

WICKHAM MARKET PARISH COUNCIL



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SIZEWELL C: Application for Development Consent Order

Written Representation for Deadline 2 June 2nd 2021 Wickham Market Parish Council (WMPC)

1. Introduction

1.1 Wickham Market is situated to the west of the A12 about fourteen miles south west of the main development site. Located at the junction of the B1078 from Needham Market to the west and B1438 from Woodbridge to the south, the village is a key service centre for many neighbouring villages most notably Pettistree, Hacheston, Marlesford and Campsea Ashe.

1.2 Full information on the Council's stance to the Sizewell C proposals and evidence regarding the WMPC area's demographics, heritage, character and location is available on the WMPC web site: <http://www.wickhammarket.onesuffolk.net/sizewell-c/>
And the Neighbourhood Plan web site <https://www.wickhammarketnp.org/>

1.3 WMPC still believe that both the residents of the village itself and those using the shops and services from neighbouring parishes, will suffer significant negative impacts from the construction phase of the SZC project and the building and operational use of the Southern Park and Ride (SP&R) site. WMPC expect EDF to provide fully funded mitigation measures for the highway network but continue to be concerned that firstly a final scheme to deal with either moderation or mitigation for the significant extra traffic volumes has not yet been finalised or consulted on. Secondly that there is no scheme that will resolve the issues created by the introduction of a further 1000 plus cars onto a main access route through and to the centre of the village. Whilst WMPC have made many requests and suggestions relating to suitable measures we await a final scheme suitable for public consultation.

1.4 The claim by EDF of providing zero carbon energy by 2036 is unlikely to be achievable given the entire construction process and the damage to the Suffolk environment.

1.5 The January 2021 amendments to the DCO submission proposed an increase in the frequency of freight train movements to facilitate bulk material imports by rail. We tentatively support any reduction in HGV movements on the A12 as being beneficial to the Wickham Market area and impacts on the A12 however we are aware that the extra rail freight movements could adversely impact other people/users including residents living near the line. Any additional rail use is still dependant on Network rail agreement. We have yet to see evidence that the stated number of 300 fewer HGV's will be deliverable.

2. Southern Park and Ride Site (SP&R)

2.1 Adverse Traffic Impacts

2.1.1 Additional traffic volumes during construction of Sizewell C are expected to lead to significant negative impacts for local road users and residents as they will:

- a) involve 700+ daily HGV and 700+ bus and van movements on the A12, and significant extra LGV and private car movements on the B1078, the High Street - and other local roads;
- b) entail up to 1050 cars travelling through the village additionally each day over the construction period, - these figures could be higher due to the shift patterns for a seven day week / 20-hour working day at the main site;
- c) result in a significant increase in noise, vibration, air and light pollution affecting properties and residential amenity;
- d) further exacerbate the increase in traffic evident in recent years, and adverse cumulative traffic impacts expected from planned additional housing in Wickham Market, nearby towns and villages, and the construction of other major energy projects within the area;
- e) compromise the safety of cyclists and pedestrians using promoted leisure routes and accessing the SP&R. As of the time of writing no specific cycle route measures have been tabled by EDF to enable cyclists to safely access the SP&R site despite the repeated requests from WMPC and the reference to creating one in their Stage 4 Consultation document.
- f) result in any benefits to retail outlets in the village centre (from worker purchases) being outweighed by the detrimental impacts arising from increased traffic, parking, and fly parking on waiting restrictions;
- g) affect the slip road from the B1078 Fiveways roundabout to the SP&R access making it inadequate to accommodate vehicles needing to access the site or to join the A12 north, with tail backs likely to occur around shift change times and creating detrimental impacts on local traffic movements: WMPC have raised concerns that the entrance/exit to the site is not controlled, therefore large movements of traffic

exiting the site at shift change over times is likely to cause hold ups for cars joining the A12 from the roundabout.

- h) having communicated with our neighbouring Parishes and attending various PINS hearings it is evident that many smaller villages are concerned about rat runs occurring as traffic seeks alternative routes to the SP&R site and A12 in order to avoid using the roundabout.

2.1.2 Mitigation requested:

- a) Like several other parishes, WMPC has raised the possibility of using car parks further south on the A12 to reduce the need for one large SP&R. The existing Martlesham Park and Ride site (A12/A1214) could be used for workers from that area and from Ipswich taking a number of cars off the A12 northwards. There appears to be un-used capacity at this location.
- b) Use of electronic tracking systems to track cars, LGVs and HGVs to ensure drivers use the preferred routes to the SP&R, i.e. A14 and A12 wherever possible.
- c) Use of smart cameras and number plate recognition to exclude Sizewell traffic from specific routes when travelling to/from the SP&R.
- d) Both b) and c) have been looked into by WMPC and information as to how this could be achieved has been given to EDF, as well as being attached. At the time of writing we await a detailed response from EDF.
- e) We have some expertise in the WMPC working group and consider that it will be important to minimise the amount of traffic travelling through Wickham Market to the SP&R site. A paper has been presented and discussed with EDF that would use Mobile phone and GPS and Geofences to monitor workers' journeys to work.
Refer to Appendix 1 document attached.
- f) It would be possible to use smart cameras with ANPR to monitor whether EDF related traffic passes along a particular road. This technology is used in south Fulham to prevent rat-running in residential streets (see <https://www.lbhf.gov.uk/transport-and-roads/south-fulham-traffic-congestion-and-pollution-reduction-scheme>). This scheme uses the vehicle registration numbers of residents to determine if vehicles are allowed free access to the selected streets. Other vehicles are reported for non-permitted access. This technology could easily be adapted to monitor a vehicles that were not permitted to use a road, possibly by time of day. EDF could provide a list of all their associated vehicle registration numbers, this could include all HGVs, LGVs and workers' vehicles, that is all vehicles associated with Sizewell C construction. The cameras would be placed on roads that restricted access was required for EDF related vehicles. The cameras would only report on the EDF related vehicles. It would be possible to design the system so that EDF related vehicles were monitored only during the times for the EDF related journeys. Reports could be produced to show non-compliance with the traffic policy and EDF could sanction these drivers.

- g) A way to reduce traffic along the B1078 would be to introduce a 40mph speed limit along its entire length from the A140 to the A12. A few strategically placed average speed cameras could ensure that it would be difficult to exceed the speed limit for through traffic. This would bias the A12/A14 route over the B1078. This approach could also be applied to Wickham Market if for instance a 20mph speed limit was introduced. It would make it very difficult for through traffic to exceed the speed limit. Many cars already exceed the speed limit.
- h) One meeting has taken place on 16th February 2021 to discuss options put forward but at the time of writing there have been no positive outcomes. **Refer to Appendix 2 for meeting notes.** In summary EDF have said:
- It is not possible to use the app as workers did not become employees until at the main site.
 - Would consider ANPR.
 - Added monitoring as an item to our monthly meetings, however little positive feedback has been given.
 - Workers (unlike EDF) would want to do the right thing and follow EDF's travel policy.
 - Signage would be used to guide people to use the preferred route
 - Surveys would be used to monitor travel.
- i) EDF to design and fund (capital and revenue costs) a scheme of pedestrian, cycle and public realm improvements at Wickham Market (as stated in their DCO documentation) in accordance with the emerging draft Neighbourhood Plan (NP) Policy Wick10. This policy highlights existing issues of pedestrian safety in the centre of the village which EDF related traffic will exacerbate.
- j) EDF to design and fund (capital and revenue costs) a scheme of pedestrian, cycle and public realm improvements on the B1078, High Street, gateway entry points and other specific areas on the village road network. All agreed traffic mitigation measures should be carried out prior to the use of the SP&R and the construction of SZC.
- k) At the time of writing no firm proposals (detail, scope, or specific measures) have been tabled by EDF, this despite regular meetings since December 2019. WMPC hope to receive a scheme shortly which can be used to consult the public. We have requested concern over some current proposals and the lack of speed controls proposed. We have also made clear that residents are unlikely to be able to welcome any reduced on-street car parking nor have alternative parking locations been proposed by EDF. No provision for either cycle or footway routes to the SP&R site are indicated on the DCO plans.
- l) As from March 2020, EDF brought in their traffic management and landscape design consultants to look at the WMPC Working Document which proposed several areas needing to be addressed and ways of providing traffic mitigation.

After over a year of regular meetings, a design proposal should soon be ready for a public consultation carried out by EDF/SCC and WMPC. WMPC have requested that a highway safety audit of any scheme be carried out prior to that consultation. We have yet to receive final designs for village gateways, on street parking provisions and/or relocation for displaced parking, provision for cyclists travelling to SP&R or on the leisure route which sections of the B1078 provides nor agreements for speed reduction measures and controls.

2.2 Adverse Landscape and Visual Impacts

2.2.1 WMPC is concerned that:

- a) the location and size of the SP&R in an elevated prominent location will result in it being visible over a wide area, affecting the setting of the Special Landscape Areas of the River Deben and River Ore;
- b) insufficient assessment of landscape and visual impacts from a limited set of receptors has resulted in poor design with inadequate mitigation proposals;
- c) no viewpoints for visual assessment have been selected from Wickham Market despite the Zone of Visual Influence encapsulating extensive parts of the village;
- d) further to examining panel question we have requested the following viewpoints be considered but have not seen evidence of the work at the time of writing:

29th April: WMPC Cllr Westover email to LDA

“Further to our conversation this afternoon I am just confirming by email too. We identified clear views of the SP&R site some time ago which gave/give us cause for concern regarding adverse impacts and lack of mitigation provided. We were unclear why parish views had not been encapsulated in the range of VPs.

In particular from WM on PProfW9 south of King Edward Avenue/Meadowside there will be clear views of the site and the access road. The mature oak is a good marker in the view. We consider that the effects arising here need to be dealt with by appropriate landscape mitigation.

Further distant but also clear views of the site on the horizon are available in views from the PProfW 6 north of Chapel Lane, locally known as Sandy Lane (and actually in Pettistree). We have recently carried out a tree planting scheme along this lane with 22 oaks and other species so you will see those if you do visit.

Thank you for contacting WMPC and we look forward to any updates during the course of the Examination.”

- e) the proposed site lighting and highway lighting will create adverse impacts on current dark skies viewed from the village and its countryside setting including Hacheston, Marlesford, Loudham and Campsea Ashe;

- f) the proximity of the development to the Whin Belt woodland and the loss of a section of ancient hedgerow and impacts on the ancient oak tree on the southern boundary will result in adverse landscape impacts which have been inadequately assessed and poorly moderated (ref NPPF);
- g) there is limited landscape mitigation on the site boundaries particularly the west boundary where the track/public right of way are adjacent to the site boundary fence;
- h) Our fears regarding light pollution in an area of relatively dark skies have been exacerbated by the news of issues regarding lighting at the controversial HMRC Brexit lorry park located beside the M20 in Sevington, Ashford, Kent recently reported in the media. To refer back to the importance of traffic monitoring, the news article also reported HGV drivers being directed through villages with small lanes, unsuitable for such vehicles, by their satellite navigation systems.
- i) With respect to the DCO order limits we have previously suggested that this be broadened to ensure sufficient space for landscape mitigation and enhancement of the site access road. This part of the site and the park and ride beyond will be very visible from WM in public views that have not been assessed within the LVIA.

2.2.2 Mitigation requested:

- a) A scheme of boundary landscape mitigation through hedges with trees be provided on the site boundaries in order to secure a long-term legacy of landscape improvements to remain following removal of the SP&R and the restoration of the land back to agricultural use.
- b) Temporary bunding provided close to all site boundaries to minimise views. We welcome the reinstatement of the bund on the northwest boundary, previously proposed but removed in the DCO submission. The plan submitted in January 2021 SCZ-SZ0701-XX-000-DRW-100164 Rev 02 shows this.
- c) Landscape restoration and aftercare should be secured through planning conditions and legal agreement, be monitored and managed throughout the period of use, and boundary planting retained in perpetuity.
- d) The associated SP&R buildings, signage, drainage, and lighting have been indicated on a suite of 'indicative' plans titled "Not for Approval" apparently without an assessment of visual impacts arising. These plans need prior assessment to any DCO being granted with ancillary structures conditioned and strictly controlled.
- e) One meeting has been held with EDF and their consultants LDA on the 8th October 2020 but EDF have not agreed to any further meetings. Apart from the minor amendment in January 2021 we have not seen any further nor any additional

design and landscape mitigation measures for the SP&R site. No specific follow up to the October meeting has been offered.

Finally we have commissioned with our neighbouring Parish Councils a landscape assessment of the proposal to assist our understandings. This was prepared by the Woodbridge based company, The Landscape Partnership. **This document has been submitted by Marlesford PC and is in the PINS document library as REP1-149.**

- f) Broadly the conclusion of this assessment is as follows: *“In conclusion, it is considered that the likely effects of the proposed SP&R on landscape and visual receptors have been underestimated within the LVIA accompanying the application, and that several landscape and visual receptors have not been considered. As such, the mitigation measures proposed are not sufficiently developed to satisfactorily address all the adverse effects of the proposed development and a number of potential measures have not been employed, Further, the scheme would not deliver a long-term landscape legacy after the SP&R has been decommissioned”.*
- g) We have previously, 12th May 2021 proposed site location visit to PINS and attach our document as **Appendix 3** for information.

4. Summary and May 2021 CIR

4.1 Further to an Extraordinary Parish Council meeting held on 31st March 2021 we can confirm that the WMPC still have significant concerns around the impacts which SZC will exert on our Parish and our parishioners. We will be pleased to report back to the Examination Panel regarding any mitigation or moderation (NPPF) options which may be put forward by EDF, in relation to both traffic through our settlement and also in relation to the SP&R.

4.2 We have briefly considered the recent Local Impact Report (LIR) May 2021 produced by ESC and SCC. Several references to Wickham Market are a major cause for concern and also reflect our fears for the settlement, these are as follows:

4.3 At CIR Para 15.112 we agree with the assessment of impact but at present we are unable to comment on the suitability of a scheme of mitigation:

“On the B1078/B1079 (Wickham Market to A140), reduced resilience, capacity and increased potential for road safety incidents” and “Wickham Market: Road capacity impacts and delays at B1078 through Wickham Market; however, the mitigation package for Wickham Market, which is currently under discussion may mitigate this impact and may provide a legacy benefit of the scheme”.

4.4 CIR Table 18g

We have yet to see any plans indicating Improvements of footway and cycling infrastructure linking the site to Wickham Market and Marlesford for the SP&R, we have requested such improvements since responding to the EDF Stage 2 consultation. At

Para 16.37 this is noted as a positive benefit but as yet nothing has been put forward.

4.5 CIR Table 18h

We agree that an *“Increase in workforce car traffic and construction LGV to Southern Park and ride traffic through the built-up area of Wickham Market, increasing the potential for conflict, increasing pedestrian delay, reducing amenity as well as increasing severance”*.

We await measures to address the problems expressed in the LIR and which we are concerned with. These should include measures to reduce vehicles, as well as safety measures including speed reductions.

4.6 CIR Para 16.41

We agree with and have serious concerns with the findings ... *“Through the built-up area of Wickham Market, the increase in traffic is likely to negatively impact sustainable modes of transport (walking, cycling,) by increasing the potential for conflict, increasing pedestrian delay, reducing amenity as well as increasing severance”*.

In addition, other issues relating to safety, speed and parking will arise.

4.7 CIR Para 30.19

WMPC are pleased to see that the issues of noise, vibration and air quality in Wickham Market has been raised and wish to see serious solutions promoted.

Wickham Market Parish Council

Final 2nd June 2021

Note:

All Documents setting out WMPC's specific concerns regarding SZC, meeting minutes and agendas and documents issued to EDF are available to view on the Parish web site at:

WMPC web site: <http://www.wickhammarket.onesuffolk.net/sizewell-c>



WICKHAM MARKET PARISH COUNCIL

Proposal (for discussion) for Using Mobile Phones to Monitor EDF workers Travel to Work

Introduction

Thousands of workers will travel to EDF sites during the construction of Sizewell C. WMPC consider that it will be desirable to limit the impact of this traffic on the villages and small towns of Suffolk. For instance EDF forecast that the Southern Park and Ride at Hacheston will add 1020 vehicle movements through Wickham Market village every day at the peak construction period. The objective should be to minimise the traffic (both private cars and LGVs) passing through the most sensitive areas e.g. B1078 in Wickham Market.

The Mobile Phone app proposed below would help workers choose the optimal and least sensitive defined routes. In the case of the Southern Park and Ride (for traffic arriving from the west) this would be A14/A12. It would be possible to define geofences (an area on a map such as a road, a circle surrounding a village or any required shape) that would define permitted roads and prohibited areas to be driven through on the journey to/from the work location. Using mobile phone GPS functionality, the geofence areas used by a driver could be monitored on the journey to/from the work location. Weekly reports could be produced to monitor compliance.

This represents a preliminary discussion of what is possible using mobile phone GPS capabilities to limit the impact of Sizewell workers' traffic on the villages and small towns of Suffolk.

Basic Architecture

This would consist of a server that would provide the following services:

- Store geofence information
- Store registered worker information
- Store geofence entry and exit information
- Reporting functionality

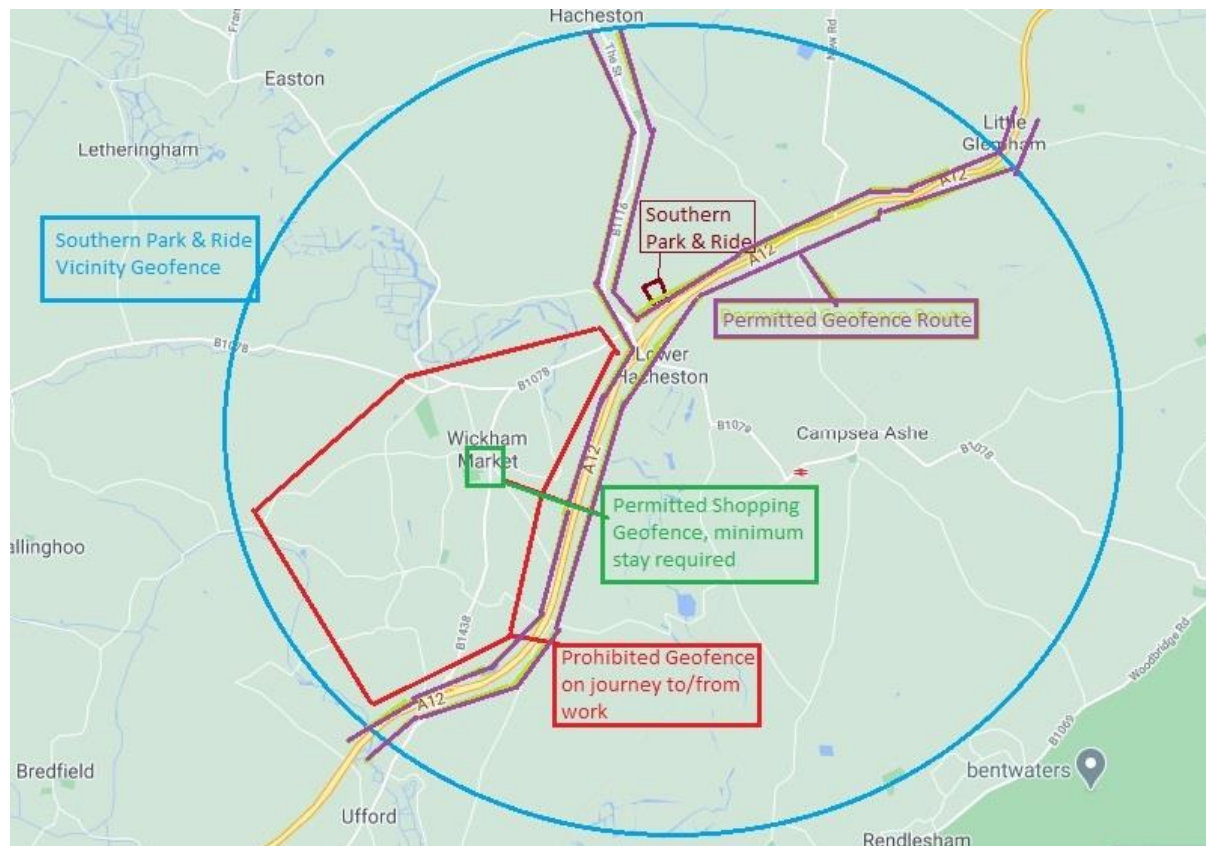
The mobile phone app would supply the following functions:

- Start journey to work
- End Journey to work as work location entered
- Start journey home

- Exit Work vicinity geofence
- Display geofences by type on a map to allow the worker to see permitted routes and prohibited areas
- Record entry and exit from each geofence on the journey to work
- Communication with the server

Defining Geofences

For simplicity only 5 geofences have been considered in this diagram.



On the map we see 5 geofences:

1. Light green - A12 – permitted geofence. This will define the preferred route.
2. Brown Southern Park and Ride – work location geofence
3. Red Wickham Market – prohibited geofence. This will be used to limit EDF traffic through Wickham market
4. Dark green - Shopping etc geofence. Travel through a prohibited geofence to the shopping geofence is permitted if the stay in the shopping geofence is of a minimum period.
5. Blue work vicinity geofence. Monitoring reported when this geofence id entered.

Geofences could be time limited for each worker based on their shift pattern.

Register User

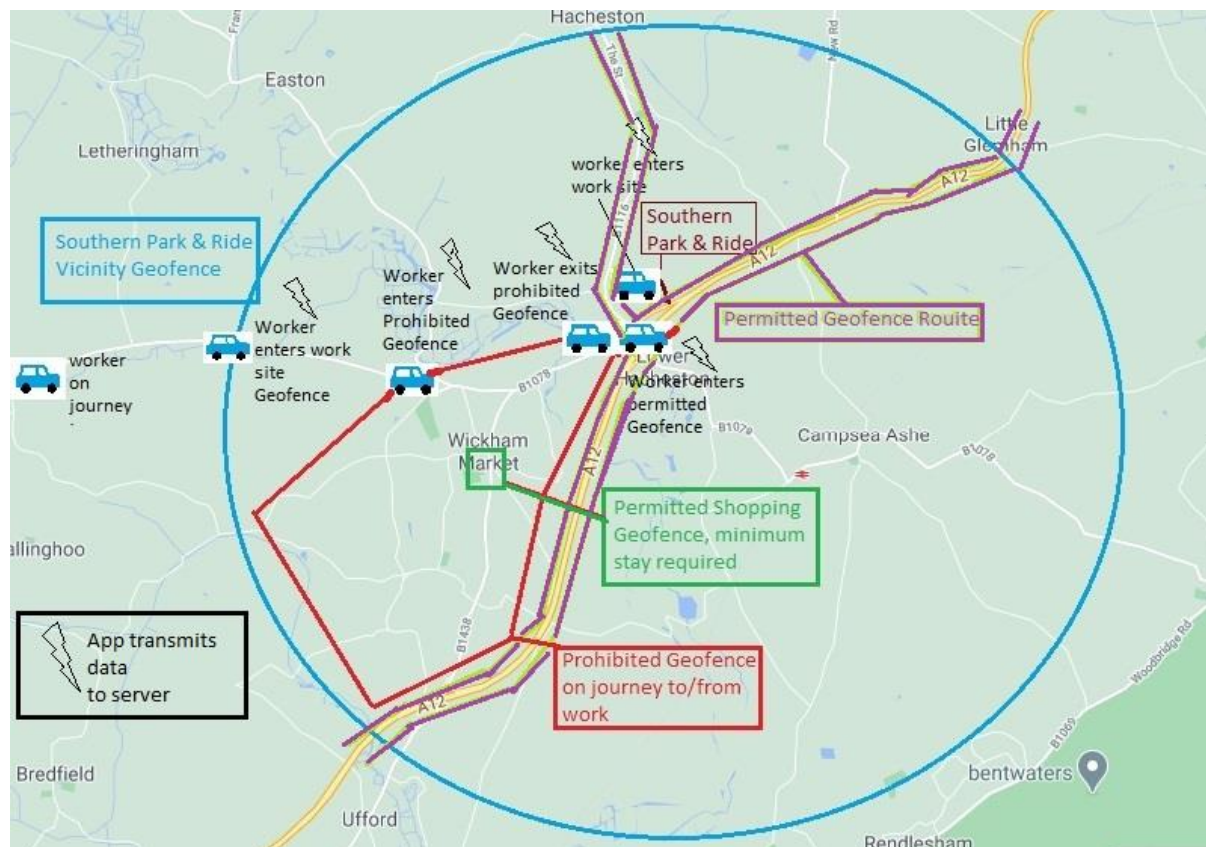
The EDF worker installs the EDF Work Journey app on their phone and registers. Registration will prompt the EDF server to download registration information for the user. This will include vehicle registration, work location, residence postcode, shift information.

Using the work location and the residence postcode the geofences that apply to the driver can be selected. For instance if the worker's residence is in Pettistree, then the Pettistree geofence would not be applied to this worker.

The Journey to the Work Location

The worker starts the application (if the worker wishes the worker could display the geofences that apply for the journey) and selects Journey to work. The time of setting off on the journey is recorded. The worker drives to his work location for example the SP&R site.

When the work location vicinity geofence is entered the geofence ID and the time of entry is reported. When the geofence is exited the geofence ID and the time is recorded. While within the work location geofence for any geofence that is traversed the entry and exit times are reported. When the work location is entered the work location ID and time of entry is recorded.



For example a worker drives along the B1078 towards the SP&R site from somewhere west of Wickham Market. This is shown in the above diagram and listed below. The following events will be reported:

1. The worker starts the application, the start time is reported 07:40 15-03-2023
2. Entry to SP&R Vicinity geofence 08:10 15-03-2023
3. Entry to Wickham Market geofence 08:12 15-03-2023
4. Exit Wickham Market geofence 08:20 15-03-2023
5. Entry SP&R geofence 08:21 15-03-2023
6. The App stops recording information

The Journey Home

The worker starts the app and selects journey home. The time of setting off is recorded. The worker drives to his home. As a geofence is entered the geofence ID and the time of entry is recorded. When the geofence is exited the geofence ID and the time is recorded. When the worker exits the work site vicinity geofence the data and time are reported and the app stops reporting.

For an example the worker drives home and stops in Wickham Market to do some shopping:

1. The worker starts the application, the start time is reported 16:40 15-03-2023
2. Exit SP&R Vicinity geofence 16:41 15-03-2023
3. Entry to Wickham Market geofence 16:42 15-03-2023
4. Entry to Wickham Market Shopping geofence 16:50 15-03-2023
5. Exit Wickham Market Shopping geofence 17:15 15-03-2023
6. Exit Wickham Market geofence 17:20 15-03-2023
7. The worker leaves the work vicinity geofence
8. The App stops recording information

Reporting

Reports could be produced to highlight the following:

List drivers that entered prohibited geofence areas.

Workers who failed to use the app for a journey to/from his workplace

Workers who had never used/installed the app

Summary reports of the number of breaches per work location

Summary reports of the number of breaches of each geofence

It would be possible to add targets for maximum number of breaches and report on whether the targets were being met

EDF could publish this information on their web site

Additional considerations

It may be desirable to define permitted geofence areas that lie within a prohibited geofence. For instance this could include an area that contained the local shops in Wickham Market. If a worker visited the shopping area in Wickham Market and remained there for a defined minimum amount of time then the reports could highlight this and the fact that the prohibited Wickham market geofence was entered could be discounted when inspecting the exception report.

It may be desirable to only consider exception reporting within a certain time (e.g. 30 minutes) of arriving/departing the work location.

Where the worker resides inside a geofence.

Automatic running of the app, this would require the app to be aware of shift patterns and to start monitoring in times that were relevant to journeys to/from work.

Use number plate recognition at a work site to gain additional confirmation of which cars/workers had travelled to a work site.

Arthur Stansfield

Sizewell Working Group

Wickham Market Parish Council

DRAFT for discussion

January 12th 2021

APPENDIX 2

Notes of the meeting to discuss use of mobile phone GPS and geofences to monitor workers journeys to work

Date: Monday 8 February 16:00

Present:

EDF Tom McGarry, Richard Bull, John Davies

Wickham Market: Sonya Exton, Arthur Stansfield

Marlesford: Richard Cooper

The purpose of the proposed system was summarised. The purpose is to monitor if workers traveling to their EDF work location pass through certain defined locations. It is not a tracking solution.

EDF welcomed the information about journey/geofence monitoring, but see problems with employment law and worker contracts as a worker's employment does not start till they clock in at the main site. That is the travel to the park and ride would be in the worker's time and outside EDF's control. EDF will still bear this proposal in mind.

We stated that the objective was to reduce as far as possible the traffic coming through WM on the B1078. EDF were in agreement with this objective.

EDF's approach is to encourage workers to use particular routes to EDF sites. This would be reinforced by surveys and appropriate signage. Spot surveys could be used to monitor route/road usage. Fundamentally people want to do the right thing and easier route to Park and Ride was A12. The Worker's Code of Conduct would be incentive for workers to use A14 and A12.

EDF will look at ways to monitor traffic arriving at the southern park and ride. It is required that it is known whether traffic (workers traveling to the park and ride and LGVs) follows the preferred routes.

EDF will look at the possibility of using ANPR as a way of enforcing routes.

The couriers used by EDF will receive specific routes to use.

ANPR could also be used to check on the routes used by LGVs as the registration of vehicles would be known - required for site access and will be pre-booked at the site.

EDF expressed surprise that commuters use the B1078 to travel to Ipswich and other loations in preference to the A12. This route to Ipswich is used to avoid congestion at Melton and Woodbridge.

EDF will add a standing item to the SZC/T&T meeting to report on progress on traffic management to include LGVs and private vehicles of workers traveling to EDF sites

WICKHAM MARKET PARISH COUNCIL



Chairman: Cllr Ivor French

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The Sizewell C Project: Request for Accompanied Site Visit Locations

1. TRAFFIC

- We have consistently raised concerns regarding the volumes of traffic which will come through the village to access the SP&R site, particularly as existing traffic volumes, on street parking and speeding is often already challenging.
- **B1078:** We request that the examining panel view the B1078 from its western entry point to the village, High Street and Spring Lane junction, Rackhams Mill junction and through to the roundabout with the B1116.
- There are numerous lanes and access drives along the B1078 section of the High Street with limited visibility between Border Cot Lane and Rackham's Mill: Roland Plastics, 133a, 178, 186, 123a, 192, 202, Gospel Hall Close, 216B, 161, 163, The Chequers, The Drift, 224, 183, 238, 244, Lower Street.
- **B1438:** We request that panel view the B1438, High Street from its southern entry into the village (new development of 136 homes has been approved in Pettistree on our southern boundary, east side of B1438) to the junction with the B1078, noting Chapel Lane junction.
- Along the B1438, High Street through the centre of the village, noting busy pinch points at COOP/Village Hall/Post Office/Village Square 'The Hill', Revetts Butcher and along the High Street north to the Border Cot Lane junction (B1078).
- Depending on time of day the panel will note busy turnings for COOP/Village Hall, Post Office, HGVs at B1078 junction, parking pressure along the length of The High Street, and regular speeding.
- **Service centre:** The villages surrounding Wickham Market use our village as a service centre for a range of important facilities including doctors' surgery, pharmacy, dentist, range

of shops, village hall, sports facilities and supermarket. Users of these facilities currently experience congestion at times, not only on the B1078 between Border Cot Lane and the River Deben bridge, but also on the approaches to the village centre.

2. SP&R site

- We request that in addition to a full visit to the SP&R site, the viewpoints from WM are visited.
- **PRofW 9** south of King Edward Avenue/Meadowside: from here there will be clear views of the site and the access road. The mature oak close to the access road is a good marker in the view. This location has been requested (EDF/LDA) as an additional viewpoint.
- **PRofW 6** north of Chapel Lane, locally known as Sandy Lane (and actually in Pettistree Parish). Views across the landscape north to the site area are available and confirm both the prominence and elevation of the site.
- We have recently carried out a tree planting scheme (with the landowner) along this lane with 22 oaks and other species so the panel will see those trees at a visit.
- We request that time be given to visit the public roads and right of way viewpoints of the SP&R site from Wickham Market and our neighbouring parishes. Many of these were not assessed within the EDF LVIA.

WMPC Councillors and representatives are willing to arrange attendance at the ASV's if given advance notice of dates and times.

**WMPC Submission for SZC PINS Examination Panel
Deadline 1**

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12th May 2021