

## Additional Written Representation at Deadline 5

### Proposed Sizewell Link Road – using good design to avoid adverse and foreseeable consequences

**Note:** Further details of the ecology of the area and Kelsale-cum-Carlton have previously been submitted by Kelsale-cum-Carlton Parish Council in their separate submissions.

#### OVERVIEW

My name is Ian Galloway and I am a resident of Kelsale-cum-Carlton (see Fig. 1 below), one of the largest (by area) Parishes in Suffolk.

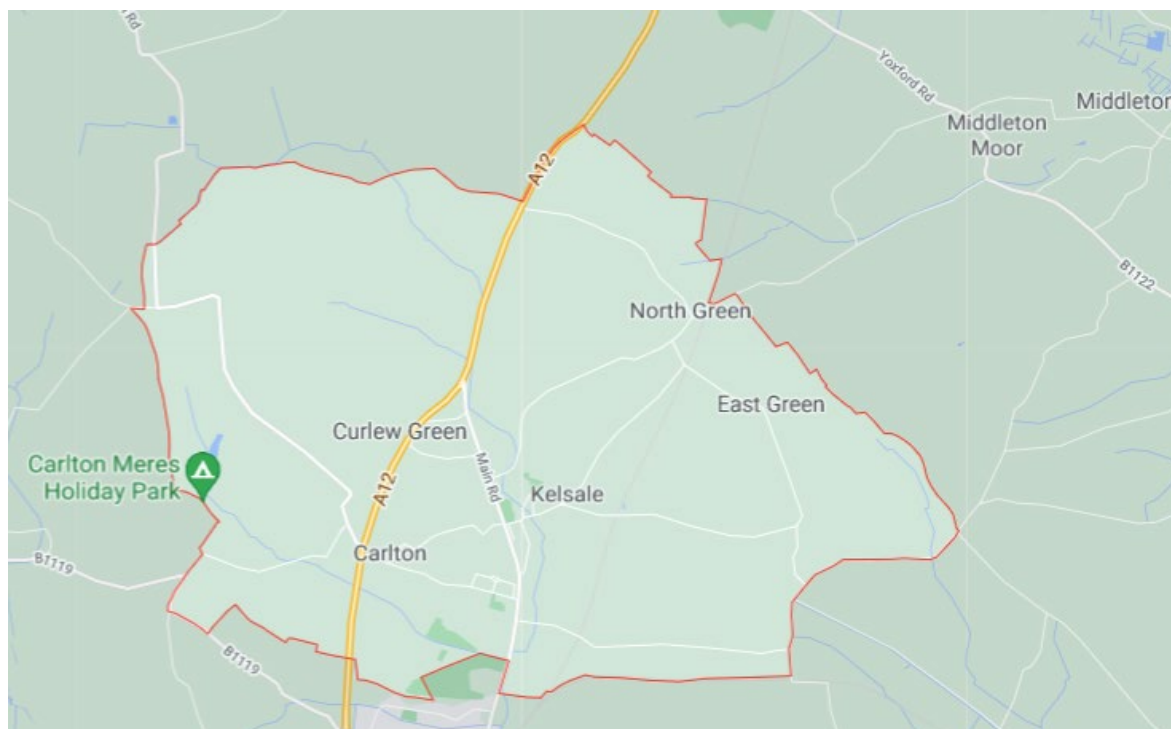


Fig. 1

At Written Questions 1 [ExQ1] the ExA asked a series of questions regarding Design, Design Approach and the ambitions of the Applicant to address and exceed the expectations of ‘good design’.

The ExA made specific reference to EN-1 [4.5] where the *“Criteria for “good design”* for energy infrastructure are outlined. Please see a range of definitions of the term “Good Design” at **Appendix A**

At 4.5.1, EN1 looks beyond *“...aesthetic considerations...”* pointing out that *“The functionality of an object — be it a building or other type of infrastructure — including fitness for purpose and sustainability, is equally important.”*

Moreover it asserts that; *Applying “good design” to energy projects should produce sustainable infrastructure sensitive to place...”*.

In the absence of the Design Brief for the proposed Sizewell Link Road being published, it is my contention that the Applicant has failed to meet the reasonable threshold for ‘good design’ in respect to the proposed junction of the SLR and Fordley Road.

Further, in the absence of any evidence to the contrary, it is my view that in designing this junction, the Applicant (or their agents) failed to fully consider (what are clearly foreseeable) consequences, for the communities of Fordley Road through to North Green, Tiggins Lane, Butchers Road, and into Kelsale-cum-Carlton itself.

Specifically, by making the footprint of the junction so much greater than the current B1122/Fordley Road junction, the design is altering the; entry/exit to a narrow single track road from one that is clearly that of a rural byway, into something that could be construed as a road suitable for all forms of motor vehicles.

I am led to understand from residents of the area that there was no formal or informal consultation on the suitability of the design prior to publication of the SLR plan.

As there is no evidence of further works under consideration by the Applicant in respect to this route, I can only assume they regard the proposal as an exemplar of their 'good design'.

It is evident to the local Parish Councils, residents, businesses and land-owners that unfettered access to the 'Quiet Lane' network via the proposed SLR junction is both destructive to the purpose of the lanes and will invariably give rise to unwarranted 'rat running' during periods of normal operation of the A12 and the proposed SLR.

However, all parties are even more concerned that in the event of; an accident, temporary closure or prolonged issue on the A12 or the SLR, Fordley Road and the aforementioned network of 'Quiet Lanes' could become inundated with high volumes of traffic and vehicles for which the unpaved, narrow carriageway are eminently unsuitable.

In summary as proposed, the revised SLR and Fordley Road arrangement not only increases the risk of; inappropriate use of a network of Quiet Lanes by vehicles for which the lanes are totally inadequate; it also threatens; two roadside nature reserves, a private nature reserve, numerous rare habitats, ecological assets, vulnerable verges, ditches and water courses, historic landscapes, a conservation area, listed buildings and non-designated heritage assets.

Furthermore, it directly threatens Red List species and their habitats and a diverse and thriving flora and fauna.

I ask the ExA to examine the Design Brief for the SLR/Fordley Road proposals in the light of the consequences it will have on a valuable landscape that stretches far beyond the 'limits' defined in the DCO; and test whether the proposed design meets the threshold required for 'good design' and sustainability as defined in EN-1 [4.5].

It seems to me that far from 'designing out issues', the proposals being advanced by the Applicant are actually exacerbating problems that the Quiet Lanes initiative was specifically designed to combat, an initiative that the Applicant has publicly lauded and sought to be seen to be committed too.

## **Appendix A – Some definitions of good design?**

### **Steve Jobs**

“Design,” said Steve Jobs, “is a funny word. Some people think design means how it looks. But, of course, if you dig deeper, it’s how it really works.”

### **Dieter Rams**

“Good design,” said Dieter Rams, “is as little design as possible.”

### **Norman Foster**

“Good design is actually a lot harder to notice than poor design, in part because good designs fit our needs so well that the design is invisible.”

### **Zaha Hadid**

“Good designs are those which create experiences by solving relevant problems.”

### **Sir Alexander Arnold Constantine Issigonis**

Good design is unobtrusive. Good design is honest. Good design is long-lasting.

### **James Dyson**

“Good design is about how something works, not just how it looks.”

### **Jony Ive**

“Good design testifies who we are. People can sense care and can sense carelessness. This relates to respect for each other and carelessness is personally offensive.”

### **And**

“Making the solution seem so completely inevitable and obvious, so uncontrived and natural – it’s so hard!”

### **Tim Brown**

“Good design is human-centered, anchored in understanding user needs, generating creative ideas that transform the way solutions develop. You make decisions based on what customers really want instead of relying only on historical data or making risky bets based on instinct instead of evidence.”