

Theberton & Eastbridge Parish Council

Local Impact Report Comments

Theberton & Eastbridge Parish Council take this opportunity to add some emphasis and additional points to the Sizewell C Local Impact Report from East Suffolk Council and Suffolk County Council (ESC/SCC) ([REP1-045](#)).

Unfortunately, we were unable to meet the deadline for review by ESC/SCC so are making this contribution now at Deadline 3.

The section on Theberton and Eastbridge Parish starts at paragraph 36.16 and concludes at 36.25.

We would like to highlight and emphasise the following points.

- 36.18 – The Parish boundary and the site boundary of the borrow pits, the workers accommodation campus and the two-storey parking lot for campus workers are on the south-eastern border of the parish along Eastbridge Lane. The proposed enlarged entrance roundabout, whilst not within the parish boundary, will have a significant impact on all resident's road journeys, but especially Eastbridge residents where Eastbridge Lane will be diverted and join the B1122 at the new 5 connection roundabout.
- 36.19 – Whilst the borrow pits are the nearest physical element to the village, the spoil heaps, sited on or around the 30-metre contour, at up to 35 metres in height will be plainly visible and be overbearing on the village setting. We also have concerns that the spoil heap heights at Hinkley Point have recently been increased to 45 metres and if that were to happen at the proposed site, the impact on Eastbridge and from all locations in the area would be incredibly significant.
- 36.20 (v) – We concur with ESC/SCC on the issues raised with Early Years use of the B1122 but would also point out that this also coincides with Scottish Power's (SPR) use of the B1122 adding to the cumulative impact for the village of Theberton. It is notable that despite SPR's use being much the lower proportion of additional B1122 traffic, they have made some proposals for mitigation within the village, even if one of them for dropped kerbs close to Pretty Road is unacceptable due to the blind nature of the B1122 at that point. This has been raised and recognised by the ExA for the SPR applications.
- 36.2 (x) – As well as the concerns expressed by ESC/SCC we have serious concerns regarding the long-term pollution potential of the backfill materials that will be placed in the borrow pits given the water table being as close as 2m to the base of the pits. The borrow pits are within the Minsmere Valley catchment which hosts the Minsmere and Walberswick Coast and Heaths SSSI along with its SAC, SPA and Ramsar designations.

There is one issue that we feel has not been covered or referred to by ESC/SCC in the section regarding the Parish, although perhaps it has been elsewhere and that is one of housing blight, which is already affecting the parish even before this project has finished its

examination, been approved, or having identified a means of finance by the applicant that is acceptable to government.

Specifically, the lack of an adequate housing blight mitigation plan. The current Property Price Support Scheme provided by the applicant to the parish council has eligibility boundaries essentially following the construction site boundary and excluding any properties outside the various construction zones.

We are already aware that property prices in Eastbridge and Theberton have suffered and have also resulted in delayed sales. There are two groups within the parish that this may significantly impact:

1. Those whose employment moves out of the area and impacts on sales cause additional expense due to the slow progress of sales and potential depressed sales price.
2. Those older residents whose main asset is their house and where poor health may require equity release for residential or non-residential care.

In discussions with the applicant, we have had categorical statements saying that under no circumstances would they ever purchase a property that cannot be sold. Whilst we understand that a blanket guarantee that the applicant would step in and purchase a property which was unable to be sold will not be given, we also feel that the position that this will not happen under any circumstances is equally unacceptable.

The applicant has also stated that it would require clear evidence from householders of price loss etc before any application for compensation would be acceptable, but unlike all other areas of evidence required for the planning application, where baseline evidence is required from the applicant, in this case, no effort has been made or seems to be underway to understand the impacts of this project on the housing market in the area.

We feel the lack of collection of baseline data for housing blight is a serious omission by the applicant and that their position on blighting and the unacceptable nature of the existing Property Price Support Scheme needs to be significantly reviewed and enhanced.

In addition, we feel that whilst there are brief references to impacts in the various Annexes associated with the overall Local Impact Report, we would like to raise and emphasise the following;

Light pollution - Dark Skies

We face significant loss of dark sky across the entire Parish, but especially in the Eastbridge area, which is closest to the construction site, accommodation campus and its associated two storey car park.

The Parish Council have been working with RSPB and local Dark Skies organisations with a view to assessing several sites within the Parish as dark sky areas. Initial assessments have shown that the area that is due to host the accommodation campus is one of the best dark sky locations and a report will be available later with details of all the sites assessed. This will be made available to the ExA once complete.

The construction and potentially the operational power station will impact the suitability of the area for such a designation. Indeed, based on pictures from Hinkley Point C development (below), any such designation will be impossible during the construction years and the loss of scarce night sky in the area will have health impacts for all who live within the Parish.



This picture, taken approximately 1.2 miles from the HPC site, also showed an increase in light of approximately 8-10 lux compared to the view in the opposite direction (taken at 10:16 on 21st June 2021). Hinkley Point local residents and those many kilometres from the site stated that light pollution was one of the most intrusive effects of the site, as it cannot be avoided.

The effects on wildlife and nocturnal species will be devastating resulting in cumulative impacts for many species whose food chain will be disrupted.

Cycling

The loss of access to George Road from the B1122 and Moat Road will permanently disrupt a well-used safe family cycling route and route to Alde Valley Academy for students who cycle. The only alternative via Eastbridge to Kenton Hills will be completely within the construction site and there are no alternatives being offered as mitigation.

Noise and pollution impacts from the Sizewell Link Road

Noise from SLR will disrupt sleep for many. Many residents will be sandwiched between the B1122 and the SLR and will suffer noise impacts from all sides. Impacts will be particularly severe for young children and shift working adults who sleep during the day.

NHS Live Well guide states

"Regular poor sleep puts you at risk of serious medical conditions, including obesity, heart disease and diabetes – and it shortens your life expectancy."

Guidelines from NHS for children's sleep range between 12-16 hours for babies between 4 and 12 months old to 8 to 10 hours for teenagers. Increased traffic levels both during construction and on into operation will have a significant impact on Theberton residents.

Higher exposure to air pollution from nitrogen oxides to particulate matter during the intense traffic period of construction will be damaging to all residents but particularly to younger children living in the area between the existing B1122 and the SLR. We are concerned that this has subject has not had the level of detailed examination required and that the impacts are being underrepresented.

Access to work and education - impact to journey times, carbon footprint and mental health

Adults and children in Theberton rely on road transport to access work and school. The development will impose longer journey times on the children and disrupt the current home-school transport. Children currently wait for school transport in Theberton standing at the roadside of B1122 - they need to cross B1122 safely and be safe waiting at the roadside. Many local families trip-chain their journeys during the day to accommodate school runs, shopping, after school activities and caring for family members. Increased traffic will add length to journey times, increase car emissions, increase fuel costs and add stress to our essential daily travel for all local residents.

Incoming deliveries - impact to receiving goods

Local families are concerned that the increased traffic will impact how frequently we will get goods delivered from supermarkets, Amazon etc. In rural location, families depend on deliveries as nearest clothing stores and large supermarkets are a fifty mile round trip which is often avoided by families with young children.

Transfer times to hospital and emergency medical assistance - impact to journey times

Labouring mothers require timely support by being able to transfer by road to Ipswich Hospital 30 minutes away or have community midwives attend within 30 minutes. Elderly and vulnerable members of community will have increased risks from longer emergency support.

Emergency planning for SZB incident

There are significant concerns that the emergency plan for evacuation will be impacted by the SZC construction over a decade and insufficient account has been taken of this in the LIR response.

Safeguarding risk - impact on safety especially for women, vulnerable adults and children

The influx of over 3,000 construction workers into the area whose current population is closer to 6,000 (including Leiston) makes a significant change in the overall demographics of both age and sex. The investment of those coming into the area for work will not be the same as those who live here now and have clear long-term ties to the community. This change will change the level of risk both perceived and actual for all residents with women and children impacted the most.