

Sizewell C Stage 4 Town and Parish event 26 July 2019

Question	What are the main changes in your view affecting your town / parish in Stage 4?
-----------------	--

Town / Parish / District / County	Table 1
Blythburgh Parish Council	<ul style="list-style-type: none"> • Biggest concern a lot of effort in Stage 3 road and rail led, make clear Stage 4 is an addendum to Stage 3. Worried if don't resubmit comments from Stage 3 will be ignored, will tie responses together. • Issues with traffic and fly parking, people don't wait for a bus. Won't get better with SZC.
Campsea Ashe Parish Council	Parking is an issue. What's happening to minor roads, storage facilities that aren't mentioned? A12 will be busy where will HGVs go?
Hacheston Parish Council	<ul style="list-style-type: none"> • Changes suggested not sufficient to address our concerns raised on Stage 3. • Little difference to southern park and ride. In submission said development shouldn't go ahead unless rail led option. Shouldn't be a development unless go ahead with rail led as huge improvement to railway.
Pettistree Parish Council	Congestion through tiny village not addressed. Promising working with local PCs but nothing has happened. Concerned about overloading A12. Regret so little use of sea transport proposed. Appearance of pylons.
Westleton Parish Council	Stage 3 to Stage 4 appear to have dropped marine option completely – big mistake. SZB all big loads came in by sea. All our concerns could be mitigated by bringing back marine option – traffic, environment, noise/air pollution, HGVs. All our concerns here are about the road. Arrangements for traffic coming through Westleton – small village, already difficulties for parking and emergency vehicles getting through – shouldn't add to this.
	Table 2
Darsham Parish Council	D2. If they constructed the D2 straight to SZC would provide mitigation to all the villages with out a roundabout at Yoxford as 85% of traffic from the south.
Great Glemham Parish Council	Need to know what the A12 is for. If the parishes need to use the A12, need rail strategy and D2 as most the traffic from south, if do not have rail led, D2 is the only alternative, as parents need to turn left across the road.
Darsham Parish Council	It's easy for EDF Energy to ignore the Parish Councils, so need the councils to speak up to take notice.
Great Glemham Parish Council	<ul style="list-style-type: none"> • Suggest that JLAG gets documents and all the parishes also sign off on the same document so have a joint front, if we have a single documents with 60 councils sending the same DCO will have more impact. • Consider EDF Energy ignored the parish responses. Unless we have a D2 with rail option, will end up with cheapest option which is road with 24 hour HGVs.
Darsham Parish Council	Does not believe EDF Energy when they said it's not cost lead when at an EDF Energy exhibition they said that the different in cost is marginal, they could not

	explain why D2 is not feasible.
Facilitator	Still pressing EDF Energy about D2 – looking at the designs – but changes at Stage 4 very little difference.
Darsham Parish Council	The EIA is 900 pages, based on Stage 3 and we were only given two weeks to respond.
Facilitator	EDF Energy is fulfilling their legal obligations.
Great Glemham Parish Council	Does not feel that EDF Energy has engaged fully with Parish council, just lip service.
	Table 3
Aldeburgh Town Council	Still lack of detail so not enough to comment.
East Suffolk Councillor	<ul style="list-style-type: none"> • At a parish meeting last night – very interested on the mitigation on sites around Benhall this is the fen meadow site. Would comment on favourably but with caveats. • Was at a Middleton Parish meeting and they are not very impressed.
Leiston-cum-Sizewell Town Council	More detail on bridleways/footpaths is good & didn't want a road closed (Fordley Road) and they have changed that. Clearer red line boundaries. In our Stage 3 response we were concerned that the link road appeared to block Fordley Road from having a junction onto it. This has been reviewed and changed so that Fordley Road now doesn't come to a dead end at the link road and can access it. Figure 6.5 in the Stage 4 document explains.
Suffolk County Councillor	Big impact with the integrated option, more HGVs – and extended operating hours that are not defined, more road led and longer hours.
Facilitator	Seems that EDF Energy is steering down this option.
Suffolk County Councillor	Park & Ride how will they deal with the fly parking? That has not been addressed can be a big issue.
East Suffolk Councillor	Interested in the difference between the Caravan site vs the Accommodation, how many will take this up vs Private rented sector and Accommodation; will this impact on the tourism market?
Suffolk County Councillor	Caravan is very attractive as workers can pocket their allowances.
Leiston-cum-Sizewell Town Council	<ul style="list-style-type: none"> • Unofficial Park & Ride down in Hinkley, how will this be dealt with here? • Pylons – don't like these at all.
East Suffolk Councillor	Why were these not included before? Seems to be slipped in.
Suffolk County Councillor	Strange that it is being discussed on the height and design. Sag of the line so needs to go higher to offset this.
Facilitator	Can have 4 or 5 pylons.
Leiston-cum-Sizewell Town Council	Would rather have zero.
Suffolk County Councillor	The first pylon will always be higher, will impact Minsmere view?
Leiston-cum-Sizewell Town Council	Came in very late in Stage 3.
East Suffolk	Why wasn't this included before, they must have needed to know about the

Councillor	need for this.
Leiston-cum-Sizewell Town Council	Overall ditto Stage 3, pylons, HGV, fly parking.
	Table 4
Martlesham Parish Council	There feels like a strong push towards the road-led option, major congestion concerns from Martlesham as it can only be accessed via the A14 and heavy traffic will impact. Concern for overall impact on the A12.
Melton Parish Council	Concerns over gridlocks in Melton and surrounding areas and a potential overspill to get anywhere. Four village bypass is too far north for Melton and will have no impact. The A12 already gets gridlocked as it is, EDF Energy traffic on top of this with no investment in infrastructure will cause chaos.
Levington Parish Council	There are major developments on the Southern end of the A12 in terms of housing such as the Orwell View Park and huge warehouses distribution areas in Innocence Farm. This all impacts on the A14 already from the Copdock Interchange and across Orwell Bridge and then Seven Hills over to Trimley. EDF Energy has simply added to these traffic conditions, terrible congestion will be caused.
Martlesham Parish Council	Concern about laybys in Martlesham and particularly one opposite the BT Tower; it has been used as an overnight stay for many lorry drivers which cause issues for local residents. This should have been closed but no action has been taken, EDF Energy proposals will impact even more on this layby being used.
Melton Parish Council	<ul style="list-style-type: none"> • Seems that the road-led strategy will inevitably congest most roads and possible change the character of Suffolk by needing motorways over dual carriageways, most people feel there should be much more of a look back at the other options more than focusing on road-led strategies. • Housing and small business impacts will be negative and the standard of living will be driven up and house prices will rise. Caravan parks will pop up everywhere in the AONB. • High death rates on rail line already regarding safety issues to unmanned crossings which will increase this even further.
	Table 5
Middleton-cum – Fordley Parish Council	One of the problems is the map, cannot see them properly. Goes over two pages. Difficult to see where the Marsh Harrier mitigation areas are.
Nacton = Clarified that this was their view without prejudice to the Council's.	No new changes. Exactly the same view.
Orford = Clarified that this was her view without prejudice to the Council's.	Difference – working to a larger workforce. Impact on all facilities within commuting difference. What happens to the workforce (outside of work hours)? Want to concentrate housing benefits in areas that have a long term need.
Middleton-cum – Fordley Parish	<ul style="list-style-type: none"> • Turn Leiston into a gold rush town. Tight HMO policy would be beneficial.

Council	<ul style="list-style-type: none"> Long term sufferer will be tourism, capacity will be destroyed.
Nacton & Orford = Clarified that this was their view without prejudice to the Council's.	Issues are exacerbated by additional workforce.
Middleton-cum – Fordley Parish Council	Potential for the removal of the Sizewell Link Road would extend the period of impact.
	Table 6
Wickham Market Parish Council	Stage 4 is exactly the same as Stage 3. Extremely disappointed they haven't refined their options in Wickham Market. No alternative options have been given. Amendments to Park & Ride are positive however they're not enough and more needs to be done in terms to screening etc. They understand that the field is already being leased by EDF Energy, why can't they start planting now so it's established by time of development? Wickham Bridge is not suitable for large vehicles; weight limit needs to be as low as possible. Where the proposed car park is located (Border Cot Road), it's not suitable for this to be the other side of the road where residents will then have to cross the road which has increased traffic volumes.
Suffolk County Councillor	Neighbourhood plan comment by EDF Energy is a red herring. Not sure of what the alternative options may be. A lot of concerns regarding fly parking in smaller villages where people are then picked up by an EDF Energy bus not far from SZC site.
Rendlesham Parish Council	LGV concerns taking back roads etc. Concerns regarding fly parking. Supported by Wickham. Mitigation not compensation and mitigation needs to be in place in time of start of works.
Saxmundham Town Council	Most road led traffic will go either side of Saxmundham. Still concerns about local traffic, white vans etc. Need to know how long it will take for these trains to pass through level crossings. How much traffic will be generated at these crossing points during closures?
Suffolk County Councillor	Air quality benefits need to be maximised.
Saxmundham Town Council	A balanced road and rail option will have its benefits. During this time there will need to be maintenance on roads etc. Impact on Orwell Bridge etc.
Wickham Market Parish Council	No proposals to take people from the train at Campsea Ash to the park and ride station. Could go to Darsham?
Saxmundham Town Council	Strongly advocate upgrades to East Suffolk line to minimise any overnight movement. Dual road rail approach will not do away with this and would cause issues with the overnight movements.
Suffolk County Councillor	East Suffolk Line is not fit for purpose now and if legacy is part of this we're not getting any benefit. East Suffolk Line is barely fit for purpose so why aren't we getting EDF Energy to pay for upgrades?
Saxmundham Town Council	Could EDF Energy not train people directly into site?
	Table 7
Facilitator	In the Eastbridge area, PROW being better considered. Marsh harriers and Fen Meadow mitigation Land. Improvement to bridle ways. Concern over canyon effect of the road from accommodation site.

Theberton and Eastbridge Parish Council	<ul style="list-style-type: none"> • Need to create new marshland in the Minsmere valley, en-route to the sluice and footpath could end up closed? Really important route and feeds into the local tourism/economy for the area. Clarification that the route won't be closed, ideally could the route be improved as it floods in winter. • Very worried that extra floodplain that they are proposing has only just been identified and needs to be done after 6-7 years what else have they not identified. • If you have the hybrid or any other approach it needs the mitigation upfront, everything that's effected needs to be dealt with in advance of the impacts. They will definitely impact on PROW and this will need to be addressed early through careful phasing.
Trimley St Martin Parish Council	Would the rail led option impact on PROW? Parishes alongside the East Suffolk Line would need to consider the impact on the PROW. If there are a lot of PROW across the railway line the impact on level crossings/footpaths will be significant and needs to be factored in.
Theberton and Eastbridge Parish Council	Pretty Road would not be a road anymore; it will be a bridleway and footpath only. Adjacent parallel roads will also be closed, increasing travel times for local people heading to Saxmundham.
	Table 8
Wrentham Parish Council	Increase in the number of movements up the A12. Extra bus routes from Lowestoft to the site.
Ufford Parish Council	Need the footpath to remain open which is the most important.
Wrentham Parish Council	Worried about the loss of habitat to the wildlife.
Yoxford Parish Council	Damage to SSSI how will they compensate?
Wrentham Parish Council	Lowestoft needs economic development what do we really want in the case of employment.
Yoxford Parish Council	<ul style="list-style-type: none"> • The problem with the pylons is the fact the site is too small. • The integrated options might help but they haven't addressed the issue. • A D2 link road is the better option and the rail in regard to the HGV's. • Road strategy is just too much. • A single reactor site is more appropriate than 2. So many of the proposed developments are capped due to finances. • There is nothing in favour of this site. • The integrated approach is the only change for this consultation. • Nothing has been answered from Stage 3. • It's the least worst of them all. • The marine and rail should have been the best one. • Wherever they put the link road the B1122 there is a lot of traffic already goes up there. • D2 is the sensible legacy.
	Table 9
Woodbridge Town Council /	Taking out marine-led strategy affects everybody. Aldringham counter that marine jetty would have significant adverse impact on coastal processes which

Aldringham Parish Council / Blaxhall Parish Council	would be a major concern. What evidence for removal of marine-led strategy?
Aldringham Parish Council	<ul style="list-style-type: none"> • Amount of workforce coming into area, impact on housing availability (young families etc.) and tourism provision. • Existing infrastructure (e.g. shop and leisure) at capacity already.
Suffolk Coast & Heaths AONB	Impact on other people getting to work (not part of SZC) and other places.
Aldringham Parish Council	SZB ended with a lot of unemployment, especially due to higher wages disappearing.
Aldringham Parish Council / Suffolk Coast & Heaths AONB	Potential for loss of labour for other employers as staff move to SZC jobs.
Woodbridge Town Council	What potential for legacy for workers who move to area for SZC jobs once construction has finished? What legacy support/benefit for those who do apprenticeships once construction has finished?
Suffolk Coast & Heaths AONB	Permanent and physical loss of nationally designated landscape (AONB) with inadequate mitigation and/or compensation. Lack of information being made available.
Aldringham Parish Council	Where are bulk materials (aggregate etc.) coming from and how will it be delivered? Concerned about what this will mean for transport strategies?
All from Table 9	Still inadequate details on all impacts and how mitigation and compensation packages will be delivered. We are now at Stage 4 and there is no time left before DCO.