

WICKHAM MARKET PARISH COUNCIL



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SIZEWELL C: Application for Development Consent Order ADDITIONAL SUBMISSION 17th December 2021

To: Rt Hon Kwasi Kwarteng MP sent via Planning Inspectorate

This is a summary and update of the WMPC concerns, most of which have been highlighted in our submissions to PINS made throughout the Planning Examination. We have complied with all relevant deadlines from PINS for Wickham Market Parish Council (WMPC) and spoken at the Examination hearings raising issues of serious concern to Wickham Market and its parishioners.

The southern park and ride (SP&R) facility has been placed in a location which results in Wickham Market being in an extremely vulnerable situation with respect to increased traffic volumes.

In the WMPC deadline 10 submission we provided update on the Traffic Scheme consultation which EDF were carrying out for our village, launched on 27th September (25th October) and highlighted the following:

“We have established that the Summary/Conclusion of this consultation will be available (prepared by EDF) in early November.

However, this will be too late to submit to PINS and the Examination panel for consideration in any detail. Given we had pressed EDF to commence dialogue with the WMPC in late 2019 this timing is extremely disappointing and results in this Wickham Market scheme not being considered within the remit of the Examination. It is also confusing for our residents who feel somewhat let down by the process and the lateness of the consultation”.

A public event facilitated by EDF and their traffic consultants as part of the traffic consultation took place over the weekend of 9th and 10th October in the village hall. WMPC felt it was important to consult with the residents of Wickham Market despite not being satisfied with the mitigation on offer; indeed, it is impossible to successfully mitigate for the traffic impacts which will arise from the SZC project.

The Questionnaire sheet presented five questions, so the results presented to WMPC by

EDF in November gave an indication of the opinion on the whole scheme, though comments allowed respondents to raise any other issues. The survey cannot be treated as a referendum on the scheme.

- The loss of parking was seen as a serious issue by affected residents. The measures which EDF are keen to promote will involve removing on street parking for residents on the High Street and Broad Road. This amounts to some 40 spaces in streets with no alternative locations for parking available. Residents in social bungalows on Broad Road have allocated spaces several of which are proposed to be removed with 11 car spaces removed along this length of road. EDF have not made any serious attempt to seek or provide alternative parking. EDF's traffic consultants have been dismissive of comments regarding loss of on street parking and have recently stated that it is the responsibility of WMPC to find solutions to this situation.
- The shared cycle path raised some concerns, the lack of any detail makes it impossible to fully assess the effectiveness of the route or otherwise.
- Respondents suggested a 20mph speed limit was necessary to reduce speeds throughout the village and improve highway safety. WMPC have previously pressed for this essential speed reduction but have met with an ongoing reluctance by EDF and SCC Highways.
- Some serious concerns were noted regarding the build outs and informal crossings points particularly as these will also necessitate removal of on street parking.
- There are several driveways and lanes off the High Street with low visibility and the changes are likely to make their use and safety ever more challenging.
- Our Post Office business is particularly concerned about the impacts arising from traffic congestion and any build outs which might impede their access. Clients can often be displaced and not return following disruption to accessibility.

The traffic through Wickham Market has become noticeably heavier over recent years. We fear that traffic will continue to increase and the B1078 will not be able to absorb the additional 1050 cars per day without causing serious disruption to residents and businesses. There will be cumulative impacts arising from other developments including from the other energy infrastructure schemes running through the planning process.

WMPC have submitted reports outlining feasible methods that EDF could use to monitor traffic to the SP&R. These could assist with keeping vehicles on the major routes, A14 and A12 rather than cutting across country. However, we are disappointed by EDF's lack of engagement on this topic despite some early discussions regarding the proposals. WMPC are also concerned by the lack of proposals to manage the routes which LGVs will use to access the postal consolidation facilities at the SP&R. Such vehicles will use various routes including the B1078 causing further pressure. It was hoped that EDF would monitor such vehicles, but they state that this is not possible (as with private cars).

We have suggested that extensive monitoring of traffic before and during Sizewell C construction is required so that the source of traffic can be determined. This could give an indication if more traffic was diverting onto the B1078 in preference to the A12.

Throughout the consultation we have been somewhat disappointed by the limited support offered by East Suffolk Council regarding the community and local environmental/amenity impacts arising from the proposals. With respect to Suffolk County Council they have undertaken much appreciated support in chairing the meetings with EDF. However, it has often been challenging to convey the significant concerns and daily experiences regarding traffic impacts. Holding virtual meetings and with only limited opportunity for site visits has

not assisted the situation. It is extremely unfortunate that the joint local authority and parishes (known as JLAG) meetings were discontinued after the last one took place online in July 2020. Since then there has been no collective local authority led District wide forum or support for debating issues of common concern.

WMPC maintain our objection to the SZC project owing to the considerable adverse direct impacts it will present for our Parish and residents. This is due to the significant additional traffic volumes which will be experienced during the long period of construction, both through the village, parish and on the A12 bypass.

In summary for Wickham Market, it is estimated by EDF that there will be up to 1,050 additional daily car and LGV movements through the village during its highest peak of construction. Whilst Wickham Market PC and the neighbouring parishes have worked with EDF to try to secure some mitigating measures we remain and are increasingly concerned over the impacts on village roads, businesses, and residents all as set out in previous submissions. You will have noted the submissions made by local residents who experience the current traffic situation daily.

Congestion in Wickham Market is already a problem and despite the proposed measures, drivers will face continuing and exacerbated delays when travelling through the village. HGVs are ever present on our roads and one can see each day how these vehicles create problems for the movement of other traffic along the High Street. Shift traffic (operating 24/7) will both exacerbate this congestion (with resulting air pollution/noise) and will often be held up by HGVs/delivery vehicles already travelling through the village, buses, refuse trucks and regular farm vehicles.

When the site at Hacheston was initially chosen, EDF did not appear to fully contemplate the significance of the traffic impacts on Wickham Market. The site was almost doubled (650 to 1250) in size following removal of an additional site proposed beside the A12 in Woodbridge/Melton. In addition to the adverse traffic impacts which will come about as a result of its location and size WMPC have also made very clear the considerable adverse landscape and visual impacts which will arise from the SP&R.

WMPC urge you to support the request by AEPA to attend a Parishes meeting to hear directly from the Parishes and consider the wider cumulative infrastructure impacts which will arise from SZC (and other projects). It was unfortunate that the date scheduled for 29th November (with Declan Burke) had to be cancelled for Covid reasons, but we anticipate a positive response from you and hope that a meeting early in 2022 will be possible.

Wickham Market Parish Council
17th December 2021

Examination

Documents have been submitted at Deadlines 1 -10 except for Deadlines 4 and 9.

Library references are as follows:

Rep1-191
 Rep2-491
 Rep2-492
 Rep2-493
 Rep3-151
 Rep5-304
 Rep6-080
 Rep7-260
 Rep8-292
 Rep10-437