

From: [REDACTED]
To: [SizewellC](#)
Subject: Re: Site Visits Issue specific hearings SIZE-AFP168 & Size-AFP 167 our reference 20025839 & 20025840
Date: 12 May 2021 16:08:43

Dear Georgina,

As I have not heard from you regarding my previous email and your email states that I should outline and detail approximately the reasons I wish to speak at the ISH on the Sizewell Link Road, these are by no means exhaustive but I think very important:

Is this what you required or do you want me to 'Make a submission on your portal " as below.

As you have asked me to provide an outline of the topics that I wish to be heard orally on at an ISH by Deadline 1 on 12 May 2021, is the below acceptable.

1. I understand that the examining authority have requested an answer to the rejected alternative routes favoured by Suffolk County Council and the majority of other interested parties at previous consultations, once I know the answer (which we have been asking for years) then I would like to make representations about that.
2. Early years traffic there is no benefit to anyone as the SLR will not be built for several years.
3. Early years construction and congestion, if this can be managed for the early years.... then there is no need for the SLR as by the time it has been built the maximum traffic has already been afflicted on the area.
4. Cumulative effect of this and other energy projects and why EDF haven't joined with other major energy Applicants to jointly plan a delivery route (W or similar) with legacy potential
5. Road to be removed after construction, would it not be better to enhance "pinch points" in the B1122 and relook at route "w" to drastically reduce congestion and CO2 and other noxious gases, additional vibration and noise as well as light pollution by bringing traffic all the way virtually to Yoxford rather than direct to the site from South Saxmundham (route W).
6. If marine and rail led are adopted for the bulk materials then would it not make sense to construct the Sizewell Link road from the main construction site (where all the materials are) and work WEST towards the A12. This would dramatically reduce construction traffic on the A12 and avoid accidents due to a temporary turnoff on the top of a busy road with a blind spot (only last week there was a near fatality due to poor visibility due to contours of road)
7. Where is this temporary turnoff to the construction compound to be located I have no idea and nor do the highways department either
8. By allowing route Z south there will be enormous potential for accidents due to the road layout and drivers being distracted by the construction compound, EDF have agreed on drawing (Dalcour maclaren 191934_PLN_OP_79.1E) to keep the construction compound 300-400 metres away from the A12 for good reason, please can we have assurances that they will stick to this OR my point 6. Is a better option. Build from the main site West towards the A12
9. Unfair that the applicant has not given two options for the link road and just dictated which one it deems favourable, for instance an alternative route may be more expensive initially but if it serves a legacy benefit then additional expense maybe more than compensated without removal costs
10. Due to the changes and composition of the transport strategy and the length of time

taken to construct I believe there is a need to extend the voluntary compensation scheme that EDF have offered to a few properties in the area or just slightly outside their “red lines”. It cannot be the case that any properties directly or indirectly affected by this project has to wait until after the construction is completed before asking for compensation for reduced property prices or unable to sell, this should be extended to other properties that may be affected by the new proposals too i.e. along the rail line

11. By choosing route Z south the applicant effectively have only one escape route in the event of any accidents, once again if they choose Route W then they would have a top escape routes via route W and the B1122
12. When are they proposing to build the SLR is this at the same time as the Stratford bypass, either way if the applicant builds the SLR from the EAST to the West (main site) there will be considerable disruption and unnecessary delays for residents and business alike
13. If the marine and rail led options are achieved then I do not see any reason to build the SLR as it will have no easing of early years traffic, every single road to the main site will be used appropriately or in appropriately. Once the SLR is opened the harm will already have been done and all the shortcuts will be known to the majority of the workers. Allegedly At a meeting with Theberton & Eastbridge Council in December 2020, in response to a question regarding appropriate controls on traffic, it was stated by EDF representatives that “it is a free country” and ‘people can drive where they like’. This cannot be an acceptable approach to traffic management.
14. I would like to know what lighting will be used and determine the minimum height and brightness of these approach lights to be safe to road users and not pollute our dark skies.
15. Planting of trees screening fencing and hedging all details are undiscoverable at the moment at ISH it would be good to air these questions as well as information on how additional litter and nuisance would be managed.
16. Pollution, noise light, vibration bio diversity damage and mitigation should all be talked about and more importantly answered at the ISH
17. How will the applicant manage fly parking (lay-by just south of the proposed SLR outside Fir Tree Farm and on your site visits list) and the entrance to Lodge Lane to avoid accidents and congestion

I am still formulating my response to this hearing but as requested have outlined my thoughts to date.

Is this acceptable to you please.

Your sincerely

Paul Tillcock

On 10 May 2021, at 13:57, SizewellC
<sizewellc@planninginspectorate.gov.uk> wrote:

Application by NNB Generation Company (SZC) Limited for an Order
Granting Development Consent for The Sizewell C Project

Your Ref: 20025839 & 20025840 (please quote in all future correspondence)

Dear Paul & Julie Tillcock

Thank you for your email.

Whilst we acknowledge your request to make oral submissions at Issue Specific Hearings (ISH) please note that ISHs are held to explore in detail a specific issue or set of issues arising from the application. Therefore, can we request that you provide an outline of the topics that you wish to be heard orally on at an ISH by Deadline 1 on 12 May 2021.

Advice note 8.5 states "The Examining Authority will choose whether to hold such hearings, what they will be about and how many will be held. An Issue specific hearing will be held, not necessarily because an issue is regarded as more important than other issues, but because the Examining Authority thinks it is necessary to find out more or clarify matters that are already before them, for example, in an application document or a representation".

Please note that your email will be placed before the Examining Authority as a Deadline 1 submission (suggested locations for site inspections (Accompanied or Unaccompanied), including justification, for consideration by the ExA) and it will be published on the project page of the National Infrastructure Planning website following the close of the deadline on 12 May 2021.

I can confirm that we have received your requests to be heard at one of the Open Floor Hearing that are due to be held. When we have received all such requests (after Deadline 1 on 12 May 2021) we will then allocate appropriate dates and times and you will be sent an invitation to attend the appropriate Open Floor Hearing.

Finally, please note that whilst we do accept Deadline submissions into the project mailbox the Planning Inspectorate encourages all Interested Parties to use the "Make a submission" form in the first instance. Therefore, for any future Deadline submissions we would be grateful if you could use the electronic portal which is now available under the 'Make a submission' tab on the project page of the National Infrastructure Planning website. Further information regarding the use of the electronic portal for Deadline submissions is available in Annex F of the Rule 8 letter.

I hope this information is helpful.

Kind regards

Georgiana Hannigan
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National Infrastructure Planning
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Web: www.gov.uk/government/organisations/planning-inspectorate (The Planning Inspectorate)

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-----Original Message-----

From: Admin [REDACTED]
Sent: 10 May 2021 08:54
To: SizewellC <sizewellc@planninginspectorate.gov.uk>
Subject: Site Visits Issue specific hearings SIZE-AFP168 & Size-AFP 167

Dear Sir/Madam,

Please may I register to speak at the Issue Specific hearings especially the Sizewell Link Road event.

Please may I also suggest that when you conduct your Sizewell Link Road visit, where you state you will end up in the lay by, out side First Tree Farm, that you cross over the A12 slightly to the North of this lay by and inspect Lodge Lane, the entrance ([REDACTED]) and driveway.

You have my permission to drive to the end (Kelsale Lodge) and (Lodge Farm) and you will clearly see our concerns that our access will be compromised if sensible mitigation is not agreed with the Applicant.

This should only take a few additional moments and would be incredibly helpful to us, furthermore by crossing the A12 in the isolated area you will be made aware of how beautiful and unspoilt it is and surprisingly how busy this road is, without any construction traffic.

Please let me know if you require a map and thank you most sincerely for considering this additional inspection.

Please advise if I need to complete a form for this or is this email sufficient for your needs.

Please also confirm that you have received our registration for the upcoming hearings

Yours faithfully

Paul & Julie Tillcock

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<<https://www.gov.uk/government/publications/planning-inspectorate-privacy-notices>>

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