



Dear Sirs,

I have watched most of the Issue Specific Hearings, and have generally been impressed by the rigour applied by the examiners. However, as a local resident without detailed knowledge of Traffic and Transport analysis, I felt that ISH 13 (Traffic and Transport) lacked the same rigour and precision, and, as a consequence some important issues, as they impact local residents, were not adequately covered.

1. The specialist appearing on behalf of the Applicant was allowed present the Applicant's position on Traffic & Transport issues, but frequently appeared unable to provide coherent explanation and some answers were left unchallenged. Of particular concern was a statement that much material would be off-loaded on to smaller vehicles (LGVs?) at a CCS and these would then complete the delivery. No indication of how many LGV movements would ensue was provided by the Applicant nor sought by the ExA.

2. Regarding AIL delivery, the three main queries requiring an answer were:

- how many AIL movements are required
- is there a viable delivery route ?
- are any highway modifications required other than movement of street furniture?

These were answered quite quickly by the Applicant, but the discussion then went on at length without contributing much, other than to allude to the possible need to strengthen the A12 road bridge over the River Deben at Marlesford. Questions left hanging were:

- Are there any other heavy loads to be moved that require special measures?
- What is the calculated HVAC transformer failure rate and probability that AIL will need be replaced within the operational lifetime of the substation(s).

3. The ExA did not obtain a satisfactory answer to the possibility of other AIL-like movements being needed to deliver/replace heavy items of substation electrical infrastructure such as Shunt Reactors and STATCOM transformers.

4. The Applicant did not provide a satisfactory answer as to why the haul road could not be used to deliver the main HVAC transformers. The explanation given was that that route is across farmland but this does not hold because the permanent substation access road likewise crosses farmland and the overall lengths are broadly comparable. There may of course be other non-technical reasons, but these were not addressed by either the Applicant or the ExA.

5. In answer to an ExA question, the Applicant stated that the peak HGV movements were calculated to be 270 per day, but did not indicate the total number of such movements. An average HGV movement was mentioned (150?), but again no duration over which the movements applied was forth coming. As such, just 4 figures were required:-

- What is the total number of vehicle movements associated with the Project?
- What percentage of these are HGV?



- Are these based upon project duration of 36 months (ie Scenario 1) but also applicable to Scenario 2 ?
- What is ratio of peak daily movement to average daily movement for Scenario 1 and Scenario 2?

It may be that such figures can be derived from those detailed within the Applicant's documentation, but it has proven impossible for me to derive simple numbers in answer to the above questions.

6. It only became apparent to me during ISH 12 (Noise) that the 'temporary' haul road was not continuous, there being an interruption at the point where it would have had to traverse the Hundred River. The explanations provided by the Applicant regarding the impact of the access arrangements and crossing of the B1122 plus the interaction with Fitches Lane were unclear, particularly those requiring HGVs to perform 3-point turns in the vicinity of the Hundred River and Aldringham Court care home. I feel that [REDACTED], whom I believe lives close to the crossing site, was not accorded sufficient time to deliver his views on the matter to the ExAs.

7. I feel that the views expressed by [REDACTED], representing Aldeburgh Town Council should also have been accorded more time. She is one of the few persons addressing the ExA who has had direct experience of the local traffic and transport issues that arose some 30 years ago with the build of Sizewell B Nuclear Power Station.

A. Thomas

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