

BRANDESTON PARISH COUNCIL

Sizewell C Consultation report from Councillors Kirton and Mitson-Woods

The meeting was enabled by SALC and sponsored by Suffolk County Council and Suffolk Coastal District Council as part of the process of Stage 3 Consultation on Sizewell C with EDF.

Introduction

The purpose of the meeting was to review the summary submitted by EDF of plans modified subsequent to Stage 2 Consultation, to highlight changes in them and causes for concern, and to solicit from representatives of Suffolk Town and Parish Councils affected, feedback of any further issues to be included in the official response.

The Councils' position after Stage 2 was that it broadly welcomed the concept of Sizewell C so long as the benefits outweighed the disruption that will clearly be caused by such a massive project. The latest submission by EDF produced a number of changes which need careful consideration of their potential impact on that evaluation.

1. Major changes were from the last consultation are: -

- 1.1 The projected workforce numbers had escalated to in excess of 7500 plus a further 500 off-site as work progresses, with the resultant impact on all aspects of the project
- 1.2 That the marine – based transport strategy as an option had been eliminated, with apparently 'flimsy rationale', leaving rail-based and road-based strategies as the alternatives, with a further impression left that rail too would be discarded in a similar way.
- 1.3 This preferred transport option shifts emphasis to the potential disruption to infrastructure to be required. It was also identified that certain changes had appeared in the design of the facility, notably the appearance of a number of pylons at the site which need to be explained and justified.

2. Issues identified with the road-based transport strategy: -

- 2.1 EDF have proposed improvement to the A12 with a by-pass around Farnham/Stratford St. Andrew. This should be modified to create a 4-village by-pass to include Marlesford and Glemham.
- 2.2 The mitigation proposed for Wickham Market Park-and-Ride appears totally impracticable and needs to be rethought.
- 2.3 The plans for the Farnham by-pass contain some major inaccuracies and should be revisited. Projected traffic volumes should be reviewed in the light of recent decisions to:-
 - a) abandon plans for new Orwell crossings in Ipswich for cost reasons, and
 - b) increase Roll on/Roll Off capacity at Felixstowe by 40[?]%

These items require careful study in the light of what is actually happening at Hinckley Point at the present time.

3. HOW WILL BRANDESTON BE AFFECTED?

- 3.1 The build period is nominally 12 to 15 years but is more likely to be 20 years with work expected to be on a 7 day/ 24-hour basis.
- 3.2 Primarily Brandeston concerns will be with the transport infrastructure and the increase in traffic disruption.
- 3.3 There is to be a Park and Ride facility built just off the A12 to the north of Wickham Market. It will have spaces for 1250 cars/vans and the occupants will be bussed into Sizewell from there.

3.4 Development work on the Park and Ride during the build will mean that there will be a minimum of 2500 car movements per day and with split shift working and coach operation this will be nearer to 4000 and cause major disruption. The Park and Ride is due to be returned to farmland once Sizewell C is built, however with the ground contamination and compaction it seems totally unlikely. More likely is that it will become another large (300/400) housing development, putting even greater pressure on local services such as doctors/ schools etc.

4. The designated route from the north of the county is via the A14/A140/B1078. This means that any road problems from Otley onwards will mean traffic will come via a Brandeston rat run, as will any problems on the Orwell bridge. The B1078 route is to be diverted at Valley Road then over the very narrow listed bridge with a 10-ton limit, at Glevering, to Glevering Tank Road, then up to the B1114 with road changes at this point, and on to the park and ride. **This is a totally unsatisfactory route** as the condition of all the roads involved is already poor and with the extra traffic will only get worse.

5. Property to let will be in high demand including holiday lets, and would most likely be in multi occupation with 3/4 cars moving to and from the properties.

RECOMMENDATIONS

Issues identified with the road-based transport strategy: -

- EDF have proposed A12 improvement to by-pass Farnham/Stratford St. Andrew. This should be modified to create a 4-village by-pass to include Marlesford and Glemham.
- The mitigation proposed for Wickham Market Park and Ride appears totally impracticable and needs to be rethought.
- The plans for the Farnham by-pass contain some major inaccuracies and should be revisited.
- Projected traffic volumes should be reviewed in the light of recent decisions to
a) abandon plans for a new Orwell crossing in Ipswich for cost reasons, and
b) increase Roll On/Roll Off capacity at Felixstowe by 40[?]%.

6. The meeting was asked for feedback for inclusion in the response to EDF, and can perhaps best be summarised by insisting that: -

6.1 The marine – based transport strategy be reviewed

6.2 Road-based be improved in line with points made above on volumes and structural improvements to infrastructure be implemented before physical construction of Sizewell C itself [c.f. the experience at Hinckley]

6.3 Rail-based transport strategy be given a fair evaluation

In regards to Brandeston, along with all our neighbouring villages, we should anticipate increased through traffic from the 'pull' of the Wickham Market Park-and-Ride, and the disruption generally caused by such an enormous project.

END

Councillors: Mitson-Woods and Kirton 25/01/2019

Response to EDF to be by 29th March latest.