

Sizewell C -Stage 2 Pre-Application Consultation

Wickham Market Parish Council Response

We consider that, in line with the Hinkley Point project, funds should be committed to a Community Impact Mitigation fund which can be used to deal with some of the local impacts which we identify, along with other impacts which other Parish Council's no doubt will identify.

1. Sizewell C Proposals – Overall
 - a. In general Wickham Market Parish Council are supportive of this significant project as it will increase employment opportunities for the residents and may slow the trend of Wickham Market becoming a retirement community.
 - b. Our major concern relates to traffic. Stage 2 consultation document predicts that the traffic volume transiting through the north end of Wickham Market will more than double between now and peak construction. We have significant concerns that the roads will not be able to cope with this additional traffic. We already experience significant problems with traffic volumes on this road. We are concerned that no mitigation is proposed. The consultation document does not address the inevitable increase in traffic through the village centre and its associated safety issues. The roads through the village centre are already known to be unsafe for both pedestrians and traffic under the current conditions.

2. Main Development Site: Environment
 - a. We appreciate that the location of Sizewell C has been determined by the presence of Sizewell A and B. However, we will expect all coastal erosion issues to be considered and dealt with in full.
 - b. Environmental impacts; we will expect all the issues relating to environmental impacts to be dealt with fully and in conjunction with officers at SCC and SCDC.

3. Main Development Site: New Access Road
 - a. We have concerns over a permanent road and car park being provided in this location as this will have considerable implications for restoration of the natural green space and the recreation of a tranquil area. It also leaves the area vulnerable to further encroachment from increased parking and ancillary developments to the Sizewell C (SC) operations in the future. The design of this road will also be problematical if ecological and landscape impacts are to be avoided.

4. Main Development Site: Managing Construction Materials
 - a. We strongly support all options that reduce road traffic to and from the site. We would expect to see all bulky materials brought to the site by combination of rail and sea transport. There needs to be a balance between the options proposed.
 - b. We believe that there would be many benefits if the rail traffic was significantly increased from current five train journeys per day proposed in para 6.3.18 (Stage 2 consultation doc).
 - c. We have not commented on the location of borrow pits or spoil heaps as we feel that the concerns of others more closely affected will deal with the impacts associated with these.

5. Accommodation: Overall Strategy

- a. Wickham Market Parish Council supports the proposal to accommodate many of the work force on site as this will reduce traffic to and from the site. However, we have concerns over the landscape and ecological impacts which may arise from campuses being in the Eastbridge area.
- b. The consultation document estimates that some 36% of personnel will be home based, this equates to some 2016 personnel during peak construction. This still means that despite 64% of the workers living at Sizewell a considerable number of workers must travel daily to and from site. If a greater proportion of workers could be site based this would improve the situation.
- c. Of the 64% of workers based on site (3584 at peak construction) 2400 will be able to live on the proposed campus. This leaves over 1000 personnel to be accommodated on the temporary caravan park which does not seem to be adequately sized. It would seem that plans to accommodate staff on site are not robust and perhaps a floating hotel/s i.e a Coastel strategy would be a better option. There may be an opportunity to site Coastel accommodation at various local ports.

6. Accommodation: Campus Layout

- a. We are concerned that there will significant impacts arising from the accommodation blocks in this area. There would appear to be opportunities to enhance the wider landscape and to mitigate visual impacts particularly from the north. This will need to be identified through the Landscape and Visual Impact Assessment process (LVIA).

7. Transport: Overall Strategy

- a. The more freight that can be delivered by rail or sea the better.
- b. It is appreciated that considerable road movement will still be required.
- c. Park and Ride facilities will be an essential part of the development.
- d. We welcome the fact that the lorry management facility is now thought not to be required at the Southern Park and Ride site.
- e. Robust traffic management methods must be in place. However, if these methods depend on mobile communications an enhanced mobile coverage will be essential. There are many pockets within East Suffolk where mobile coverage is extremely poor or non-existent.
- f. Are there ways of encouraging car sharing for people working at the site?

8. Transport: Rail

- a. An enhanced use of rail transport is thought to be essential if a significant reduction in road traffic is to be achieved. This can only be achieved by additional enhancements to the existing rail infrastructure which would also have a very positive legacy effect. One example is a passing place at Wickham Market (Campsea Ashe) station which would significantly increase flexibility for rail movements.
- b. Workers should be encouraged to use the rail service to get to and from site. This should be achieved by a rise in planned rail movements and not by using any of the 5 currently planned for freight.
- c. Additional rail movements also need to be created for freight.
- d. A sign giving train data at Wickham Market (Campsea Ashe) station would give passengers warning if trains were delayed or cancelled allowing them to make

alternative arrangements. Currently a sign cannot be installed due to lack of mobile signal.

9. Transport: Sea

- a. As much freight as possible should travel by sea, or a combination of sea and rail (using existing sea ports) hence we consider the wide jetty option is the most appropriate (subject to all ecological impacts being resolved)
- b. A wide jetty may give the possibility of using a “Coastel” type facility for workers.

10. Transport: Park and Ride

- a. The location selected for the Southern park is not good, particularly if the Four Village Bypass as proposed is completed ahead of construction of Sizewell C. If the Four Villages bypass is likely to be constructed in time alternative locations for the Southern definitely be considered.
- b. The Southern Park and Ride is situated between two Special Landscape Areas and close to the Marlesford Conservation Area in a prominent location. There are opportunities to enhance the wider landscape and to mitigate visual impacts. This will need to be identified through the Landscape and Visual Impact Assessment process (LVIA) and reflects in detailed design. A long-term legacy of landscape improvements (hedges, trees and woodlands) within the area can then remain in perpetuity. We are highly concerned at the loss of part of the woodland, Whin Belt, the green lane/footpath and its associated ancient trees, this is skyline vegetation currently offering natural landscape mitigation to your proposed site. The lack of proposed suitable landscape mitigation is of concern.
- c. The proposed plans are not yet sufficiently detailed and it is very difficult to get a clear impact that this development would have. For instance, what shops, cafes, offices, facilities, signage and lighting would be provided on the site to cater for workers on long shift? We would expect all buildings to be low level and designed to suit this rural location.
- d. Lorry Park; we will expect detail at stage 3 indicating how often will this used, how many lorries it will accommodate (50 – 100 currently cited), how will EDF determine when it is used, what controls will be place to control its use, how will it be lit when in use, what surfacing is planned, what mitigation will be proposed? We expect to see all buildings sensitively designed and at a maximum single storey height.
- e. This Park and Side site project will significantly increase the traffic using the B1078 cutting across from the A14 to the A12 to the north of Ipswich. We request clarification on the traffic figures presented in the Table 6.3 relating to the B1078.
- f. Stage 2 consultation figures estimate the daily 24-hour weekday traffic on the B1078 Border Cot Lane just west of Wickham Market increasing from a current figure of 4,150 to 8,750 during peak construction which is an increase of 111%. We are highly concerned that no mitigation measures have been considered.
- g. The B1078 traffic passes through the northern end of Wickham Market just before it reaches the proposed Southern Park and Ride site and the A12. From the Border Cot Lane junction to the junction with Spring lane there is predominantly parking on the eastern side of the road making the road single track due to parked cars. There is nowhere else for residents to park their cars. It is not possible for a driver to see if this section is clear before entering this stretch. The northern end of the village struggles to cope with the volume of traffic currently using the B1078, particularly in

rush hour. The pavements on the west side of the road are narrow and often vehicles mount the kerb in order to pass vehicles coming the other way; this is particularly dangerous for pedestrians.

- h. The Parish Council are currently looking at possible road calming measures for this stretch of road. If Sizewell C proceeds we will expect to see proposals designed in conjunction with SCC Highways to help prevent undesired traffic, to control speed, and to encourage drivers to use alternative routes. Funding should be provided to accommodate necessary works. We would also wish to see pavement and cycle way improvements and provision (respectively) to the car park along the B1078 north of the village.
- i. Such was the concern about the increase in traffic that an e-survey was conducted by the Wickham Market Traffic and Parking Working group. This survey has been completed by 106 people which is about 10% of the village households. Of those who completed the survey 88% thought that many would divert through the centre of the village to use the shops. Whilst this is excellent for the shops there is a stretch of the High St just as you leave the village centre heading north where the pavement is only 300mm wide and pedestrians, pushchairs and wheelchairs must move onto the road to get past. With a significant increase in traffic it will not be long before a serious accident occurs. There are other stretches of road which are currently unsafe for pedestrians and traffic with these safety issues being further exacerbated by the addition traffic through the village. (The results of the traffic safety survey are attached and further identify the issues which present danger.) As the Stage 2 Consultation has not included these dangers we particularly request an EDF statement covering this issue.
- j. We support the EDF proposal to use a sophisticated Delivery Management System and this is the resulting reason given that the lorry park has been removed from the current Southern Park and Ride design. This involves, among other things, the use of an Automatic Number Plate Recognition (ANPR) system at will ensure that all Sizewell C vehicles over 3.5 T travelling east on the A14 will be routed on the A14 and A12 avoiding the B1078. We wish to know how this is to be enforced and what, and how, penalties are to be applied to non-compliant contractors. The estimate given in the consultation document is that there will be 700 LGV movements a day (i.e. under 3.5T), none of which are controlled by the ANPR system. A significant proportion of these will use the B1078 short cut and the road will not be able to cope with this additional traffic. We strongly advise that the EDF delivery management system be extended to ensure that all LGV movements are also controlled by ANPR technology ensuring that they use the A14/A12 route to and from Sizewell C as we consider that this would significantly reduce the pressure on the traffic through Wickham Market.
- k. There will be considerable traffic from incoming goods to the postal consolidation facility in the park and ride. EDF should include in their estimate the number of these vehicle movements and include them in the control procedures to route them along the A14 and A12.
- l. The shift proposals given in table 5.5 of the Consultation Document look promising, however it is thought that predominately it would be the Single Shift workers that live off site and hence the proposed shift pattern will not affect the traffic flow by any great extent.

11. Transport: Road Improvements – A12

- a. Of the options proposed we consider that Option 4, the two-village bypass is likely to be the most beneficial option for these villages. It is appreciated that progress of the 4 villages Bypass project will probably not be far enough advanced to be considered as an option at the time of submission. It is hoped that, should this project be given the green light, that the money set aside for the 2-village bypass by EDF can be added to government funding and the project will be complete in time for Sizewell C Construction.

12. Transport: Road Improvements – Yoxford/B1122

- a. We will not comment on this, but leave this matter to others to consider.

13. People and Economy

- a. We welcome the proposed People and Economy strategy. Training local people and optimising local supply chain opportunities will have a positive effect on the local economy.
- b. There are very few employment opportunities within Wickham Market and public transport is poor; therefore, the relationship to the Southern Park and Ride site to the village should be beneficial in terms of local employment. It would enable the part of the workforce living in the Wickham Market area to walk or cycle to get transport to work.
- c. The requirements of the Sizewell C workforce will increase house prices in the village which is considered a negative effect, but it should attract more people of working age into the village which would be positive.
- d. Additional funding for emergency services and policing within the wider area will need to be provided.

14. Consultation Process

- a. It is felt that the detailed information provided regarding the Southern Park and Ride is not adequate to make an informed decision about the full impacts arising from the site.
- b. Key information is not presented clearly, it is often hidden away in supporting documents.
- c. The Consultation questionnaire appears to be limited in scope so that many pertinent issues have been omitted from your questions.

R J Jenkinson
Chairman
Wickham Market Parish Council

20 January 2017