

Ref	Also for	Question	Stop Sizewell C Response. These answers should in no way be considered as an endorsement of the project, to which we remain totally opposed.
LI.2. 1	SCC, ESC, Natural England, The AONB Partnership, National Trust, Stop Sizewell C, TASC	<p>Additional Construction Visualisations Additional illustrative day and night-time construction photomontage visualisations are to be produced from four Representative Viewpoints [REP5-117]. Please comment on the suitability of the selected locations.</p>	<p>The four suggested sites are too restricted in their demonstration of impact of the development during construction. We request that Representative Viewpoints 6, 8, 11, 16, 26, 29, 30, and 31 (APP-221) should also be provided as they will illustrate a wider impact both during the day and night.</p>
LI.2.7	ESC, SCC, Natural England, The AONB Partnership, Stop Sizewell C, TASC	<p>SSSI Crossing – Design Amendment Please review the amended SSSI crossing design [REP5-010] and provide comment.</p>	<p>At all stages the SSSI Crossing structure is surrounded by sheet pile which is inappropriate considering the location within the SSSI and where eventually the restored Sandlings Path long distance route will be. The final 1:1 slope to the west of the structure will be completely incongruous in this location and there are concerns that it will not sustain good vegetation cover in the long term. The concrete wings of the crossing initially supporting both main access and haul road/conveyor access cannot be disguised and are inappropriate in this location within the AONB and at the junction of the two SSSIs and Minsmere’s other designations. Once the haul road crossing structure is removed, the concrete wings will become even more obvious in the landscape. These comments simply go to reinforce the position of Stop Sizewell C and others that a more appropriate design is the 3 span bridge originally proposed at consultation 1.</p>

LI.2.9	The Applicant, ESC, Natural England, The AONB Partnership, Stop Sizewell C, TASC	<p>Alternative Outage Car Park Note</p> <p>Please review and comment on the content of the SCC submission [REP5-171].</p>	<p>Stop Sizewell C supports the position of SCC regarding the need for two outage car parks in the AONB for SZB and SZC and their suggestions for potential resolution with off-site facilities or reprioritisation of car park access for operational staff.</p> <p>The contention by the applicant, referred to in paragraph 4 of SCC’s submission, that once an outage clash has occurred, clashes would continue until another unforeseen outage occurred for one of the clashed reactors is a significantly risky approach as an there is an accompanying increased risk of the third reactor clashing with the existing two clashed reactors.</p> <p>It also speaks to an implied abnegation of responsibility by the applicant and SZB management to actively separate the next planned outages for the clashing reactors whilst ensuring that the third reactor remains unaffected.</p> <p>It is clear that any responsible and forward thinking project management organisation would ensure that the clashes were resolved at the next planned maintenance opportunity.</p> <p>From an operational safety perspective, I would assume that the ONR would insist that the outage spacings between the three reactors are brought back into compliance at the earliest possibility by adjustments of one or more outage periods.</p> <p>Also, depending upon the severity of the issue that had caused the unforeseen clash and the period for each outage to be resolved prior to restart, there may be no long-term clash at all, as the period required for each outage my resolve the situation within the clashed outage periods respectively.</p>
LI.2.24	ESC, SCC, Natural England, The AONB Partnership, Theberton and Eastbridge Parish Council, Stop Sizewell C, TASC	<p>Design and Access Statement – Accommodation Campus Design Principles</p> <p>Please review and comment on the revised design principles contained within Table A.1 [REP5-075].</p>	<p>Stop Sizewell C supports the position of both Theberton and Eastbridge Parish Council and The AONB Partnership on this design issue but reiterate the additional objections from T&EPC to the following design principles;</p> <p><i>2. Development contained within the land to the east of Eastbridge Road, reducing the visual and heritage impact, including those on the setting of the AONB.</i></p> <p>We have maintained throughout all consultations and responses to EDF that the campus should have been split between multiple sites to reduce the impact on the AONB, the surrounding landscape and heritage assets. We also maintain that such a large workforce campus at this rural location is inappropriate.</p>

			<p><i>3. Orientation of accommodation blocks (siding on to Eastbridge Road) and massing (units of up to 3 storeys closer to Eastbridge Road) to minimise the visual impact on sensitive receptors to the west of the site, including Leiston Abbey (second site) and the realigned section of Bridleway 19.</i></p> <p>We believe that the linear orientation of the accommodation blocks, roughly east/west is inappropriate and that all blocks should be restricted to 2 storeys. If the blocks were arranged into single linear quadrangles east/west with all residential windows facing inwards to a green courtyard area and no illumination was allowed externally apart from minimal discrete lighting for entrances then issues of light spill from all directions would be minimised reducing potential impacts on bat corridors and general light impacts within the AONB and surrounding countryside and realigned Bridleway 19.</p> <p><i>4. Visual impact of the accommodation blocks, including that on the setting of the AONB, minimised by limiting heights to four storeys.</i></p> <p>We are concerned that four storey blocks are totally out of keeping with the rural nature of the area that the campus is to be situated as well as its visual impact on the setting of the adjacent AONB. We feel that a maximum of two storeys would reduce the considerable impact that the campus will make on the area whether viewed from the AONB or to the west of the site and heritage assets such as Leiston Abbey.</p> <p><i>11. Parking (with the exception of drop-off points and disabled parking) provided within a two level decked car park and adjacent to non-residential buildings to minimise the disturbance to workers on different shifts.</i></p> <p>Following on from item 3 above, the only drop-off access entrances should be on the western end of the accommodation blocks thus avoiding light spill east or west from vehicles. We are also concerned that screening of the two storey car park should ensure that no light spill will result from cars manoeuvring or parking within the structure particularly on the second level.</p>
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