

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations)

Application by EDF Energy (the Applicant) for an Order granting Development Consent for the Sizewell C Nuclear Power Station (the Proposed Development)

This response is given on behalf of Hacheston Parish Council (HPC). We refer to your letter of 23rd May 2019 which required us to send in our views on the Sizewell C Scoping Opinion dated May 2019 relating to the proposed Sizewell C Nuclear Power Station.

HPC would like to point out that we as a parish council have been given very little time to consider and comment on the lengthy Scoping Report. Also, it is evident that EDF have not had time to incorporate the substantive responses given by all the consultees to the Stage 3 Consultation within this Scoping Report. If as a result of the responses given by the consultees to the Stage 3 Consultation, EDF may amend its plans which would then need to be reassessed by the consultees, thus involving another round of consultations.

In this response we identify the information which we consider should be provided by EDF in the Environmental Statement (ES).

The main concern of HPC lies with the Southern Park and Ride (SPR), the increase in traffic movements both to the SPR and the Proposed Development site generally, and the effect of noise, pollution and vibration that the development will have as a whole on the local communities between Ipswich and Sizewell.

We refer to numbered paragraphs in the Scoping Report:

2.3.9 to 2.3.11 These paragraphs refer to a Traffic Assessment, which has as yet, not been produced to HPC, and it is considered that this should form part of the ES.

3.4.2 This states that the temporary park and ride facilities will reduce additional traffic generated by the construction workforce on local roads and through local villages. Whilst this may be true in respect of some roads and villages, the SPR will create a dramatic increase in traffic volumes in and around Hacheston and Wickham Market. No details of this impact have been provided.

3.4.12 On completion of the Proposed Development the SPR will be returned to agricultural use. The East Suffolk District Council must impose a condition in the development consent, via the Planning Inspectorate, that no alternative use can be considered for the site once it has been returned to the land owner.

Table 6.2 (page 76) This tabulates Housing Market Capacity which includes ‘Caravan, Holiday and Touring Park Bed Spaces’. No reference is made to some of this

type of accommodation having planning restrictions limiting occupation to periods shorter than one year, i.e. 11 months. Such accommodation cannot therefore be used continuously over the construction period.

- 6.2.29 The Community Impact Report should include any impact of the Sizewell C development proposals on Wickham Market.
- 6.3.7 The June 2014 Scoping Opinion sets out in paras 3.30 to 3.37 the need for the Transport Assessment to be up to date and robust. The last traffic counts were carried out in 2015 (see para 6.3.20 of the 2019 Scoping Report), and EDF have yet to comply with this requirement. Since 2015 the traffic on all roads has increased substantially due to high levels of housing development.
- 6.3.28 There is no explanation of the whereabouts of specifically sensitive areas in the Scoping Report, or elsewhere, and it is considered that Hacheston village, in relation to the SPR, should be considered as a specifically sensitive area.
- 6.3.30 The last traffic count, according to the Scoping Report, was carried out in 2015. As nearly four years has elapsed since this date, any Transport Assessment should incorporate more recent figures.
- 6.3.46 The affected local roads to be considered within the Transport Assessment must include the impact the proposals will have on the B1116 in and around Hacheston, the B1078 as it passes through Wickham Market, and Glevering Bridge with Easton Road.
- 6.3.51 to 6.3.57 Whilst the mitigation measures have been proposed to reduce the impact from traffic on the local road network, no figures have been produced to show the increase in impact from traffic in and around the SPR which will be considerable.
- 6.3.59 See our comments under paragraphs 2.3.9 to 2.3.11 above.
- 6.4.9 Noise sensitive dwellings within 1 km of the proposed new road schemes will include The Rookery, Hacheston in respect of the SPR. This property should be included in any monitoring.
- 6.6.26 The measures to be taken to reduce the light spill at night at the SPR should be detailed in the ES.

In general

We consider that EDF have failed to provide sufficient information concerning, inter alia, the following issues:

- a) The level of water to be consumed by the power station once it becomes operational has been avoided, and in view of the current concerns nationally in respect of the supply of water nationally, this is an important issue. The projected volume of water to be used, and its source must be disclosed.
- b) Details of potential increase in air pollution in and around the SPR must be provided, together with confirmation that this will be monitored at all times.
- c) Details of what measures will be taken to reduce noise emission should be provided together with details on anticipated increase in such levels during the operation of the SPR.
- d) Details of projected vehicle movements in and around the SPR, including along the B1116, the B1078 and along Easton Road. Representatives of EDF confirmed to HPC on 18th February 2019 that the figures for vehicles entering and exiting the proposed SPR were not available from the traffic modelling data. This information must be produced and be included in the ES.

Yours faithfully,