

Parham Parish Council (PPC)

Sizewell C Proposed Nuclear Development - Stage 3 Pre-Application Consultation

The village of Parham is situated along the B1116 between Framlingham and Wickham Market.

Key Concerns: We have 5 key concerns. If topics are not mentioned, it may be assumed that PPC has neither a positive or negative view on their impact.

1. **Southern Park and Ride (SPR)**

Parham Parish Council (PPC) objects to the siting of the SPR.

EDF has failed to demonstrate that the chosen location is the best. Workers heading to the SPR from the Ipswich and Felixstowe areas will have to use the A12 around Woodbridge, which is already seriously congested (Section 6.2.7, Vol. 1 Stage 3 consultation documents). An SPR sited south of Woodbridge would reduce light vehicle traffic by a significant amount. There is an existing P&R at Martlesham which has unused capacity and could be enlarged. P&R facilities could be provided at the proposed Freight Management Facility south-east of Seven Hills roundabout on the A14. PPC note that Suffolk County Council (SCC) and Suffolk Coastal District Council (SCDC) in their Stage 2 response on the SPR state at Para 511:

“Although the Park and Ride site at Wickham Market (Hacheston) is still considered the best of the three options originally presented, it has issues and challenges that will need addressing. It is suggested that further work is carried out on exploring an alternative Southern Park and Ride option along the A12 nearer to Ipswich – possibly by extending the existing Park and Ride site at Martlesham – it is acknowledged that further assessment on this would be required. This would take vehicles off the local highway network at a more appropriate stage of their journey and onto buses to the site.”

There is no substantive evidence in EDF’s Stage 3 Consultation to suggest that any attempt has been made between Stage 2 and Stage 3 to assess alternatives to the Wickham Market site. The Wickham Market site is referred to by EDF as its “preferred site”, but in conversations with EDF staff we are told that it is actually their sole site. **We challenge that assumption and ask EDF to properly consider other park and ride sites to the south of Wickham Market.**

The proposed site in Hacheston will disfigure the landscape and cause light pollution, air pollution and noise pollution. PPC welcomes the bunds that are intended to hide the site but these large alien features need to be planted to soften their impact. PPC is concerned about light pollution in an area where dark skies are valued. EDF presents insufficient detail on lighting but even with down-lights the loom of the lights plus vehicle headlights will be significant. We are concerned about air pollution that EDF describes as “not likely to [have] a significant air quality effect” (vol. 2(B) Section 9.8.14). They have provided no figures of total vehicle movements (which will include LGVs) using the postal transfer facility. We are concerned about noise pollution. . Vol 2(B) table 9.7.3 states that noise pollution is “not significant.” However, we do not believe that EDF has taken into account the full impact of noise from additional traffic

2 Traffic impact in Parham

An increase in traffic will have a significant impact on the lives of Parham residents because the network of country roads and narrow lanes is easily overloaded by additional traffic. Speeding traffic along the B116 has long been a concern and the SPR will greatly worsen the situation. Workers frustrated by delays on the network of country lanes in the area and hurrying to the SPR could be tempted to exceed the speed limit through Parham and on straight sections of the B1116. PPC has already spoken to Suffolk Highways about the narrowness of the B116 through Parham and the state of the pathways. Insufficient thought seems to have been given to the volume of traffic that will pass through Framlingham. Framlingham has already become a notorious bottleneck at certain times of the day.

3 Options to alleviate delays in Wickham Market

EDF predict greatly increased traffic on part of High Street Wickham Market. They propose 2 options in mitigation.

Option 1. Remove on-street parking to ease passage of two-way traffic and provide off-street parking. EDF provide insufficient detail for PPC to support this and we note that parked cars in Wickham Market High Street make an effective

traffic calming measure outside peak periods as supported by the Police. EDF have not identified any sites or approached landowners for alternative parking sites.

Option 2: Encourage traffic to use a diversion via Valley Road and the Tank Road. PPC strongly objects to this option. We believe that EDF have seriously underestimated the volume of traffic that will use this route. In addition to over 1000 workforce vehicles per day, many other vehicles will be attracted to a route that avoids delays in Wickham Market. A sizeable proportion of the 6,200 vehicles a day could use the diversion. The proposed route incorporates Glevering Bridge. This is a listed structure, built in 1777 and typical of the historic bridges and mills in the peaceful setting of the valley of the River Deben. It cannot be expected to withstand the pressure of thousands of vehicles a day. Inevitably collisions will damage the parapet and traffic loads will damage the structure. It is in a Category 3 flood zone and the road can be impassable in winter since gritters cannot access the road due to weight limits on the bridge. The narrow single-track roads forming the proposed diversionary route serve 3 equitation centres including a riding school for young children and the whole route is unsuitable for a busy bypass. PPC would wish to see more realistic proposals to alleviate congestion on the B1078.

4. **Freight Strategies**

The guiding principle for EDF's freight strategies should be to minimise impacts (including pollution and quality of life) on local communities. To address this, PPC urges EDF to revisit its marine-led freight option, make more robust its efforts to deliver a rail-led option and to only use road as a last resort. We strongly support the Rail-led option as set out in chapters 5, 8 and 9 of vol.1. It would substantially reduce the impact of HGV movements by up to 750 HGV movements per day (vol. 1 table 5.1). There will be lasting benefits for local inhabitants from the necessary improvements to the East Suffolk railway line. Development Consent should not be given unless the rail-led option is pursued.

5. **Two Village Bypass**

We support the Two Village Bypass but our preference is for the Suffolk Energy Gateway proposal (i.e. the Four Village Bypass). However, improvements to the A12 to relieve congestion north of Ipswich are also essential.

Conclusion

We understand that it may be considered in the national interest to build a new nuclear power station at Sizewell and we welcome the employment opportunities it will bring. However, we question whether the disruption to the population in East Suffolk for a long period of time with consequent effects on health, wealth and wellbeing are worth it. The proposed development is vast and entirely out of keeping with this rural location.

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