

From: [REDACTED]
To: [SizewellC](#)
Subject: Comments on applicant's response to Transport and Traffic Mitigation
Date: 23 May 2022 22:51:06

Comments on applicant's response re Transport and Traffic Mitigation.

Interested party reference no: 20026036

The applicant lies.

"The SLR and 2VBP themselves, of course, are substantial mitigation measures, bringing lasting legacy benefits to communities fulfilling the aspirations that the affected communities have strongly articulated for decades without success. Without SZC these long- term lasting benefits will not be achieved."

Section 3.1.40 in document at <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-010782-SZC%20-%20Main%20Report.pdf>

This is a complete misrepresentation of the facts about the Sizewell Link Road (SLR).

I live on the B1122 and there has never been any perceived requirement for the SLR and there is absolutely no legacy value to it, never mind "long term benefits". EDF are implying they are doing us a favour building it. They are not; they are doing it because it suits their purposes.

What would have been a valuable legacy is Route W.

I would ask that the BEIS insist on route W instead of the SLR. Not just for Sizewell C but because of the multiple energy projects planned for this area. Sizewell C is not the only project that will be generating vast volumes of HGV and worker traffic. EDF has finally recognised the strain it is putting on the transport infrastructure of East Suffolk but no consideration has been given to the other projects which are going to significantly add to the traffic.

Someone has to look at the bigger picture and the cumulative impact of all these projects on the local roads. Route W would ease that burden and reduce the inevitable congestion at Yoxford and on the B1122. Projects EAN1 & EA2 have already been granted, those projects will generate their own traffic and accommodation issues, Sizewell C is at the end of its planning cycle but there are several others in the pipeline, many of which will be run concurrently with SZC.

In addition, if Route W was to be built, every vehicle coming to site from the south would have its journey reduced by 18 miles on a return trip. This amounts to millions of miles and Co2 emissions saved over the lifetime of the project. I believe that the carbon footprint for building a nuclear power plant has been glossed over by EDF, the plant will

have to run for many years to pay back the carbon that the build will produce. Every effort should be made to reduce those emissions and Route W would contribute significantly! Remember Net Zero?

Further comments

The zebra crossing at Theberton is to be located just after a blind corner. Well thought out then! Frankly, given the proposed volume of HGVs and other vehicles going through the village, a mere zebra crossing in Theberton is a bit like suggesting placing a zebra crossing somewhere on the M25! The very least they could do is put in a pedestrian crossing with lights.

I also detected some threats, pouting, patronisation and bluster but that's nothing new from the applicant.