

## Response by Peasenhall Parish Council

- 1 Peasenhall Parish Council (PPC) does not wish to comment upon the *raison d'être* for building Sizewell C Power Station, it is not privy to the minutiae of design or environmental impact, but it does wish to comment on various aspects of the planning application.
- 2 In Section A PPC assume that the Road-led option is followed and in Section B Rail-led. There are however certain principles which need to be, in the opinion of PPC, followed.
- 3 Before the start of construction, the infra-structure needs to be updated:
  - A Roads
  - B Railway
  - C Utilities
  - D Services

### A Road-led option

- 4 No matter which plan is selected it is essential that all the pinch-points noted in the application in the road network are eliminated. The biggest potential problem is the Orwell Bridge. Because of its potential for closure, consideration should be given for the locating of the Freight Management parks to the west of Ipswich. Alternatively, a Northern Relief Road should be built to bypass the Bridge.
- 5 Subsequent to the publication of this consultation document, it has been proposed a very large increase in the Ro-Ro traffic through Felixstowe port. Felixstowe already operates a Freight Management System with lying up until the lorry reaches its slot on the nearest lay-by. This may not be within the direct remit of the Sizewell C consultation, but the two projects together demand concerted planning.
- 6 The PPC considers that when taking into account the construction of thousands of houses and the extension of the shopping centre at Martlesham, the A12 north from the A14 will be overloaded. Further past Sekforde it regularly queues. Patience takes one through to the Wickham Market bypass.
- 7 From this point the 4-village bypass is required to Friday Street. The PPC believes that the proposed 2 village scheme will not be satisfactory particularly through Little Glenham.
- 8 The proposal of a Theberton by-pass running from south of Yoxford should be considered a second-best option. The PPC thinks that a road leading to Leiston from Friday Street is far preferable.
- 9 Without one or other of these options, the PPC thinks that exiting from the A1120 on to the A12 at Yoxford would be very difficult and unless there are initiated parking restrictions near to the junction, traffic exiting from the A12 on to the A1120 will tailback on to the main road.
- 10 From the north, apart from the noted minor improvements, the B1122 will need the Theberton relief road (as shown on the Rail-led plan).

### B Rail-led option

- 11 It is important that the all uprating works are carried out at the weekend.
- 12 The Green line is preferred.

- 13 Whatever option is chosen, British Rail should be required to uprate the line from Saxmundham to Westerfield.
- 14 The PPC believes that as a minimum the road scheme proposed as a by-pass to Theberton in the Road-led option should be built. The PPC is of the opinion that the roads proposed in the Road-led option should be built in the Rail-led scheme.

#### C Utilities

- 15 It is noted that a new electricity sub-station is included in the plans, but there also needs to be consideration of the capacity of the Water and Sewage systems.

#### D Services

- 11 No mention is made of the  
Police Service  
Fire and Rescue Service  
Medical Services  
Education  
Non-works Transport

#### Chapter 2 Project Overview

It is noted that there is little change in the site layout from Rail-led to Road-led, but to retain the Sizewell Halt as the unloading area appears to cause double handling of materials by conveyor. The PPC assumes that this would be overhead to cross roads etc. This will be an eyesore in a sensitive area. in

#### Chapter 3 Planning Policy Context

No comment

#### Chapter 4 Socio-Economic Strategy

The PPC is unconvinced concerning 'The Gravity Model' for Construction Workforce strategy. It is understood that at Hinckley the 90-minute maximum drive time is overstated. The PPC have always been unconvinced about workers travelling from north of Norwich or south of Colchester. If the max drive time is reduced it will bring greater pressure on housing nearer to the site. The PPC notes that a 60-minute distance for Non-Homed Based workers is written in para 4.3.6.

The PPC believes that a far greater use of the A1120 for workers travel will result.

With a site start time of 7.00am, assuming a 15-minute parking and waiting time for a bus and 30-minute turn round from Darsham Park and Ride to work site, this puts heavy traffic through the village of Peasenhall at 6.00am. With a site shutdown of 23.00, there will be a similar rush at midnight.

Peasenhall is a long village with houses abutting the street: the extra traffic will cause an intolerable nuisance unless there is a traffic management scheme incorporated – a speed camera (or cameras).

Health Pathways exist away from the site in construction and operation. This fact must be addressed.

The PPC accepts that there are benefits to the villagers from employment, education, entertainment etc.

## Chapter 5 Transport Strategy

PPC prefers the Rail-led strategy but opposes the dropping of the Sizewell Link Road as this would keep traffic flowing through Yoxford. It considers the Theberton bypass as very much second best.

It is suggested that EdF should prepare plans for the highway works described in 5.2.30 to be carried out on the day that permission for the construction of the power station is granted. We would prefer that these works be commenced prior to permission being granted with an understanding from HMG that EdF would be compensated if the permission was subsequently not granted.

Similarly, it is suggested that the work intimated in 5.7.11 is carried out ahead of the works. **The PPC think that routing traffic through Coddham is not sensible.**

Bus services for workers travelling via rail should be provided from Darsham (rather than Saxmundham which has difficult access for buses).

### Impact of LGVs

The impact of LGVs has been glossed over. It is noted that there is estimated to be 700 movements per day at peak construction. Whilst there may be controlled access for these vehicles, it is where they go after they have unloaded that brings concern to PPC being on the A1120 (and to those parishes on the B1068).

PPC would wish that the LGVs are registered with EdF, are directed that they may not use these short-cuts to the A14 without specific permission and that ANPR cameras are installed to police the roads. These cameras and RFID should also be used to police HGVs using these roads without permission.

## Chapter 6 Traffic Modelling

Clearly much work has been carried out in assessing the movements of HGVs and Buses. Of LGVs and cars effecting Peasenhall there is little evidence, although there is an indication that there will be an extra 800 vehicle movements per day along the A1120 at Yoxford. The increase is shown variously as 11% and 18%. If, as the PPC believes, there is greater take-up of housing inland along the A1120, there will be further increases.

The A1120 represents a short cut to A14 west. The PPC would expect this route to be used by LGVs and HGVs when there are difficulties with the Orwell Bridge. The PPC would like there to be ANPR cameras to control HGVs and Speed Cameras to control general traffic **and the provision of grants for the installation of noise abatement treatment to the properties on Hackney Road, The Street and Chapel Street in the village.**

## Chapter 7 Main Development Site

The PPC accept the generic design of the proposed power station trusting the regulator to ensure safety etc. The sudden requirement for pylons instead of underground cabling to connect to the National Grid Sub-Station changes the visual impact of the construction. The PPC would wish that this is reviewed by the body which has demanded the alteration.

The PPC would ask why there needs to be separate Outage Car Parks for the B Station and the C Station. We would assume that Outages are planned so that they do not overlap.

#### Chapter 8 Rail

The PPC prefers this option and all the works consequent upon this decision. We prefer the Green Route as we believe that this will reduce site handling. We hope that consequently there might be an improvement in the passenger rail service.

We would encourage the use of Darsham Station to that of Saxmundham for workers travel as bus access in Saxmundham is poor.

If workers are to use trains for travel it should be noted that services will be required early and late to cover the proposed working hours on site.

#### Chapter 9 Level Crossings

British Rail can have no excuses for accidents unless they act upon the data prepared in this report however some of the data has been reported as doubtful in accuracy, but it must have some fundamental truth. If the work needs doing, do it.

#### Chapter 10 Sizewell Link Road

The PPC cannot see any benefit over the Sizewell Link Road plan unless the link road starts south of Saxmundham. If Route W were to start at Friday Street (at the end of the X-village by-pass) rather than as indicated, the PPC would think this preferable, however it notes that the village and topography of Sternfield may preclude this. The X and Y options seem less beneficial.

#### Chapter 11 Theberton Bypass

The PPC think this is a very poor substitute to the Link Road no matter which major Transport Option is selected.

#### Chapter 12 Two Village By-pass

The PPC believe that this a poor substitute to the much vaunted Four Village Bypass.

#### Chapter 13 Northern Park and Ride

A necessary facility. The PPC note that the land is to be returned to agricultural use after the completion of the project. It would not wish that any planning gain be achieved by this temporary use of the land.

#### Chapter 14 Southern Park and Ride

The PPC has similar views as on Chapter 13.

## Chapter 15 Freight Management Facilities

The PPC view this as necessary, but do not express a choice between options. The PPC is worried about the A14 and possible closure of the Orwell Bridge. Firstly, the PPC believe that before Planning Consent is given to the project, there should be a deep review of the status of the bridge. Secondly a plan should be prepared for routing freight around the bridge with the minimum effect on communities.

## Chapter 16 Yoxford Roundabout

The PPC accept the plan as the better option for this junction. They ask that further consideration be given to the A12/A1120 junction.

## Chapter 17 Highway Improvements

A140 / B1078 Junction improvement suggests that traffic is to be directed to use the B1078 to Wickham Market through Coddendam. This village is renowned for the difficulties suffered by through traffic. The further proposals relating to this route indicate how unsuitable it is.

A12 / B1119 Junction should not be a problem, but any mitigation of risk is appreciated.

A1094 / B1069 whilst not good becomes a problem because of the development at Sizewell particularly with white van traffic.

A12 / A1094 Friday Street will change with the X Village bypass which must be built.

A12 / A144 junction improvement is appreciated, but the waiting area for the southbound traffic from the A144 does not appear sufficient.

Wickham Market diversion on B1078 seems a long way round unless there is a stoppage on Border Cot Lane / High Street except in conjunction with the Park and Ride site. The plans do not show an access from the diversion route straight into the Park and Ride site.

B1122 / Mill Street Theberton. PPC accept the recommendation as with the other recommendations in respect of Rights of Way and Cycle Routes.