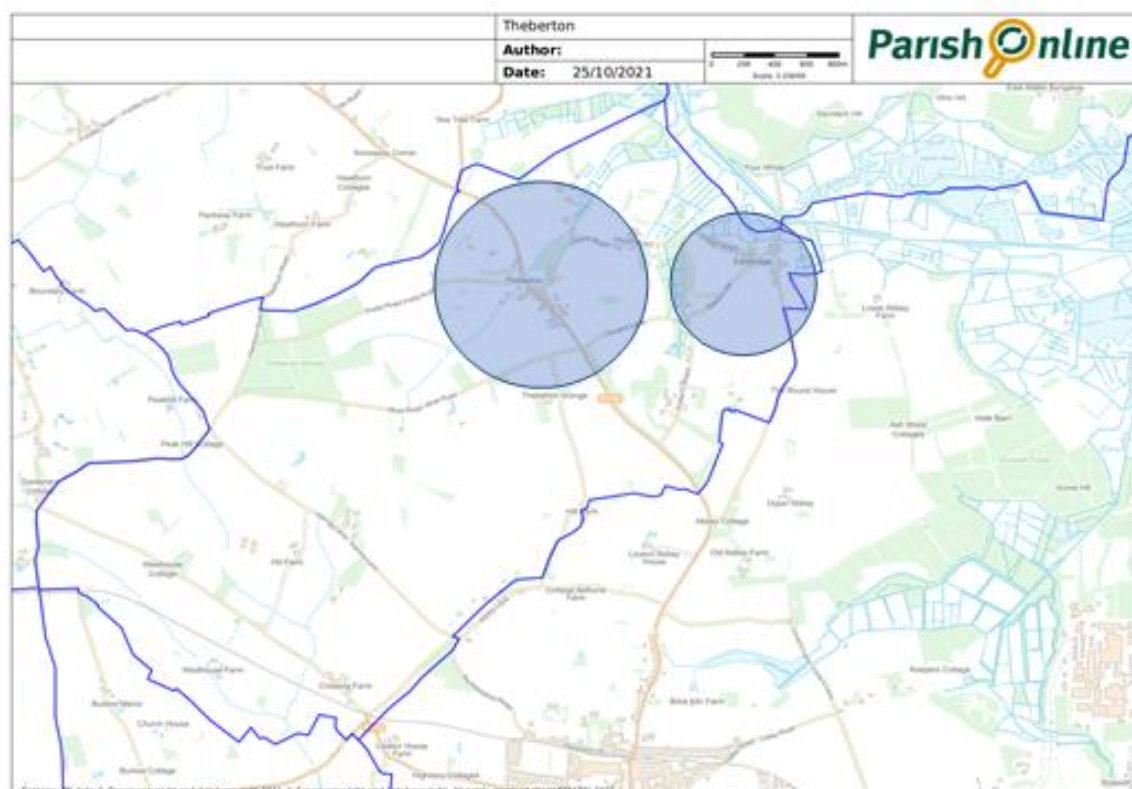


THEBERTON AND EASTBRIDGE PARISH COUNCIL (T&EPC) (IP: F3111058A)



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 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. Representation – Suffolk County Council (SCC) LIR

1.1 In general we fully support and endorse SCC's Local Impact Report ([REP1-130](#)) but would highlight the following for comment.

1.2 Section 11.88 (v) states there is "is only a single layby (at Eastbridge) on the combined A1094, B1122, and B1069 routes". This is incorrect.

There are no laybys at Eastbridge as it is not on any of the routes mentioned and HGVs that have unfortunately found their way to the village have caused significant damage to hedges, fences and roadside structures due to the narrowness of the country lanes.

There are three laybys on the B1122, one of which is closed at the top of Eastbridge Road where the Sizewell C main entrance roundabout is being constructed. This is unlikely to reopen as it is where the final SZC Main Entrance roundabout and its feeder roads will be.

There is one layby to the north of Theberton on the B1122 which is now heavily used by Sizewell C traffic and the condition of the layby is degrading due to wide HGVs coming off the roadway onto the grass verge. There is a second "layby" in Middleton Moor formed from the old B1122 roadway now but very close to a difficult set of bends where there is a significant accident and collision risk due to the width of the roadway and sharp bend.

1.3 Once the Sizewell Link Road is complete and operational traffic on the B1122 will reduce but there are no laybys on the SLR, so traffic is likely to access the B1122 for access to its laybys.

1.4 AILs destined for the Friston substation will still have to travel down the B1122 or SLR and through Leiston to the haul road south of Knodishall. In conjunction with AIL movements for Sizewell C this is likely to further exacerbate traffic congestion along the B1122 and through Theberton causing delays for residents accessing the B1122 from side roads from Eastbridge, Middleton and Westleton.

1.5 In SCC's LIR section 11.158, the council raises significant concerns regarding cumulative impact between Sea Link and other consented and active projects including Sizewell C and Scottish Power EA1N and EA2. With the NSIPs for Lion Link, moving towards its statutory consultation, and early progress with Suffolk Water Recycling Transfer and Storage Project (SWRTSP), partly required for operational water supply to the SZC NSIP and likely to start construction in late 2029 or early 2030, not currently being considered by the applicant or referenced by SCC, will add to an already busy and congested road system resulting in additional unassessed cumulative impacts.

1.6 In section 11.162 SCC state "In SCC's view the cumulative impacts have also been underestimated." Considering that SWRTSP is not assessed at all, this is certain to be an understatement of the situation.

1.7 In the section regarding "Inter-Project Cumulative Effects" we support and agree with SCC's LHA concerns and raise the issue of the additional SWRTSP NSIP that will add to the impacts given their current projected construction plan. As this project is a result of the approval of the Strategic Water Resource Management Plan 2024 that has been approved by OFWAT, given the water requirements of the area, and specifically the SZC project, this project is certain to be given approval even if we do not have an approved plan for the pipeline routes from Saxmundham Water Tower to Sizewell C, which are all in the same geographic area that the Sea Link project and all the aforementioned projects exist within.

- 1.8 Sections 11.192 through 11.201 consider the peak inter-project cumulative impact years 2028-2030, but once again fail to consider the impact of SWRTSP which is projected to start development in 2029.
- 1.9 The conclusion in section 11.205 gives a good overall assessment of the various areas of cumulative traffic impact but once again will only be an understatement because of the lack of assessment of SWRTSP.

2. Representation – East Suffolk District Council (ESC) LIR

- 2.1 In general we fully support and endorse ESC's Local Impact Report ([REP1-128](#)) but would highlight the following for comment.
- 2.2 As with our comments above on SCC's LIR, we are concerned again that no reference or assessment is being made of the impact of the SWRTSP project which has potential pipeline route proposals that appear to go through the Saxmundham Converter Station site. Clearly, coordination with SWRTSP should be considered by this examination, National Grid and the various statutory authorities, given its proposed timing and areas of colocation.
- 2.3 Section 4 of the LIR covers the project needs case. We are equally concerned that the timing of Sea Link and Lion Link should have been adjusted to ensure that appropriate coordination of landfall and cable routes could be better coordinated. This is especially the case as the two developing companies are within the same overall National Grid company structure. The result would be in project impacts being shorter in length, for those Parishes and Towns that directly host cable routes, converter stations or the National Grid connection hub (Friston) required by the two projects. Whilst Sea Link cable routes do not cross our Parish, those for Lion Link do and we are also significantly impacted by the SZC project.
- 2.4 We support ESC's call for greater coordination of the laying of cable ducts between the converter stations at Saxmundham and the connection hub at Friston to reduce overall impacts on farmland whether or not the two projects continue to be uncoordinated.