

# 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.

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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 **BR19**, 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 **BR19** 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**.







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.

Ms S M Ballard