

# SCOTTISH POWER DEVELOPMENT CONSENT ORDER

## WRITTEN REPRESENTATION OF

### THEBERTON AND EASTBRIDGE PARISH COUNCIL (T&EPC)

#### 1. Written Representation from T&EPC – B1122 Mitigation

In order to assess the cumulative impact of traffic on Theberton and Eastbridge by the three project phases that are most likely to overlap, namely;

- Scottish Power EA1N
- Scottish Power EA2
- EDF Sizewell B Facilities Relocation
- EDF Sizewell C Early Years Development

It would be helpful if all these projects collected and reported their data in a consistent manner to enable a rigorous cumulative impact assessment to take place, especially to reveal hourly traffic expectations where account can be taken for the effect of shift changes and outages at Sizewell B as well as the four projects mentioned above.

The updated cumulative impact based on EDF's SZC DCO is welcome [REP2-009] but still leaves the hourly impacts as unknowns.

However, item 43 says;

For CIA Scenario A, there could be an increase in HGV traffic of up to 387% (777 HGVs), of which 77% (624 HGVs) would be attributable to the Sizewell Projects. The Applicants consider that the increase in HGV traffic would result in an **assessed high magnitude of effect on receptors of low to high sensitivity resulting in potentially moderate to major adverse cumulative impacts**

Since this document was prepared EDF have consulted on and submitted further changes to their transport plans which may well reduce the traffic volumes overall further, but these potential changes do little to affect the early years and Sizewell B Facilities relocation traffic flow.

We have considered the B1122 mitigation proposed by SPR to kerbs within Theberton village [APP-543] and whilst such consideration is welcome, one of the changes is of questionable safety given the increase in traffic expected along the B1122 prior to any Sizewell Link Road being active.

The proposal to extend the kerb opposite Manor Cottage and provide dropped kerb access to cross the B1122 at this point is too close to the B1122 bend at the Pretty Road junction.

Visibility to the north from both the west side of the B1122, and especially the east side is restricted to a short distance to the apex of the bend at Pretty Road.

The poor visibility will make it impossible for pedestrians on either side of the road to be able to see traffic approaching from the north and will give drivers from the north little time to react to pedestrians crossing at this position.

A more sensible approach would be to discuss with the Church of England the maintenance and upgrade of the public footpath through the church grounds to the Church Road junction where kerb improvements to the corner of Church Road are also proposed.

It would be safer and of greater usefulness for the village overall if the crossing point was moved further into the village, to the south of Church Lane, and provide a manually operated crossing to mitigate the moderate to major adverse cumulative impacts of the significant increase in traffic in these early years.

For example, this could be installed just to the south of Church Road junction with the B1122 and include a traffic exclusion box at the junction to facilitate traffic leaving Church Road for Pretty Lane or the A12 at Yoxford.

Please also note that the proposal to improve the kerbs and pavement on the north side of Church Road may need to be changed due to the recent Grade II listing of the war memorial site in the Church Grounds at this point. The plan [APP-543] is not clear as to whether any alterations will affect the current wall and railings in front of the memorial.

Paul Collins, Councillor  
On behalf of Theberton and Eastbridge Parish Council