavy vehicles entrance to the construction site and a horse crossing at this point. Before you bought Aldhirst Farm it was possible to cross the road at the

labs and ride on the grass verge and field edge along Lovers lane to get to the next bit of bridleway . Then when fencing and gates went up we were forced onto the road. The offer to put in a safe route here for horses is a good idea that should have been done long ago. But this area is now a nature reserve and there is a waterway and wetland to cross. Have you really thought about how to acheive a bridleway here.

Your latest proposal in the July community newsletter seems to take away another part of our much loved bridleway along Sandy Lane and put it along side the road behind the trees to the road junction to Leiston town. But this part of the bridleway is the route to the beach. Why are you changing this part. Local people and visiters love the whole area around Sizewell and the beach and every weekend the bridleway is really busy. As a local rider I do not think the new route is suitable or safe for horse riders so it is not an improvement. If it is not be available for horse riders anyway, how will my family and I be able to take my horse from Theberton to Leiston or Sizewell for the next ten years or ever. I love riding on the dunes at the beach, and many riders customarliy ride on the beach. But as this is not a bridleway we will loose this too as it is not in your plans anywhere.



Your Ref:
Our Ref:
Date: 12th July 2021
Highways Enquiries to: [redacted]@suffolk.gov.uk

Email: Planning.

Sizewell Co

Dear

CONSULTATION RETURN

PROPOSAL: Consultation Document Consultation on Further Proposed Project Changes June – July 2021

LOCATION: Sizewell C

Suffolk County Highways response to SZC DCO Changes 16, 17 and 18.

Change 16: Abbey Road / Lovers Lane

i) Abbey Road relocation of Pegasus Crossing on BW19 (fig 2.2)

1.1 Subject to detailed design and road safety audits the LHA has no objection to the relocation of the Pegasus Crossing as shown in fig 2,2 and described in 2.2.1 to 2.2.3.

ii) Lovers Lane relocation of Pegasus Crossing on BW19 (fig 2.3)

1.2 The LHA notes that issues have been raised during the design process regarding the visibility for motorists on Lovers Lane approaching the Pegasus crossing shown in fig 2.3 particularly from the west due to the crest between the HWRC and the crossing. Details of the layout showing that acceptable visibility can be provided before the authority can agree to these changes being acceptable.

iii) Removal of trees adjacent to BW19 (fig 2.4)

1.3 In transport terms the LHA does not object to the removal of trees on the route of the proposed BW19 diversion subject to assessment of the environmental and ecological impacts. The authority would ask the applicant to confirm that consideration has been given to any drainage requirements including location of ditches, drains or soakaways associated with BW19 within this change.

iv) Relocation of Mammal Culvert

1.4 The change to the location of the mammal culvert is considered by the LHA to be an improvement in highway design terms moving it away from the HWRC access. This is subject to an acceptable detailed

design, specifically in terms of cover between the culvert and the road surface noting that Lovers Lane being part of the DfT's preferred heavy load route to SZB (HR100).

Change 17: Two Village Bypass

i) Flood relief culvert

2.2 The LHA has no objection in principle to shortening of the flood relief culverts from 70m to 50m. However, it notes that the location of the eastern infiltration lagoon is different to that in what the LHA understands is the latest highway design submitted to the authority (SZC-AD0320-WSP-TVBHDG-ZZ0000-DRW-HCD-305002 Rev P01). It will respond to the applicant on these matters separately.

ii) PRoW Change

2.3 SCC is disappointed that the PRoW shown in fig 3.2 are not being upgraded to bridleways but respects the position of local residents on this matter. It maintains that the bridge over the bypass should be retained in its current form so that if at a later date these or other PRoWs are changed the facility remains. We note that in fig 3.3 it is referred to as a 'footbridge'. The LHA regards this bridge as a significant benefit creating a route by which pedestrians can cross the bypass without crossing the carriageway. The authority is of the opinion that footways E-243/003/0 and E-243/011/0 form an important east west link from Farnham to the minor roads and rights of way to the east towards Blaxhall, Gromford and Snape.

iii) PRoW change (Friday Street roundabout)

2.4 The LHA welcomes the enhanced pedestrian facilities at the proposed A12/A1094 roundabout subject to detailed design and road safety audits. However, fig 3.3 shows the 'footpath' (not cycleway?) ending without any link to rights of way, Friday Street Farm or other highway NMU facilities. More details are required before the LHA can confirm that these proposals are acceptable.

2.5 Not shown in fig 3.3 is how access is gained to the infiltration lagoon for maintenance. If, as the LHA understands, this is via the A1094 to the west of Friday Street Farm this provides an opportunity to link Benhall Footway 028 adjacent to the infiltration lagoon to the NMU infrastructure adjacent to the A12.

Change 18: Sizewell Link Road

i) Pretty Road Bridge

3.1 The LHA does not object to the change of the Pretty Road Bridge to allow use by vehicles provided that this does not adversely affect the facilities provided for non motorised users and that approval in principle can be agreed for the design. The bridge is of great importance to pedestrians, cyclist and equestrians as this is the only grade separated crossing along the length of the SLR. The authority does not object to removal of the junction of the realigned Pretty Road and the SLR. It does note that the revised layout has benefits enabling residents of the Theberton area good access towards Saxmundham but potential disadvantages in that if any SZC traffic (light vehicles) uses the same route they would continue through Theberton village on the existing B1122 route to and from the main site. This would strengthen a case for traffic management features within the village.

ii) Changes to PRoW

3.2 E-344/014/0: Acceptable

3.3 E-344/013/0: Acceptable to avoid steps

3.4 E-584/016/0: Acceptable to provide a perpendicular crossing of the SLR and a small reduction in length.

3.5 Littlemore Road: There is a balance between the original layout and the change proposed. The change whilst shortening the length of the route requires two crossing points rather than one. However, the single crossing is past the junction o the Middleton Link Road and the main SLR so would carry the

combined volume of traffic (little traffic is expected to turn in and out of the SLR from the west onto the link road). The changed route is further from the road and likely to be of higher amenity benefit. Thus, on balance the LHA accepts the change.

3.6 Fordley Road: Due to the small area of the plan it is difficult to see the change in the wider context and enable the authority to respond.

3.7 E396/017/0: Minor changes in arrangement are acceptable

3.8 E-396/023/0: Reluctant to accept this change due to the increased length and reduction in amenity value being so close to a busy road. The authority is reviewing any potential alternatives. However, it is accepted that this change may be unavoidable to create a safe crossing point on the SLR.

3.9 E-396/020/0: Acceptable

3.10 E/396/015/0: It is difficult to understand the context of this change without inclusion of the highway design.

3.11 E-396/015/0 and E-515/005/0: Proposed changes are acceptable

3.12 E-515/007/0: Acceptable

3.13 E-515/013/0: Acceptable

iii) Gravity Drainage

3.14 The proposals to achieve a gravity drainage solution rather than one reliant on pumping is welcomed by the LHA subject to confirmation it is achievable. The authorities preference is for drainage routes beyond the highway boundary (ie that adjacent to the carriageway) to be secured by easements or wayleaves

iv) Highway works – B1122 near Browns Plantation

3.15 The LHA has no objection to the proposed change.

v) Highway works – B1125 link

3.16 The LHA has no objection to the proposed change being supportive of a gravity drainage solution rather than requiring pumping.

vi) Highway works: Hawthorn Road and B1122/B1125 link.

3.18 The LHA has no objection to the proposed change.

vii) Highway works – Middleton Moor Roundabout

3.19 The LHA has no objection to the proposed change.

viii) Minor revisions to the limits of deviation: trust Farm Link / B1122 junction, Moat Road, SLR junction with existing B1122.

3.20 The LHA has no objection to the proposed changes.

Regards

[redacted]

[redacted]

Growth, Highways & Infrastructure
Suffolk County Council
Endeavour House, Russell Rd, IPSWICH, IP1 2BX
Tel 01473 341497

Email: [redacted]@suffolk.gov.uk
http://www.suffolk.gov.uk

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Date: 12 July 2021
Our ref: 356427

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

Carly Vince
Chief Planning Officer
EDF Energy

info@sizewellc.co.uk

BY EMAIL ONLY

Dear Ms Vince

Sizewell C Consultation on Proposed Changes (June – July 2021)

Thank you for seeking our advice on the above in your consultation dated 09 June 2021 which we received the same day.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

You will be aware that the we recently submitted our Written Representations in response to the Sizewell C Project Development Consent Order (DCO) application within which we raised and reiterated a number of outstanding concerns in the context of our remit.
This current consultation includes a number of minor changes to the application as originally submitted and we readily accept that these material changes are within the substance of what was originally applied for. Few of these initially appear relevant to the interests within our statutory remit but may also need to be reviewed by us in detail in terms of the corresponding impact assessments, underpinning surveys, technical reports, mitigation/compensation strategies etc.

The repositioning of the mammal culvert on Lover's Lane appears to be in response to our (and others) outstanding concerns on the ecological connectivity between Aldhurst Farm and Sizewell Marshes Site of Special Scientific Interest (SSSI) and represents progress in this regard which we very much welcome.

As you are aware, we are also concurrently engaging in the DCO Examination process for which there are regular submissions of new information to review with the aim of progressing some of our key outstanding concerns. Again, we welcome this and remain committed to working with you to resolve and reach common ground on as many of these as possible over the coming months.

We include our advice and comments in relation to the above consultation within **Annex I** below.

Please note that all comments in this response are made without prejudice to any future comments we may wish to make on all Sizewell C-related consultations.

We also reserve the right to show a copy of this letter, and subsequent correspondence, to the Planning Inspectorate, in order that they may be aware of our concerns.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

Yours sincerely

Natural England
12 July 2021

Annex I: Natural England's advice on the Sizewell C Consultation on Proposed Changes (June – July 2021)

Table 1: Natural England's detailed advice on the proposed changes

Natural England comment reference	Proposed Change	Advice on the scope of the 'Updated Environmental Assessment'	Advice on the 'Next Steps and Further Assessment'	General advice
1	Proposed Change 16: Lover's Lane and Main Development Site Access Works i. Public Right of Way (PRoW) change (Bridleway 19) and the relocation of the Pegasus crossing ii. Removal of trees from the tree belt adjacent to Bridleway 19 at its southern end (north of Sizewell Gap) iii. Mammal culvert (pp. 7-8 of the consultation document)	The Environmental Assessment should scope in potential changes in: ▪ Impacts on water voles and otters as a result of re-location of mammal passage. ▪ Biodiversity Net Gain (BNG) calculations due to changes in losses/gains of non-statutorily designated habitats (e.g. priority habitats) (Environmental Statement (ES) issue) ▪ Impacts to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) (Landscape and Visual Impact Assessment (LVIA) issue) from removal of strip of approximately 0.24 ha of mature trees.	Further assessment work required would appear to include: ▪ Updated LVIA for review ▪ Updated protected species' mitigation strategies for review ▪ Updated BNG report for review ▪ Updated Outline Landscape and Ecology Management Plan (OLEMP) for review ▪ Updated ES ecology chapters for review (including designated sites and protected species' impact assessment conclusions)	**Terrestrial ecology** Natural England very much welcomes the proposed change to re-position the mammal culvert which passes under Lover's Lane to optimise its position along the Leiston Drain watercourse for improved ecological connectivity and use by mammals. Our previous concerns on this issue as outlined in our Relevant Representations and Written Representations have now been addressed 'in principle'. Whilst this change represents progress in the context of our outstanding concerns, we will still need to review the accompanying detailed information and assessments which will need to be updated by the Applicant in the submission to the Planning Inspectorate. Whilst these changes appear to be fairly minor and unlikely to alter the conclusions with regards impacts to protected species and updated BNG calculations, this needs confirming through the relevant technical reports and assessments. **AONB** The consultation document does not anticipate any change to impacts on the AONB from this change which appears to be a reasonable assumption which needs confirming through the relevant assessments; this change includes the felling of a significant amount of mature trees, the impacts of which will need to be assessed and mitigated for appropriately.

Natural England comment reference	Proposed Change	Advice on the scope of the 'Updated Environmental Assessment'	Advice on the 'Next Steps and Further Assessment'	General advice
2	Proposed Change 17: Two village bypass i. Flood Relief Culverts ii. PRoW change (removal of bridleway upgrade) iii. PRoW change (Friday Street roundabout) (pp. 8-9 of the consultation document)	The Environmental Assessment should scope in potential changes in: ▪ Impacts to the AONB (LVIA issue) from change to accommodation access	Further assessment work required would appear to include: ▪ Updated LVIA for review	**AONB** The consultation document does not anticipate any change to impacts on the AONB from this change which appears to be a reasonable assumption which needs confirming through the relevant assessments.

Natural England comment reference	Proposed Change	Advice on the scope of the 'Updated Environmental Assessment'	Advice on the 'Next Steps and Further Assessment'	General advice
3	Proposed Change 18: Sizewell link road i. Pretty Road Bridge ii. PRoW iii. Gravity drainage solution iv. Highway works - B1122 near Brown's Plantation v. Highway works - B1122/25 link vi. Highway works – Hawthorn Road vii. Highway works – Middleton Moor Roundabout viii. Minor revisions to the limits of deviation (pp. 59-71 of the consultation document)	The following potential changes are scoped in which we welcome: ▪ Impacts on landscape and visual impacts (LVIA issue)	Further assessment work required would appear to include: ▪ Updated LVIA for review ▪ Updated ES ecology chapters for review (including designated sites and protected species impact assessment conclusions) ▪ Updated OLEMP for review	**AONB** The consultation document does not anticipate any change to impacts on the AONB from this change which appears to be a reasonable assumption which needs confirming through the relevant assessments. Whilst these changes appear to be fairly minor and unlikely to alter the conclusions with regards impacts to protected species and updated BNG calculations, this needs confirming through the relevant technical reports and assessments.

Sizewell C

Detailed review of the SZC Co. Public Consultation (11th June to 12th July 2021)

Introduction

[redacted] have participated fully in the Sizewell C Pre-Application Consultations and Process since 2011, including the first 'Post dDCO Application Consultation' which marked the commencement of [redacted]s ninth year of responding to a plethora of; 'possibilities', 'potential', 'opportunities', 'ideas' and 'initiatives' that have subsequently largely been; qualified out, significantly modified, re-badged or still remain subject to 'continuing analysis'.

Nevertheless, [redacted] have once more committed hours of work to review the 48-page document, not only in the context of the previous Pre-Application Consultations, but also the huge volume of documents accompanying the ongoing dDCO Application and Examination.

As is now clear, having set 'hares running', SZC Co. have chosen to further exploit the intense pressure on limited community resources to bring forward yet more 'possibilities', 'potential', 'opportunities', 'ideas' and 'initiatives' that largely remain incomplete or lacking in; underpinning data, detailed analysis, necessary agreements, cumulative impact analysis, any appraisal of likely unforeseen consequences and their wider efficacy.

Nevertheless, [redacted] recognise that it must continue to participate in the prescribed process in order to try to safeguard the community of Kelsale-cum-Carlton and Coastal Suffolk from the worst excesses of SZC Co.

The following pages summarise [redacted]s review of the SZC Co. Consultation Document.

In principle we are in favour of the enhance Pretty Road Bridge Proposals however a number of questions are raised by the Consultation Document and these are identified with a Q at the left-hand side. The Council anticipate SZC Co. responding to these questions!

Note: The absence of a specific comment in this response does not imply, nor should it be interpreted as implying [redacted] having no issues pertaining the paragraph where there are no views expressed.

CHAPTER 1. INTRODUCTION

1.1.1 No comment

CHAPTER 2. MAIN DEVELOPMENT SITE PROPOSED CHANGE (PROPOSED CHANGE 16)

2.1 No comment

CHAPTER 3. TWO VILLAGE BYPASS PROPOSED CHANGE (PROPOSED CHANGE 17)

3.1 No comment

CHAPTER 4. SIZEWELL LINK ROAD (PROPOSED CHANGE 18)

4.1 Introduction

4.1.1 Would a road such as the proposed SLR with a speed limit of 60mph, create road safety issues? Moreover would it be possible to include speed enforcement cameras from the outset to stop it becoming a "drag strip" at less busy times.

4.2 Description of, and justification for, Proposed Change 18

i Pretty Road Bridge

4.2.2

Q Can SZC confirm the proposed bridge would be available to carry all motorised and non-motorised traffic?

Q Do SZC anticipate any SZC construction traffic (commercial/HGV and/or worker vehicles) using the Pretty Road/Theberton Bridge. If so under what circumstances and with what safeguards?

Figure 4.1A Inset 1

Q What measures will be in place to prevent 'stopped up roads' becoming the target of 'fly tipping' and HGV "lay-up" spots? What provisions will SZC make for the clearing of any accumulations and detritus from any HGV "lay-up" (bottles, litter etc)?

Q What is an 'accommodation track' and for what/whom? What restrictions and safeguards will be in place?

Figure 4.1B Inset 2

Q What is the form of 'pond re-instatement' to be undertaken to ensure no loss of biodiversity, and ideally increasing? What post re-instatement management and monitoring will be in place until a "stable state" is achieved?

Figure 4.1C Inset 3

Q What traffic management will be in place to permit access/egress of AIL's without potential 'black-spot' being created?

Q What pollution and other issues do SZC foresee in respect of the route of Minsmere Old River to the north of the SLR? What safeguards will be in place to avoid contamination along its entire course (rubber run-off spills etc)?

Q According to the consultation document Fordley Road South will still be freely accessible from the SLR thus enabling a "rat run" to form through it and through our Parish. Unfettered access is not acceptable to our Parish and we are consulting with residents in respect of this issue via the Summer Edition of Community News.

Q In the early years what are the foreseen impacts to maintaining access on the roads to site?

Figure 4.1D Inset 4

Q According to the consultation document Hawthorn Road will not only be accessible to Local Traffic but SZC Construction and Workers traffic. This is not acceptable to local communities and as with Fordley Road, Local residents need to be able to access services but not have the stress and inconvenience and delay of SZC traffic. Potential for "no construction traffic" signage? And/or Local traffic only, with plus and minus analysis by Suffolk Highways or limited width access points for example at points prior to North Green crossing?

Figure 4.1E Inset 5

Q What is the evidenced 'performance'/success of 'bat hop-over' planting? (Please see [redacted] Community Impact Report -section on Biodiversity)

Figure 4.1F Inset 6

Moat Road being stopped up will cause loss of amenity/utility to Kelsale-cum-Carlton and to other Coastal Suffolk residents. Safeguards would be required as per 4.2.2.

i **Prow**

4.2.6 No doubt the District & County Councils will advise on the safety of pedestrians and other non-motorised road users (including biodiversity – no roadkill if it can be avoided) crossing a busy road with a 60 mph limit.

4.3 Environmental impact of Proposed Change 18

(4.2.3)

Please note that [redacted] position on the SLR is consistent, as we still are firmly of the opinion that the proposed road is located in the wrong place, severing communities, moreover with no legacy benefit, we still wish it to be removed on completion of construction (or earlier if at all possible)

This is especially relevant as if it was retained, as it would appear that SCC would be required to pay for the upkeep as indeed they are expected to pay for the maintenance of the Highway network in Suffolk (exc A14) at cost to the taxpayer rather than by SZC.

CHAPTER 5. RESPONDING TO CONSULTATION

5.1 No comment

[redacted] review of SZC Co.'s Public Consultation (11th June to 12th July 2021) ends.

[redacted]

10 July 2021

Dear Sirs

In the latest Community Newsletter you ask for comments about proposed improvements to Bridleway 19.

This bridleway is part of a network of routes that have been regularly ridden by local horse riders. My [redacted] was a keen horse rider and used all the local routes along with friends and other members of her family. She would say to us youngsters 'Do not let them stop you!' Horses were her life and she has passed this passion down the generations. She would turn in her grave is she knew what was being planned.

I live in [redacted] and over the years have regularly ridden out with my family and friends on all the local routes. The bridleway from Eastbridge to Sizewell gives us access to the beach and what a joy it is to ride there. We ride to explore and enjoy the countryside, and for children growing up there is no better way to teach them self-confidence and respect for the countryside. My daughter is now [redacted] and in her teens was able to ride out without supervision as the tracks and roads were so quiet.

The world is very different now. All the local roads are now horrendous with traffic and they are getting worse. The potential increase in heavy vehicles to and from the intended construction of a huge new power station will make the situation even worse. Into this you propose to create a replacement for our quiet off road route of bridleway 19 which will be adjacent to the busy main roads, including new roundabouts and the access road for heavy traffic to the Sizewell C site. The thought of using traffic light crossings with horses across these roads and roundabouts is positively suicidal. Life is too precious. Our rights to safe horse riding routes are precious too.

[redacted] is now [redacted] old, and is already riding her beloved Shetland pony. By the time the intended construction of Sizewell C is complete she will be a teenager, ready to ride out and explore on her own. How will her family feel if her only access to the beach is by a route next to busy roads and by the traffic light crossings? Her

Great Grandmother would say ‘Don’t go that way, it is too dangerous!’ But if bridleway 19 is lost forever, what other way would there be for her to go?

The proposed new permanent replacement for Bridleway 19 is not an improvement. Our right of safe passage along the existing way must be preserved. There can be no compensation for the loss of a much loved bridleway with it’s trees and hedgerows. The thought of such a loss is just overwhelmingly sad.

Yours faithfully

[redacted]