

WICKHAM MARKET PARISH COUNCIL



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SIZEWELL C: Application for Development Consent Order DEADLINE 10 SUBMISSION 12th October 2021

This is a brief summary of our previous submissions. We have complied with all relevant deadlines for our Parish Council and issues of concern to Wickham Market and to our parishioners.

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

WMPC Councillors have spoken at several of the online Examination hearings and several Councillors have watched the proceedings either from the hearing or on live stream whenever our work has permitted this.

WMPC maintain our objection to this 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 construction, both through the village and on the A12 bypass. Vehicles will be travelling to/from the SP&R site which has been sited in a location which places Wickham Market in an extremely vulnerable situation with respect to traffic through the village.

The location and size of the park and ride site will result in our village being placed under great pressure from significant extra traffic volumes and we had advised early in the consultation process that the provision of more numerous and smaller sites

(including Martlesham Park and Ride and Woodbridge) could result in traffic pressures across our rural roads being reduced or spread with less pressure on our village and the B1078.

In addition, we object to the landscape and visual impacts which will arise from the SP&R site in our neighbouring Parish of Hacheston, again there are many unresolved issues arising from its design and lack of detail.

We support the concerns of the many parishes and groups across the east part of Suffolk who have been working tirelessly to deliver technical written and verbal evidence to the Examination on a wide range of environmental, technical, transport and social issues. These being in relation to both the main site and the associated construction areas which will create impacts across the landscape of east Suffolk and the precious and vulnerable coastal area.

We have become increasingly dismayed by the wealth of outstanding issues which our neighbouring parishes and those directly affected by the build project have raised and are equally concerned that so many significant environmental issues remain completely unresolved and ill considered.

WMPC have been supported to a degree by our local authorities, both Suffolk County Council and East Suffolk but have concerns that with limited resources and staff capacity the technical support needed to address the concerns we have raised is somewhat limited. We fear for the robust processing of future submissions, and any construction monitoring processes if the DCO is consented.

Notwithstanding our stance in relation to Sizewell C and the detrimental impacts on our Parish and countryside, we have continued to work with EDF and SCC to secure some possible mitigation measures for the road network through the village.

A further update is given below under Traffic Scheme Update.

SOUTHERN PARK AND RIDE SITE (SP&R)

We have made clear throughout the DCO process (and prior to that Stages 1 -5 of the EDF consultation) our concerns relating to this proposal, in terms of the approach to the siting and size of the car park, the inclusion of the TIMA, the lack of landscape mitigation and the traffic volumes which will be generated by its use. The car park size was increased from 650spaces to 1250 at Stage 2 owing to the rejection of a site close to Woods Lane Woodbridge.

If the DCO is consented WMPC will continue to press for further landscape mitigation measures particularly along the site boundaries and in relation to the highway access and cycle/footway linkages. We will expect to be consulted on overall design of the TIMA, understanding the use criteria and operational details, lighting schemes, buildings, structures and landscape in view of the adverse impacts these elements will have on the landscape. As a group of Parishes, we are pressing for both EDF and ESC/SCC to establish a mechanism for ensuring that dialogue over detail takes place. A Parish Liaison group could be a suitable mechanism.

We expect all Construction management and Operational management matters to be controlled and vigorously monitored by the LPA's and we expect the whole site to be restored and returned to agriculture with landscape elements retained and enhanced after its use as a park and ride site is terminated.

We summarised all our outstanding and ongoing concerns regarding designs and impacts in the submission for Deadline 8 on 24th September.

We have noted the Associated Development Design Principles document 8.3 September 2021 Ref EN010012. This seems to be very light on design principles and lacks any further information on the TIMA. This does not give comfort in respect of the issues of concern being adequately dealt with.

TRAFFIC MANAGEMENT SCHEME UPDATE

WMPC made a submission at Deadline 8 and updated PINS on the position regarding the Traffic Management Consultation which EDF had finally committed to carrying out:

“WMPC can now confirm that EDF have completed their documentation relating to a scheme with the public consultation commencing on 27th September and running until 25th October. A public exhibition is due to be held on Saturday 9th October and Sunday 10th October in the village hall.

We attach the appropriate documents and will endeavour to provide feedback by the close of the examination on 14th October.

The processing of public and business responses will be completed by EDF after the 25th October and we hope to be able to send summary information to PINS after that stage is complete”.

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.

However, we understand that there is scope to continue dialogue with EDF and the SCC Highways Authority and are hopeful that this might allow for amendments to the plans contained in the DCO Deed of Obligation and any detail relating to a scheme for Wickham Market. We have previously stressed that costings must include longer term revenue costs. SCC currently are very short of funds to maintain our roads, footways and signage; many are in disrepair and are dangerous in our village. As a result, we fear for the future management of any additional measures, surfaces, signage and highway 'furniture' which may be introduced.

We wish to record our disappointment that although this EDF local consultation has finally been undertaken, it is right at the end of the DCO process and is too late to be seriously considered in any detail by the Government. We have previously noted the ExA Panels questions about the availability of the scheme for review during the DCO examination.

Given that we first started meeting with EDF in December 2019 it is of considerable concern that was not until November 2020 that the EDF traffic consultants started to consider a scheme for the whole village. The consultation with village representatives and parishioners should have started well before DCO submission.

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 concerned over the impacts on village roads, businesses, and residents all as set out in previous submissions.

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 will be both exacerbate this congestion and will often be held up by HGVs, buses, refuse trucks regular farm vehicles. During October very large maize trucks are passing through the village from the west taking crop to the biodigester plant at Rendlesham former air base.

WMPC have yet to review and conclude on all the details of the scheme and will do this once the public consultation summary becomes available. However, we are able to feedback some of the continuing concerns (raised through numerous meetings and communications with EDF and SCC) and those expressed by the residents we talk to regularly in the village and met at the weekend event. This event was well attended by both local people and many from neighbouring parishes who rely on the village as a key service centre.

Key Points include:

- The scheme will have the effect of further urbanising our settlement and road network.
- **Speed is a recurring theme and challenge for residents**, and many continue to request a 20mph speed reduction zone through the village. removing parked cars often increases car speed. This has also been requested by WMPC throughout our dialogue with EDF. Many other villages and towns in the area have 20 zones and new zones are being introduced.
- **The proposed gateways need to be robust** and designed to be prominent and effective. Previous gateways designed by SCC for the B1078 western approach and B1438 southern approach were of more substantial design, were beneficial

when first created but never maintained and have now fallen apart.

- Some of 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.
- Neighbouring streets are likely to be placed under considerable pressure by cars parking on roads and verges and causing potential dangers. Residents may flout parking restrictions where their vehicle is essential and they need to park. WMPC raised this topic in our submissions in relation to Barhams Way, Spring Lane and Border Cot Lane.
- Concern was raised by residents over the lack of **disabled parking spaces** and provision for access to property.
- Some residents are already mentioning the possibility of converting front gardens to parking spaces to ensure they will be able to park near their homes. This may lead to highway challenges/dangers from manoeuvring and will also create impacts on the settings of our special buildings and qualities of the Conservation Area, as well as impacting negatively on green space, visual amenity and drainage.
- **Introducing carriageway build outs** to encourage formal stop/ start locations and creating informal crossing locations are of significant concern to residents who use the roads and footways. Some believe that this will introduce further obstacles to traffic movement, whilst at the same time removing parking.
- **There are concerns regarding ill placed, and additional parking** bays in addition to build outs in locations along the High Street where there will be conflicts with visibility. Such as near The Drift and close to Roland Plastics where HGVs regularly reverse in to unload and back out.
- **Business disruption** from construction work and any measures which may restrict access on top of increased traffic.
- The **cycle way** from the bridge over the River Deben will provide no legacy without an extension of a route on to Marlesford. The claims for improvements for cycling in the village are dubious and not evidenced by the proposals being promoted by EDF.
- **Monitoring of traffic before** and during construction will be essential in order to determine the source of additional traffic. For example, we fear there will be additional use of the B1078 by local traffic commuting from villages along the B1078 to avoid Woodbridge bypass congestion. We need to know if general Sizewell traffic is causing more traffic on the B1078 and this requires monitoring of the routes through Wickham Market.

- EDF has not taken up the WMPC suggestion for **monitoring of workers' journeys** to the Southern Park and Ride. These have been discussed and set out in the paper WMPC submitted at Deadline 2 June 2021. Without effective monitoring the routes which EDF workers follow cannot be enforced and will leave the village open to higher traffic volumes coming either through the village rather than using the A14 and A12. EDF propose a code of conduct for workers, but this does not appear to have any formal status, monitoring or enforceability. EDF have stated they cannot monitor workers in this way but yet villagers will be significantly inconvenienced and at worst forced to consider moving their home.
- The accompanied site visit to Wickham Market by coach (with no stops) on 10th June did not permit WMPC representatives to highlight the impacts of the extra traffic on the village.

Notwithstanding the fact that WMPC have been working with EDF to try to achieve some mitigation and longer-term benefits for our village, we know that these measures will not relieve the considerable adverse impacts which will arise from SZC. The increasing traffic volumes through the village, the massive increase of vehicles on the A12 including HGVs, and the use of the SP&R site will cause adverse impacts on and inconvenience for our community and those communities directly associated with our village for an unacceptable period of time.

Wickham Market Parish Council

12th October 2021

PINS EXAMINATION DCO PROCESS

Final Deadline 10