

PINS RECEIVED

15 MAY 2015



5 May 2015

Dear Mr Wilson,

Sizewell C

I attended a presentation by someone from the Planning Inspectorate in Theberton Village Hall last summer. I don't remember his name, but as I see from a TASC email, received today, that you are giving a presentation about Sizewell C consultations, in June in Yoxford village hall, I assume that it may have been you.

I would, therefore, like to make you aware of my experiences over the past two years resulting from the Sizewell B Dry Fuel Store Planning Application, and I apologise in advance for the length of this letter.

I moved to [REDACTED], Theberton in October 2011. The planning approval for the Sizewell B Dry Fuel Store was dated 22 July 2011, reference C13/0892. However, this did not appear in any of the planning searches carried out by my solicitor prior to my move, nor did it appear in any of the many planning applications for Theberton, which I trawled through personally to get some idea of the development in the area. I found nothing untoward, and even if I had seen the Sizewell B Dry Fuel Store Planning Approval, with its 32 conditions, I would not have guessed how this would impact on my life.

At the end of October 2011, the B1122 through Theberton was completely resurfaced, apart from some damage to my car windscreen, the week of disruption passed quickly and quietly enough and I was able to proceed with my new life in [REDACTED]. The property survey had shown me that all the windows were in need of replacement. This I had done in early December 2011; double glazing downstairs and acoustic glazing upstairs. The effect was amazing. The early morning traffic did not disturb me, so I could sleep for as long as I wanted and had to use an alarm clock to wake me if I was going out for the day. I soon got used to the day-time traffic as well. People going to work, school buses and people going home from work; so I was able to work out a routine for time in my garden from 10am to 4pm and in the summer to go back out again after 7pm. I have a large garden, the total frontage of my property onto the B1122 being approximately 200ft. My new blissful existence continued for 15 months until:-

In the first week of March 2013, Suffolk County Council Highways commenced more roadworks on the B1122 through Theberton. Only 18 months after the previous resurfacing but this time specifically for the benefit of Sizewell B Dry Fuel Store traffic and claiming to be "better quality tarmac", a "better shape to the road" and "quieter". On the first day the old tarmac was removed but only as far as my front gate; as you will see from the photographs enclosed. This was the start of

my Sizewell B Dry Fuel Store nightmare – at 0315 the following morning a large vehicle hit the ramps, just 20ft from where I was sleeping.

During the summer and autumn of 2013, I complained continuously, to Suffolk County Council Highways, Suffolk Coastal Planning Department, Nicholas Cofield EDF, the MP Therese Coffey and the Police Sergeant Nigel Thompsett, appointed at the time to look after Sizewell matters. I have not included copies of all my correspondence but I have included a record that I kept, in July and August 2013, of the nightly disturbances which I experienced as a result of the above roadworks, and a copy of a letter which I sent to the Sizewell C project team in February this year which will give you some idea of my feelings on the subject of Sizewell B Dry fuel Store traffic during this period. In a letter dated 2 September 2013, Suffolk County Council Highways offered all sorts of helpful measures, none of which materialised and so after 10 months without proper sleep and relentless daytime traffic noise I was forced to consider other options.

██████████ does not have a high hedge in the front, and it would take many years to grow one high enough and thick enough to combat the noise and vibration from the Sizewell B Dry Fuel Store HGV's speeding past and although ██████████ is well within the village boundary, it does not have a footpath to enable such a hedge to be properly maintained. I therefore concluded that a fence would be my only option and rang Suffolk Coastal District Council Planning Department for advice, on 9 December 2013. I was told that I could put up a fence 6ft 6ins high up to my boundary. I asked for this to be confirmed, not once but 3 times, to be absolutely sure as my boundary is, so far as I know, the wall at the front of the property and is very near to the road (approx. 2ft). There appeared to be no doubt that the information I was given was anything but correct and there was no mention of needing planning permission. So in January 2014, I had a fence put up, not up to my boundary wall but 2ft inside it to make sure that I had a clear line of sight from my driveway and behind the line of my neighbour's fence so that it would not block their view of the road.

The effect was instant. The vibration caused by large vehicles travelling at excessive speeds during the night and the noise of traffic during the day were eliminated and my life returned, almost, to the way it was before March 2013. Except in the garden, but then I knew that on "bad traffic days" I could always retreat indoors, to perfect silence, and restrict my gardening to evenings and weekends until such time as Sizewell B had finished building their Dry Fuel Store. Sizewell C could do their worst and I would have been able to endure even their "600 vehicles-a -day", but this was not to be:-

In June 2014, Suffolk Coastal District Planning Department finally caught up with their backlog of work, to arrive on my doorstep with the news that I had been given wrong information. That the 3 people involved in that telephone conversation on 9<sup>th</sup> December, did not know about the 1 meter high rule for fences facing the highway. Nor had I ever heard of it, and I have seen many fences similar to mine all over Suffolk. Nor would I have considered putting up a fence 1 meter high which I knew would not cover the wheels of an HGV, let alone the engine or the exhaust fumes, or the dirt. However, the enforcement officer told me that a Lawful Development application should resolve it, as the fence was behind the boundary wall and not in its place; and his manager apparently agreed. I was given 14 days to fill in the application. I have enclosed some of the photographs included with that application, unfortunately so far I have been unable to get a good photograph of one of the abnormal loads en route for Sizewell which at 12ft high were almost twice the height of my fence

and above my bedroom windows. I waited two months for an answer, even that was late and the answer was that the fence was indeed "unlawful" but I could appeal to you, the Planning Inspectorate against the decision. I have been involved in a Planning Inspectorate appeal against a local farmer in the past, and I did win that appeal, but by this time my resolve was wearing thin. I began to doubt if I had enough energy left to fight the bureaucracy, and wondered if it was worth it just to be able to keep [REDACTED], when the fault was not mine. I was the only one affected by the roadworks in March 2013, and I know that some of my neighbour's and the Theberton Parish Council will not support me against the might of Sizewell and EDF. My fence, apparently did not conform to the "the visual amenity and character of the Theberton street scene". They would rather be able to see [REDACTED] as it was before this horror story began.

So, I have reduced the front of the fence to 1 meter high and because I can no longer sleep at night again, have taken the unhappy decision to try to sell [REDACTED]. However, if no-one offers to buy it, which seems increasingly likely, because of the uncertainty about Sizewell C, then I will grow a hedge and I will let it grow up to my eaves (13ft) and what was once an idyllic cottage will be gone from the public's view forever thanks to Sizewell B's need for a Dry Fuel Store, the inconsiderate behaviour of HGV driver's employed by them, the incompetence of Suffolk County Council Highways and Carillion, and Suffolk Coastal District Planning Department, who do not know that a fence facing the highway cannot exceed 1 meter.


And finally, before you decide to ignore my letter, please take a look at my last photographs – this is the "visual amenity and character of the Theberton street scene" as seen from [REDACTED]. Thanks to the unjust, unfair and discriminatory application of planning rules, this is what I see, every morning, from every window, (when I can bring myself to open the blinds), from my back door, from my driveway and from my garden. A fence 6ft 6" high facing the highway! And facing me. My legacy and constant reminder that I too, once had a fence which enabled me, to survive the onslaught of the Sizewell B Dry Fuel Store traffic.

And how does all this fit in with Sizewell C? I have no doubt that the easiest/cheapest option will be to continue to use the B1122 as Sizewell's "Haul route" rather than building a dedicated new access road. However, over the past 2 years I have observed the behaviour, and driving habits of these HGV drivers. I have many photographs, lists of company names and vehicle registration numbers. I have watched them and followed them, I know their routes, I know the roads they use and I know the exact places to disrupt and impede their progress, to best effect. And I will. If I am still living here, I promise I will do my best to bring Sizewell to its knees – single handedly if necessary. Unless you and the Secretary of State can come up with some better conditions for the protection of local residents like me.

Yours sincerely

[REDACTED]  
Lynda Stanley (Mrs)

A victim of Sizewell B's Dry Fuel Store Project



16 February 2015

Dear Sir,

I am writing in response to your Sizewell C Project update document dated October 2014.


Firstly, to complain about the timing of your Stage 1 Consultation Questionnaire, which had a (no doubt strategically planned) closing date of 6<sup>th</sup> February 2013. Just one month later, at 0315hrs on Monday 4<sup>th</sup> March 2013 my life in Theberton was destroyed by road works, carried out by Suffolk County Council Highways/Carillion, on behalf of EDF, for their Sizewell B Dry Fuel Store Project.

In 2 weeks time it will be the 2-year anniversary of that event. Two years in which no attempt has been made to alleviate the ongoing problems I have had, which were caused by that event and the total lack of control of the traffic using the B1122 after that so-called road improvement.

Secondly, at the time I completed your Stage 1 Consultation Questionnaire, I could only guess at the impact that event would have on my life and my property. I have revisited my responses now, in particular Question 15, People and Economy, and have concluded that I must be psychic. For the record and to save you having to look it up, my response was as follows:-

- *I "live in the Sizewell area".*
- *EDF energy has not considered my needs. I will not benefit in any way from any "opportunities arising from the development". I doubt they are likely to offer me a job at Sizewell 'C'.*
- *All I get out of this will be a lot of aggravation, and disruption to my life. If the B1122 is the chosen route I believe my only option will be to board up my cottage and move out of the area. I doubt that anyone would want to buy it and by the time the construction phase is over, it will be just a pile of bricks.*

Thanks to the Sizewell "B" Dry Fuel Store Project I believe my prediction is much more imminent than I had imagined possible. One month after your closing date you would have received a much more specific response to this question as I would then have had details, from personal, very close, first-hand experience of the likely disruption that will come from Sizewell "C". I have read somewhere that the Sizewell "B" Dry Fuel Store Project would involve 7,000 vehicles using the B1122 through Theberton over a 2-year period. I haven't counted them all but I have seen, heard and felt the impact from many of them.

Again, to save you having to look it up,  is situated on the east side of the B1122. The property is just 20ft from the edge of the highway and including the garden has approximately 200ft adjacent to the highway, wholly within the village boundary and wholly within the 30mph speed limit. Unlike other parts of Theberton, there is no footpath outside my property which is also below

the road surface level, on sandy soil and no doubt having shallow foundations which were laid long before HGV's were ever invented. For these reasons the impact of the Sizewell "B" traffic following the above-mentioned road works has been disastrous for me. Suffolk County Council Highways have consistently disputed that their road works are at fault but I had no such problems following the previous road works carried out by a different contractor, only 15 months earlier.

As it is now coming up to 2 years since the start of my nightmare, I would like to think that my life could return to what it was before, but it is unlikely. Many of the contractors working on the Sizewell "B" project appear to be local and continue to work in the area. The drivers are well aware that they can abuse the B1122 through Theberton on a daily basis without any fear of being stopped by the police, and no doubt will hope to be engaged for work on your Sizewell "C" project in the future. What a pity you did not monitor what has been happening here over the past 2 years. It would have been the ideal opportunity for you to gain some local support, if you had just shown that you can control the traffic situation. I have read and heard mention that Sizewell "B" want to be seen as "good neighbours"; so far as I'm concerned they are "the neighbours from hell" and you appear to be following in their footsteps. There is nothing in your Sizewell "C" Project Update propaganda leaflet, under the heading of Transport and Accommodation Strategy that gives me any hope for the future.

Yours Faithfully

A black rectangular redaction box covering the signature of Lynda Stanley.

Lynda Stanley (Mrs)

JULY 2013

	M	T	W	Th	F	S	S
1	0625						
2	0630	0510					
3	0740		0710				
4	0815(A)		0730	0516			
5				0550	0650		
6					Ry White 0600	0000	
7					0335		
8	0030						0540 (Larch)
9	0540	0510					no dist. name
10	0730	0625	0625				
11		0645		0605			
12				0615	0634		
13				0625		0025	
14				0630			
15	0130			0650			no dist. name
16	0645	0325					
17	0730	0345	0430				
18	"2/2"	0615	0630	1100			
19	Deliver	0635	0740	0130	0615		
20	Van		0755	0300	0630	0300	
21	(N)		(N) lorry	0305	0710	0345	
22	0730		no name	0740		0730	no dist. name
23		0555	1100TF	(N) lorry			
24			But grey long				
25			blue flat				
26			line on truck	2320			
27			cab. (40+)	0205	0315		
28			0330	0540	0340	0330	
29	0102		0355	0556	0800	0520	none
30	2x5REQ	0100	0645(2)		(u/bike)		
31	lorry						
	empty(3)						
	06105		0730				

time manager

AUGUST 2013

	M	T	W	Th	F	S	S
1	x	x	x	0115	0625 0630 0650 0710	opt upst to sleep on sat. - give up at 0515	0720
2				0245	0315		
3				0730	0740		
4					0815	0830	0650
5	0140				(m/bike)		0700
6	0510	0520					0730
7	0630	← NS →	0120				
8	0730	0730	← NS →	0255			
9	approx 3 hrs.	↑ cab.	0700	← NS →	0610		
10	sleep.	eyes.	at clock	0530	0630		
11				0800	(0650 M/B)	0830	1210
12					0700		0245
13	0630	0255					
14			0330		0730		0800
15		0700	0630	0315(W)	*		
16			0631	long flat back long	0415		
17				0340(S)	0630		
18			0740	192. data 1 van.	NS	0640	
19							0645
20	0605			0830	0700		
21	arrive	0630			0720(N)		
22	0630	0740	0715	0325	0720(N) Robinson		
23				0245(3)	0630		
24				- NS -			
25				0530	0845	0730	
26	0615			- NS -	↑		0730
27	0630	0640		0710	SCC Higgs		M/bike
28	M/bikes		0555	0815	visit.		
29			0630	0330 0345			
30				010	0630		
31				21 Sept	0730 0750	0340	x

time manager

\*R1 8/0740 x3 closed metal containers lorry → N-35  
 \*\* Mon 12/0741 + 0748 - same vehicles as above → N  
 Askew → Stradroke - portable bldgs.







