

Peasenhall Parish Council

Comments on the Stage 4 Consultation, Sizewell C

BACKGROUND

Peasenhall is a village in east Suffolk about four miles north-west of Saxmundham and six miles south-west of Halesworth. The village lies along the A1120, which runs for many miles from here along the line of a Roman road across central Suffolk to Coddendam. The village lies 11 miles west of Sizewell and Minsmere where there is a world-renowned nature reserve.

Much of the village is linear: from the west along A1120 for over 1 mile are Hackney Road, The Street and then Chapel Street. Most of the properties along Hackney Road and Chapel Street have a short front garden, but in **The Street properties open directly on to the road.**

An extract from the Conservation Area Appraisal follows:

“THE STREET”

“At the western end of The Street, Oak House and Oak Cottage contain Emmett's Store, two houses and a shop which read as a major feature on the crossroads. Its location on the corner of Mill Hill means that its return elevation is also prominent, particularly from Hackney Road. This building provides the corner with an important sense of enclosure, which would be lacking if it were further back from the road. Dating from the 16th Century, timber-framed, plastered with a pantiled roof, it has a particularly good, un-modernised traditional exterior. Even the projecting shopfront on the main range facing The Street is now very much part of the building's architectural and historic character and its use is important to retain.

Between Mill Hill and The Knoll, the north side of The Street consists of traditional cottages and other buildings, which are all important examples of the local architectural style from over the centuries and include a mix of commercial and residential uses which it is vital to retain.

Dating back to the 15th Century or even earlier, most of the buildings are simple gabled forms, with either earlier steeply pitched roofs or later shallower pitches. Medieval houses sit next to Georgian and Victorian

buildings. Slates, clay plantiles and pantiles combine with colour-washed plaster and the local red or white brick to present an interesting variety of materials. This limited palette combined with traditional fenestration and detailing on the buildings creates just enough variety, without undermining the strong sense of visual unity in this group of buildings.

The linear nature of The Street balances with the vertical emphasis provided by the architectural features on the buildings. Chimney stacks and tall window openings are important elements, as are the traditional windows themselves, mostly picked out in white paint, the shape of each pane of glass having definite vertical proportions.”

TRANSPORT

The Peasenhall Parish Council (PPC) are concerned most about the impact of road traffic on the village and, in addition, the wider mitigation measures designed to provide better road access to the development site. As indicated above, the village is built along A1120 with either little or no distance between the houses and the road. **It must be noted that the houses in The Street do not have a front garden, they open directly into the A1120 road.**

The houses here along with much of the village are therefore at risk from all types of pollution:

noise,

gases and particulates

Sulphur dioxide, Nitrogen oxides, Particulate matter (PM₁₀, PM_{2.5} and PM₁), Ozone and volatile organic compounds, Toxic Organic Micro-Pollutants (TOMPS), Benzene, 1,3-Butadiene, Carbon monoxide, Lead and heavy metals

light.

The PPC is concerned over the increase in each of these types of pollution all of which come from traffic.

HGVs

The number of HGVs travelling to and from the proposed power station site is dependent upon which of the transportation options is adopted.

Because the number of HGVs required is least with the rail-led option, the PPC is strongly in favour of this option. At the same time, it recognises the potential problems of implementation of it.

In the event of these problems being insurmountable the PPC would strongly urge an integrated solution which utilises as many of the rail led proposals as is practically possible. As the Conservation Area Appraisal demonstrates, a large increase in traffic through the village will have a huge effect on the quality of life of the residents and potentially a damaging effect on the very old buildings close to the road. Traffic flow increases should be kept to a minimum.

Peasenhall Parish Council is also mindful of the effects of these vehicles on other communities and would wish that the Sizewell Link Road is built.

The PPC questions the need for the works to the Yoxford Roundabout if the Link Road is built as this road could surely be used for Abnormal Loads.

The PPC notes that a Freight Management System will be used to control the HGVs, including by use of sensors to pick up delays etc. on the planned route. The PPC notes that HGVs will not be permitted to use the A1120 as a route either to or from site even if the Orwell Bridge is closed.

Mitigation

The PPC requests that a monitoring sensor be placed within the village so that miscreant drivers can be 'penalised' for using the route.

LGVs

The PPC notes the enormous volume of LGVs expected to be needed to service the works every day. The PPC accepts that these vehicles will be using all routes, including A1120.

Mitigation

Mitigation measures for Private Cars (below) equally apply to the sections above which are concerned with commercial vehicles.

Private Cars

All the documentation received denies more than minor use of A1120 for the site workers as the 'Gravity Model' did not include the possibility of more than nominal numbers of Home-based workers living to the west.

The PPC notes that the present Stonham Barns masterplan includes the erection of a further 50 static lodges with space for 200? more. These are highly affordable with the standard construction industry compensation allowance.

The PPC considers that it should be expected that up to 500 site workers would use this site for accommodation. This would mean, allowing for some car-sharing, 600 car journeys each day. This is close to the Stage 4 traffic increase estimate by itself.

Whilst this traffic increase is estimated at 18% in a 24-hour day, because of shift working there will be a big increase in traffic early each morning and late in the evening (night).

Assuming that a worker is required to start 'on the job' at 7.30am, PPC estimate that he will need to leave Darsham Park-and-Ride by 6.45am and therefore be travelling through Peasenhall at the latest by 6.15am. Similarly, the second shift will be travelling back after 11.30pm. These journeys will be at a time when the village would otherwise be quiet.

Mitigation – As a Minimum

- 1 A speed camera should be installed or as an alternative an Average Speed Camera system might be installed.

This should be placed in association with the road junction of Oak Hill and Church Street with A1120, a place where there are frequent contretemps (fortunately to date with no very serious injuries).

An alternative might be traffic lights should be installed at the junction. These should be prioritised green for A1120, but to automatically turn red when traffic approaches which is exceeding the speed limit.

1. Noise attenuation measures should be funded:

- Allowance granted to assist the installation of double (triple)-glazing;
 - Appropriate planting of shrubs to mitigate the effect of pollution as well as noise.
- 2 An air pollution monitor should be installed.
 - 3 The PPC would wish for the installation of road calming and speed restricting measures.

THE CASE FOR THE CONSTRUCTION OF SIZEWELL C

The PPC has concerns about the potential effects of Sizewell C on the eco-system of the internationally renowned nature reserve at Minsmere.

No specific view has been taken by Peasenhall Parish Council in relation to national energy policy that has prompted the Sizewell C project, nor to the wisdom or otherwise of nuclear power.

However, some residents in the village have significant concerns on both counts and they will have, no doubt, made their own submissions to the consultation.