

MINUTES OF THE THEBERTON AND EASTBRIDGE PARISH COUNCIL MEETING HELD AT JUBILEE HALL, THEBERTON ON WEDNESDAY 9th NOVEMBER 2022 AT 7:00 PM

1. Attendance and Apologies

Attendees:

Cllr. Stephen Brett - Chair
Cllr. Hilary Ward - Vice Chair
Cllr. Paul Collins
Cllr. Stephen Morphey
Cllr. Hazel Collins

Apologies for absence:

Cllr. Nat Bacon – written and accepted
Cllr. Bob Flindall – written and accepted
Cllr. Adam Hurrell
District Cllr. Russ Rainger
District Cllr. Tony Cooper
County Cllr. Richard Smith

In attendance:

Sharon Smith - Clerk/RFO
District Cllr. Tom Daly

2. Declarations of Pecuniary and Non-Pecuniary Interest

None.

3. Public Forum

District Cllr. Tom Daly reported that the Ease the Squeeze initiative was ongoing. Financial Roadshows are being held in local towns offering advice and signposting residents to available help. The District Council has appointed a new Chief Executive Officer, Chris Bailey, to replace Stephen Baker who retires at the end of the year. Cllr. Daly concluded his report by mentioning the National Grid Sea Link and Euro Link public consultations. The District Council is holding joint meetings to hear the views of Town and Parish Councils.

4. Energy Projects

a) Cllr. Stephen Brett briefed the Council about the first meeting of the B1122 Early Years Working Group. The focus is the early years' phase when most of the Sizewell C traffic will be using the B1122 to reach the construction site and to build the associated infrastructure. The purpose of the group is to explore ways to mitigate the impact of the traffic, particularly safety, noise and vibration. The group comprises EDF, Middleton and Theberton Parish Councils, the District Council, EDF's consultants WSP, and SCC Highways. Most of the first meeting was spent reviewing the plans for footpaths along the B1122 through Middleton but these are only being offered within the constraints of the Highways' boundary. The only Theberton plan tabled for discussion by EDF was for the Church Road junction with the B1122. The give way line will be moved towards the B1122 to improve the visibility splay. The Council further discussed the proposed pedestrian crossing but no decisions were taken. It was agreed to ask for a 20 mph speed limit through Theberton regardless of whether the pedestrian crossing goes ahead.

ACTION: Cllr. Stephen Brett and the Clerk to draft a response to EDF.

b) Cllr. Paul Collins summarised his previously circulated report, attached as Appendix I.

c) Cllr. Stephen Brett reported that he and the Clerk met with Wayne Saunders, the Highways Community Liaison Engineer, onsite in Eastbridge to review the proposed 30 mph speed limit. He is optimistic that Eastbridge will meet the criteria but advised that ongoing maintenance costs may need to be added to the installation costs. He estimated that the cost will be around £15,000 to £20,000. The next steps are to provide Highways with a map of the proposed 30 mph boundary limit and to arrange for a speed survey which will cost around £500. The Council agreed to arrange for the speed survey to be undertaken near Eastbridge Farm South during the busier spring/summer season.

ACTION: Cllr. Stephen Brett to advise EDF of the estimated cost. Cllr. Stephen Brett, Cllr. Paul Collins and the Clerk to create boundary map.

d) Cllr. Paul Collins and Cllr. Stephen Brett attended a briefing by National Grid about the Sea Link and Euro Link public consultations. The nearest potential sites for convertor stations are east of Moat Road at Theberton, at Saxmundham near the boundary with Sternfield, and in the parish of Knodishall near the Leiston Road/Aldeburgh Road junction. The convertor stations will be 30 metres high with a 10 hectare footprint and will connect with the substation proposed for Friston. The preferred landfall site is between Aldeburgh and Thorpeness as it has the capacity for multiple interconnectors. The cable swathes will cross the RSPB North Warren and potentially through the parish if the Theberton site is chosen. The Council accepted Cllr. Paul Collins' offer to draft a response to the consultation.

ACTION: Cllr. Paul Collins to progress.

d) Cllr. Paul Collins said he was not aware of the Sea Link EIA Scoping Notification and Consultation.

ACTION: Clerk to send to Cllr. Paul Collins for review.

5. Minutes

a) It was proposed by Cllr. Hilary Ward, seconded by Cllr. Stephen Morphey, and agreed that the minutes of the meeting held on 12th October 2022 be signed as a true record. All in favour.

6. Matters Arising

With reference to item 3b, Cllr. Stephen Morphey said he would bring photos of the Dark Sky signage at Darsham to the next meeting.

ACTION: Clerk to add to next month's agenda.

7. Casual Vacancy

There were no applicants for the casual vacancy.

8. Clerk/Councillors' Reports

a) Platinum Heritage Trail – the Council agreed to reinstate the project with a working party comprising Cllr. Stephen Brett, Cllr. Hilary Ward, Cllr. Stephen Morphey, Cllr. Hazel Collins and the Clerk.

ACTION: Clerk to arrange a meeting.

b) Community Council/Jubilee Hall Management Committee – Cllr. Hilary Ward reported that recent events, including the children's Halloween party, the fireworks night and the quiz night, were a great success. A children's Christmas party is planned, the sheds have been sorted out, and the overnight parking for motorhomes has gone live on the Search for Sites website. The Lion Inn is providing a Warm Room on Tuesdays providing refreshments and comfort. The Friday morning craft group in the Village Hall will also provide a Warm Space.

ACTION: Clerk to forward details of the Cost of Living Grant to the Lion Inn.

c) Police Crime Report – the Clerk said no crimes were reported in September 2022.

d) Ease The Squeeze – the Clerk summarised some of the help available to ease the cost of living crises within the District Council's Ease the Squeeze initiative. It was agreed to ask the Yoxmere Fisherman deliverer if she would be willing to deliver a leaflet to all residents detailing the help on offer.

ACTION: Clerk to print leaflets and Cllr. Hilary Ward to contact deliverer.

d) Strategic Aims – Clerk to circulate dates for a follow-up meeting.

ACTION: Clerk to arrange a meeting.

e) Speed Indicator Device – the latest report is attached as Appendix II.

9. Consultations

The Council agreed to respond to the Transport East - Rural Mobility Survey.

ACTION: Clerk to respond.

10. Finance

- a) The Council noted the latest financial position, including receipts.
- b) The Council approved expenditure of £156 for Cllr. Hazel Collins to attend six councillor training modules delivered by SALC.

ACTION: Clerk to book.

- c) The Council approved the bank reconciliation for Qtr 2 2022-2023.
- d) It was proposed by Cllr. Paul Collins, seconded by Cllr. Hilary Ward, and agreed to authorise the payments listed below. All in favour.

Details	Payee	Amount	Power
Clerk's Salary	Sharon Smith	£386.78	LGA 1972 s.112
Burial Ground Shed Repair Materials	Stephen Morphey	£48.47	LGA 1972 s.214

- e) The Council agreed to fund the repairs to the Speed Indicator Device, totalling £164.80, from Community Infrastructure Levy.

- f) The Council noted the requested contribution of £450 for the Quiet Lanes signage.

11. Correspondence

The Council reviewed the correspondence received between 7th October 2022 to 4th November 2022.

12. Questions to the Chair/Items for the Next Agenda

- a) Cllr. Stephen Morphey requested approval for expenditure on solar lighting for the burial ground shed.

ACTION: Clerk to add to next month's agenda.

- b) Cllr. Stephen Morphey informed the Council that a Victorian funeral bier was taking up most of the room in the burial ground shed and he asked if it could be stored elsewhere. Cllr. Stephen Brett suggested that St Peter's Church may be willing to store or display the bier.

ACTION: Cllr. Stephen Brett to make enquiries.

13. Next Meeting

The Council confirmed the date and time of the next meeting of the Council which is scheduled for Wednesday 14th December 2022 at 7:00 pm at Jubilee Hall.

The meeting closed at 9:20 pm.

Appendix I – Energy Projects Report

1 TEAGS – Stop Sizewell C

Since my last report, Stop Sizewell C decided not to submit a Judicial Review Request, but we have offered our support to TASC whose Judicial Review request was submitted. RSPB submitted a JR request, but it was a day late so had to be withdrawn but they have offered their support to the TASC by letting TASC's lawyers have access to their thoughts behind their own application.

As part of our support for TASC, I have become a Director of TASC Ltd, alongside Rachel Fulcher from Suffolk Coastal Friends of the Earth who are also supporting TASC. TASC Ltd has been set up specifically to progress the JR.

The initial JR request has been turned down. There was surprise at Leigh Day that the initial JR had been examined so quickly and the decision came just one day before a TASC/LD submission refuting many of the SoS and EDF's submissions that criticised the JR request. Anyway, that document with additional legal arguments about the JR decision is now with the court and we await a decision on the request for an oral hearing in front of a different judge.

The flurry of rumours and denials about the SZC project being reviewed at the Treasury, in advance of the financial statement on 17th November got the media into a sudden set of reports and counter claims and prompted EDF to issue statements saying that discussions were still underway with government about investing in SZC.

This flurry of reports will do little to help convince the market that investing in such a project is viable without significant guarantees about cost/time overruns and the requirement for a premium rate of return through the RAB mechanism.

Separately, Stop Sizewell C continue to look for ways to influence the financial investment decision and the government investment decision.

Separately, the French nuclear regulator IRSN have written a report confirming that the EPR suffers from a vibration problem caused by the flow deflector device (FDD) at the base of the reactor core, and they are quite clear that this is the root cause of the fuel damage problems at Taishan and also causes neutron flux variations resulting in hot spots through adverse coolant flow characteristics deeper within the reactor core. According to IRSN, this also has the potential to damage other safety devices in the reactor.

The IRSN have insisted that the FDD and flow characteristics within the EPR must be corrected at Flamanville 3 and have also reported that EDF believe that until this is corrected the outer bundles of fuel elements in the reactor core will not be able to be used in a second irradiation cycle which will raise fuel costs and increase the volume of spent fuel that the EPR generates making any electricity generated even more expensive.

If this were to persist and the redesigned FDD does not correct this issue, there will be potential knock-on effects with the capacity of both the planned cooling ponds and dry store due to the increased volume of spent fuel.

It is unclear how long it will take to design a new FDD that fixes the problem and then get it installed at Flamanville. Having said that, any redesigned FDD will need to be proven in a reactor under operating conditions, which will take a significant amount of time as measurements are likely to be needed during both the initial fuel cycle and the second fuel cycle as the neutron flux characteristics are different in the first and subsequent cycles.

It was also stated that this problem is generic to all EPRs including those in Finland, China and in the UK at Hinkley Point and potentially Sizewell, should it go ahead.

Alison and I have our regular Nuclear NGO meetings with both BEIS and ONR in the coming weeks and this issue will be raised at those meetings.

It is interesting that Poland, who were considering ordering 6 EPRs from EDF have now decided to go with the proven Westinghouse AP1000 reactor instead.

So, we remain committed to continuing the fight to stop Sizewell C going ahead.

2 T&E Parish Council

Despite warm words from EDF at the Deed of Obligation meeting on Thursday 12th May, we still await written confirmation of the more flexible approach outlined at the meeting.

3 Scottish Power DCO Examination

The SPR decision has been approved. The SASES JR request has been approved to go ahead on six grounds and a date is set in November for the hearing. The decision on the SEAS request was negative but they have a date for an oral hearing in November also.

4 Eurolink, Nautilus, Multi-Purpose and ESO Kent Interconnectors

Steve and I both attended the Eurolink and Sea Link Parish Council briefing on Thursday. Several questions about the height of the converter station buildings were asked and a range of 24-30m was given but with the qualification that NG are always pushing suppliers of the HV DC/AC converters to reduce their clearance requirements but the nature of HV electricity requires certain minimum clearances based on the voltages being manipulated.

They confirmed that the nautilus project was also now looking at a landfall for the proposed Isle of Grain substation site. An update in 2023 is expected.

Nautilus, Eurolink and Sea Link are discussing potential co-location of land infrastructure and cable routes. This is unlikely to affect the fact that each project will require a 5ha site for their individual AC/DC converter stations but would reduce disruption and damage from using individual cable routes.

5 How many homes can be powered by a GW?

An interesting discrepancy came to light when NGV were talking about the Eurolink project.

According to NGV, this project will have a capacity of **1.8GW, sufficient for 1.8M homes.**

However, EDF are claiming that both SZC and HPC, which are **3.2GW power stations, will provide sufficient power for 6M homes each.**

When NGV was questioned about this discrepancy, they could only say that they had no influence on how or why EDF made these claims.

If we assume **NGV are right, then it puts the average domestic home as a consumer of about 24kWh/day. EDF's claim would put the average home at about 12.8kWh/day.**

When I looked back at my own consumption **over the past 15 months, my consumption averages at about 21kWh/day.**

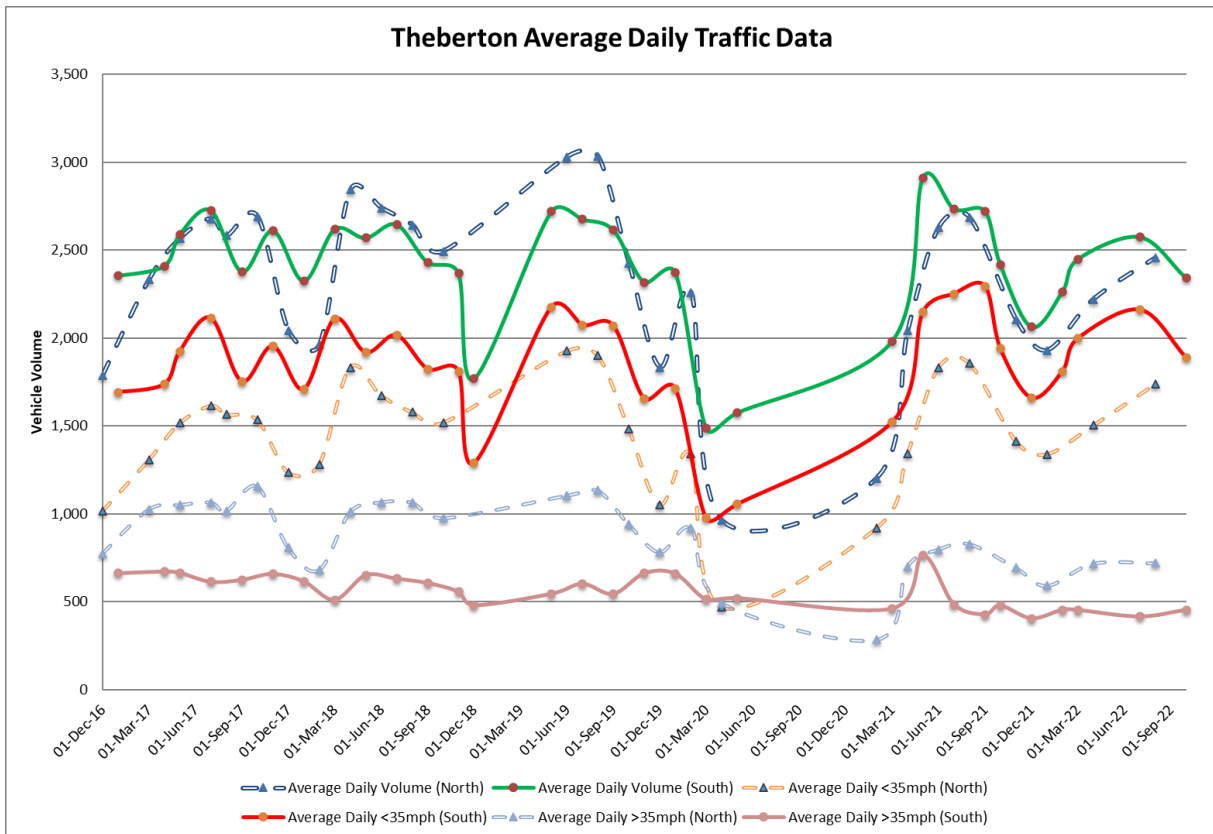
Appendix II – Speed Indicator Device

The speed indicator device has been operational for sixty ~20-day periods since 20th December 2016. It is placed at one end of the village or other at ~30-day intervals.

Traffic volumes in the period since March 2021 are back to normal and the long-term averages for those exceeding 35mph is now **37.3%** from north and **23.8%** from south.

The **85th percentile speed*** is at close to 40mph with **40.2mph** from north and **37.9mph** from south when they enter the village.

The solar panel is keeping the batteries charged to allow the full 20 days of recording to take place.



SID Start Date	08-Aug-21	07-Sep-21	16-Oct-21	08-Nov-21	11-Dec-21	09-Jan-22	10-Feb-22	26-Mar-22	23-Apr-22	24-Jul-22	18-Aug-22	21-Oct-22
Average Daily Volume (North)	2,685			2,105		1,930			2,220		2,456	
Average Daily Volume (South)		2,723	2,418		2,064		2,263	2,449		2,576		2,342
Total Vehicles (North)	37,596			29,469		30,875			33,306		49,122	
Total Vehicles (South)		43,574	29,021		30,965		29,421	36,733		46,362		44,493
Total Vehicles <35mph (North)	25,999			19,774		21,425			22,548		34,741	
Total Vehicles <35mph (South)		36,734	23,281		24,905		23,530	29,951		38,899		35,882
Total Vehicles >35mph (North)	11,597			9,695		9,450			10,758		14,381	
Total Vehicles >35mph (South)		6,840	5,740		6,060		5,891	6,782		7,463		8,611
Average Daily <35mph (North)	1,857			1,412		1,339			1,503		1,737	
Average Daily <35mph (South)		2,296	1,940		1,660		1,810	1,997		2,161		1,888
Average Daily >35mph (North)	828			693		591			717		719	
Average Daily >35mph (South)		427	478		404		453	452		415		453
85th percentile speed North (mph)	38.7			39.0		38.7			39.2		38.7	
85th percentile speed South (mph)		35.3	36.8		36.7		37.0	36.4		35.5		36.7
% <35mph (North)	69.2%			67.1%		69.4%			67.7%		70.7%	
% <35mph (South)		84.3%	80.2%		80.4%		80.0%	81.5%		83.9%		80.6%
% >35mph (North)	30.8%			32.9%		30.6%			32.3%		29.3%	
% >35mph (South)		15.7%	19.8%		19.6%		20.0%	18.5%		16.1%		19.4%

*The 85th Percentile is indicative of the speed that the majority of road users are travelling at.