



TECHNICAL NOTE

Date: 23rd July 2021

File Ref: MA/PZ/P20-2187/05TN

Subject: Bacon Family – Deadline 5 Response

1.0 DEADLINE 5 – SUBMISSION

- 1.1. Create Consulting Engineers Ltd (Create) have been appointed by the Bacon Family to provide a written response at Deadline 5 in line with the Planning Inspectorate timescale, further to representations already made by Create on behalf of the Family.
- 1.2. Create provided reps at DL2 which were strengthened at DL3 following a review of the Consolidated Transport Assessment and Safety Audit presented by the Applicant for the B1125 / B1122 planned junction changes.
- 1.3. Following attendance at the ISH2/3 there are several significant points which the Applicant has failed to adequately address. This note, submitted at DL5, highlights these points.
- 1.4. We would urge the Applicant to engage directly with our Client given the conflicting information we are receiving from their Agent and the time taken to receive the requested information, giving the Client Team little, or no time, to respond.
- 1.5. As we are not expecting to have received specific information until after DL5 from the Applicant, we reserve the right to respond to subsequent matters as part of our DL6 submission.
- 1.6. We set out the details of the specific points which we are expecting at DL5 from the Applicant, in addition to the B1125/B1122 as detailed below.

B1125 Junction with the Sizewell Link Road

- 1.7. Figure 1.1 highlights the works proposed by the Applicant and the interface of the SLR, B1122 and B1125. The B1122 would be diverted, changing the current priority with the B1125 connecting directly to the SLR with a ghost island right turn lane junction arrangement.

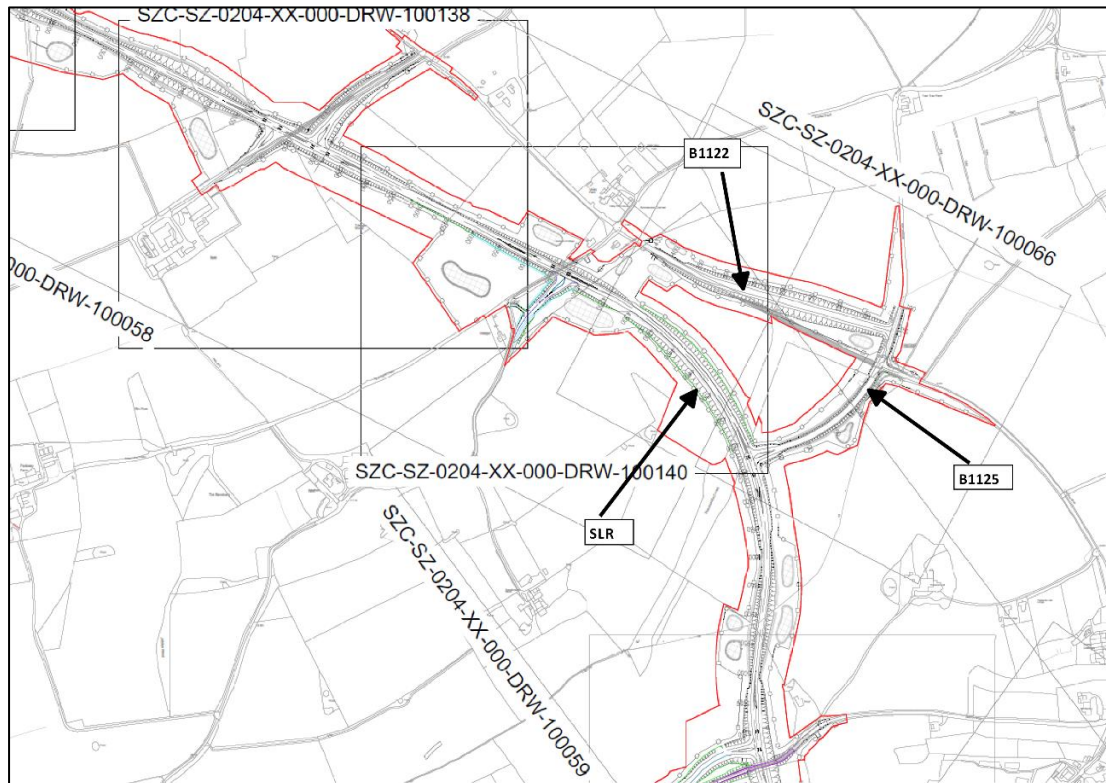


Figure 1.1 – Site Context

- 1.8. Create have already made representations at DL2 and DL3 on behalf of the Bacon Family in relation to the concerns over the Applicants proposed junction arrangement and in particular the longer-term impact on the pedestrian amenity for residents along the B1125 and general road safety. In particular we wish to note the use of the B1125 as a key cycle route, alongside tourist and other season activities.
- 1.9. Our Client notes that already problems occur along the B1125 with traffic from Sizewell and therefore during the ISH2/3 it was pleasing to hear the Applicant confirm that they would engage with Stakeholders and directly affected Parties along the B1125 / B1122 to develop a traffic management scheme for the B1125.
- 1.10. The Applicant, we understand, has also confirmed that the CTMP and Travel Plan will seek to impose restrictions for Sizewell C traffic along the B1125, routing traffic instead via the A12 and B1122 short term and then via the A12 / SLR for the remaining period. Again, this is welcomed.

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- 1.11. Given the Applicant was to engage with the Parish Councils and affected parties, including our Client, to develop a highway intervention scheme along B1125 to enhance the pedestrian amenity and safety through speed controlling features, within the villages, we had hoped dialogue would have commenced by now.
- 1.12. To date no engagement has taken place.
- 1.13. So at present the Applicant's proposals for the B1125/B1122/SLR look to alter the priority arrangements providing a direct connection to the SLR from the B1125.
- 1.14. Create are firmly of the opinion that should the current junction configuration remain as proposed it will continue to encourage Sizewell and general traffic along a route already prone to accidents with sub-standard alignment and lacking pedestrian amenity.
- 1.15. Taking this into account and the announcement by the Applicant to engage with Parties along the B1125, we feel the proposed junction configuration is now in direct conflict with the Applicants plans to introduce highway intervention measures along the B1125 and should be changed.
- 1.16. Create are looking to engage with the Applicant to alter the B1125 / SLR junction configuration. This will not only look to further discourage traffic along the B1125, but with the planned highway intervention measures suggested by the Application offer a significant legacy benefit.
- 1.17. As noted earlier, following the ISH2/3 there are several significant points which the Applicant has failed to adequately address. We believe these will be reported at DL5, in particular we highlight the following; Create reserve the right to comment further on these points at DL6.
- Fordley Road engineering design, we understand options have been prepared by the Applicant, which considers the Fordley Road change to remove the SLR connection, whilst maintaining Fordley Road.

We understand from meeting minutes between Middleton cum Fordley Parish Council and EDF dated 5th July 2021 that the Applicant has dismissed this possible legacy option on technical grounds, a matter which is strongly disputed.

- Greater detail on the Sizewell Link Road route selection and a complete environmental link assessment as requested by Mr. Humphreys and agreed to be supplied at DL5 by the Applicant.
- Clarity from the Applicant as to why the Sizewell Link Road cannot be constructed until the Main Site Plant and specific clarity over the points raised by Mrs. Williamson on behalf of the Applicant being;

- Use of the Sizewell Link Road as a short-term haul road;
- The movement of material from the SLR / Two Villages Bypass and the Main Plant Works within the SLR boundary; and
- Justification for 70,000 vehicle movements to use the SLR as a haul road before construction of the final SLR.

CONCLUSIONS

- 1.18. The agreement by the Applicant to consider permanent highway mitigation works to improve pedestrian amenity and road safety is welcomed. This does not go far enough to offer a permanent legacy to residents along the B1125.
- 1.19. We believe the Applicant should remove the direct connection of the B1125 to the SLR, minimising the attractiveness of the B1125 to Sizewell traffic. Only with this would a true permanent legacy be achieved.

Note By: Paul Zanna - Technical Director