

## RELEVANT REPRESENTATION FOR SIZEWELL C DCO FROM LEISTON-CUM-SIZEWELL TOWN COUNCIL

Leiston-cum-Sizewell Town Council (LTC) has engaged with SZC Co. throughout the consultation process but still has concerns about the impacts of the project on Leiston cum Sizewell. The majority of the points East Suffolk Council (ESC) and Suffolk County Council (SCC) have raised regarding the wider project are supported as are all representations from Natural England, Minsmere Levels Stakeholder Group, the RSPB and other environmental bodies. We will therefore focus on the immediate environment and the local effects on Leiston.

It is believed that the **Initial Assessment of the Principal Issues** must acknowledge the very real concerns raised regarding the cumulative impact of this project alongside the other energy NSIP's coming forward on this coast. An early overview from the Inspectorate to the Secretary of State would be very important on this subject.

The main issues LTC would like to raise and take forward to the examination are;

1. Transport
  - The effects that increased traffic will have on the town centre, residential areas and the main entrances into Leiston. The effect on King George Avenue (and the Town Centre) is not clearly identified in the DCO
  - The reliance on the Sizewell Gap Road to access the site in the first two years is a major concern (residents' amenity and SZB workers use of the road and small cycleway). How will this be mitigated
  - Ensuring that cycle routes are safe and that improvements to the cycle network outside the DCO are supported to ensure they tie in with the proposed routes seamlessly and enhance the travel plan
  - Control of vehicular traffic and LGVs destined for the LEEIE (Land East of Eastland's Industrial Estate) in the early years and before the major transport network infrastructure improvements are completed. With concerns of rat running in inappropriate locations LTC would like to see a clear transport plan for this phase.
  - Buses. LTC will continue to work with SZC Co. to plan work bus routes for local workers and also develop shuttle bus plans for leisure and sport for workers from the Campus. LTC will be encouraging electric or hydrogen technology for all buses.
2. Socio – economic
  - Well over 80% of the construction work and workforce will be based in the parish of Leiston-cum Sizewell.
  - Personnel movement into and out of the town to access services, leisure and businesses will put a lot of pressure on the amenity of local residents – particularly with housing, access to footpaths and social cohesion - it will also make huge changes to the current socio-economic activity. The effect on residents needs to be acknowledged and mitigated for.
3. Education and Skills
  - The effort being put in by EDF to support Education and skills is welcomed and LTC would like to see further specific references and efforts put into

ensuring that apprenticeships and skills are primarily sourced through Alde Valley Academy and Suffolk College on the Coast

4. Legacy benefits
  - The provision of sports facilities is welcome. Sport is not the only cultural or recreational activity in the town however and further mitigation in this area is requested. Especially as, during construction, the provided sports facilities, which are there for SZC workforce, would not be as readily accessible as maybe wished by residents. LTC has a positive and wide ranging mitigation proposal to offset this for both residents and workers families which would need SZC Co. support. It will be important to ensure robust community cohesion during the inevitable upheaval this project brings and it is intended to provide an oasis for families where this can be achieved at the Waterloo Centre.
  - Cycleways and cycle paths. By supporting LTC in establishing a wider cycling network to enhance and merge with the proposed routes in the DCO, SZC Co. would be helping improve the travel plan, local amenity and, more importantly, future legacy benefits from the project.
5. Transport Review Group.
  - LTC, although being an active and important member of their own local transport and traffic group, would seek to have a non-voting place on the TRG to be able to observe and ensure important local concerns are considered appropriately.
  - The local (transport) group would like to work with SZC Co. to get the best bus routes for workers to and from site and also for a small recreational shuttle bus services from the accommodation.
6. Monitoring and accountability
  - LTC would like to see clear transparent mechanisms in place early in the project to ensure all predicted impact effects are **independently** monitored, reported upon and that action is taken where necessary. They would also support ESC in their comments regarding the assessments of some of the impacts throughout the DCO.
  - LTC will be expecting to have elected representation on the Main Development Site Forum, when it sets up, to ensure rapid visibility of emerging issues etc. The Town Clerk would also wish to be a key member of this forum.
7. Associated infrastructure
  - It is absolutely imperative that the most important associated infrastructure is completed and in place before construction begins. This section of the East Suffolk coastal strip gets a lot of traffic which has to use very limited routes to access the main artery (A12). Any disruption to junctions on the A12 will be a major issue during the construction of the roundabouts but, if they are not completed before construction traffic starts, this will be exacerbated and the situation untenable. These routes are vital links to essential services such as the hospital etc.
  - LTC would request that they be involved in planning road signage from the A12 through to the site entrances as these need to be clear and need to have local input to incorporate and complement existing routing.
8. Potable Water
  - SZC Co. will be well aware of our concern regarding provision of potable water (from Stage 1 consultation onward). There still seems to be very little information on this though so a clear strategy (and confirmatory

statements from Essex and Suffolk Water) will be sought at the examination.

9. Labour Market

- ESC are working with SZC Co. on the concerns we have for the potential “leaching” of local workforce from local jobs to meet the rather high estimate of HB workers they suggest will come from local communities. Robust training and skills programmes have to be put in place to help counter this. Current proposals for employment projects through Inspire and ACT do not necessarily mean impacts in Leiston will be addressed but we would like see how the detail can address this.

10. LEEIE.

- LTC intend to stop vehicular traffic along the east end of Valley Road locally known as Kemps Hill. This is to make the route safe and desirable for residents, cyclists and, in particular, workers staying at the caravan park to get to and from town. It will also tie into the DCO cycle routes. Financial help from SZC Co. will be sought for this (Transport review Orders, bollards and bank tidying)
- Flooding. LTC will be carefully watching the work being done by SCC, ESC and SZC Co. to alleviate concerns of residents that the intended activity at the LEEIE will increase the flood risk in Valley Road (which is hugely vulnerable to 1 in 100 year events as it is)
- Access to and from the LEEIE will be carefully monitored and, currently, LTC is working with SZC Co. to ensure road layouts and public realm improvements in the town centre make transit through the town undesirable for this site and other SZC traffic. Signage and transport plans need to be robust however to ensure the park and ride at this location (LEEIE) is accessed from the Lovers Lane end of King George Avenue (and not through town).

11. Household Waste and Recycling site, Lovers Lane.

- LTC would wish to ensure that all parties find a satisfactory solution to ensure vehicles accessing this site off Lovers Lane queue off the carriageway. Currently, with the Covid appointment system, there is a permanent queue at the entrance which obstructs Lovers Lane quite considerably. This will not be acceptable when construction starts.

12. Safety issues

- LTC are keen to explore potential safety issues with SZC Co. for cyclists (and pedestrians) using the proposed DCO routes. There will be a desire to cross Lovers Lane near the bend by Kenton Hills where no provision exists in the application. This has to be addressed.
- There is also a real safety issue with cyclists using the (very welcome) cycle track along the east of Lovers Lane going South where the cycle lane stops and cyclists have to cross Sizewell Gap Road by a fast blind bend to get access to the existing cycle way on the south side of gap road. This needs to be examined.
- When beach works start it is LTC's desire that a boardwalk or similar sturdy provision is provided for the more unsteady walkers over the shingle when the path is pushed out onto the shingle due to works.
- LTC have raised concerns throughout the consultation over Emergency Services support, so as not to have deficiencies of cover and availability

during construction. There is no mention of how this will be mitigated against yet. We appreciate discussions are ongoing but would like to see any agreements as they come forward.

13. Tourism. LTC will support all efforts to adequately mitigate tourism. The requested public realm improvements in Leiston will help ensure that access remains desirable to the attractions in the town but there is concern about the wider, overall, effect that this project will have on this area.
14. This project is on an enormous scale and will have a massive impact on this small town. The DCO identifies many of the adverse impacts on Leiston and some potential benefits to the local economy and jobs. There are extra sports facilities in the town and, all being well, substantial improvements in the town centre but LTC are still clear that the damaging impacts of this project will need further mitigation so that the impacts do not outweigh the benefits. These will be explored during the examination process.