



The Sizewell C Project

6.5 Volume 4 Southern Park and Ride Chapter 1 Introduction

Revision: 1.0
Applicable Regulation: Regulation 5(2)(a)
PINS Reference Number: EN010012

May 2020

Planning Act 2008
Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009



Contents

1	Introduction.....	1
1.1	Introduction.....	1
1.2	Environmental Impact Assessment and this Environmental Statement.....	2
1.3	Policy context	5
1.4	The site and surroundings	8
	References	12

Tables

Table 1.1:	Topics scoped out of requiring assessment for the proposed development.	4
------------	--	---

Figures

Figure 1.1: Site location of the proposed southern park and ride at Wickham Market

Figure 1.2: Site and surrounding context

Plates

None provided.

Appendices

None provided.

1 Introduction

1.1 Introduction

1.1.1 This volume, **Volume 4** of the **Environmental Statement (ES)** presents details of the proposed southern park and ride facility at Wickham Market, referred to hereafter in this volume as the ‘proposed development’, and reports on the likely significant environmental effects during construction, and operation, as well as when the development is removed and the site is reinstated.

1.1.2 The proposed development site (referred to hereafter in this volume as the ‘site’) is approximately 26.4 hectares (ha), and is located north-east of Wickham Market (see **Figure 1.1**). The operational park and ride facilities would include parking areas, buildings, the postal consolidation building and the Traffic Incident Management Area (TIMA). The TIMA, to be located in the northern part of the site, would be used in the event of an incident within the Sizewell C main development site, or external to the Sizewell C main development site on the local road network. It would enable construction-related vehicles (including heavy goods vehicles (HGVs)) to be held at, or diverted via, the Wickham Market TIMA to manage vehicle movements and remove them from the public road network while the incident is being resolved.

1.1.3 The operational park and ride facility is approximately 18ha in size, and located to the east of the B1078/B1116, to the north of the A12. The remainder of the site encompasses the Fiveways roundabout, the B1078, a section of the A12, and an associated slip road where highway improvements are proposed to form the site access, and include the provision of signage and road markings.

1.1.4 A detailed description of the proposed development is provided in **Chapter 2** of this volume of the **ES**.

1.1.5 As described in **Volume 1, Chapter 2** of the **ES**, which provides an overview of the Sizewell C Project, two park and ride facilities are proposed: one at Wickham Market for construction workers approaching Sizewell C from the south on the A12, and the other at Darsham for those approaching from the north on the A12, provided in **Volume 3** of the **ES**. Both park and ride facilities would also intercept traffic movements from locations west of the A12. The workforce would be transported to and from the Sizewell C main development site by bus.

1.1.6 The proposed development would provide spaces for up to 1,250 cars and would allow the transfer to and from the main development site, thus reducing the construction workforce traffic on the roads between the A12

and the main development site. A postal consolidation facility would also be part of the proposed development. The proposed development is temporary and would be *in situ* until it is no longer required for the construction of the Sizewell C power station (between 9-12 years).

1.1.7 This chapter provides details on:

- the structure and scope of the Environmental Impact Assessment (EIA) of the proposed development;
- the planning policy relevant to the proposed development; and
- an overview of the site and surrounding land uses.

1.2 Environmental Impact Assessment and this Environmental Statement

a) Requirement for Environmental Impact Assessment

1.2.1 Schedule 1 of the Infrastructure Planning (EIA Regulations 2017 (SI 2017/572) (as amended) (hereafter referred to as the ‘EIA Regulations’) (Ref. 1.1) lists developments for which an EIA is mandatory. Nuclear power stations are listed as Schedule 1 development, and consequently an EIA is required for the Sizewell C Project, including the proposed development. Further details on the requirement for an EIA is provided in **Volume 1** of this **ES**.

b) Environmental Impact Assessment scoping

1.2.2 In June 2014 SZC Co. obtained a scoping opinion from the Secretary of State, under Regulation 8 of the 2009 EIA Regulations (Ref. 1.2). In May 2019, SZC Co. submitted a further request to the Planning Inspectorate for a scoping opinion to include the scope of assessments for the revised Sizewell C Project proposals which were not previously scoped for, provided in **Volume 1, Appendix 6A** of the **ES**. This also included the scopes of assessments for the additional environmental effects to be considered under the 2017 EIA Regulations (in particular, climate change, human health, and risk of major accidents and disasters). A scoping opinion was issued by the Secretary of State in July 2019, provided in **Volume 1, Appendix 6B** of the **ES**.

c) Structure of the Environmental Statement

1.2.3 This volume should be read in conjunction with **Volume 1** of the **ES** which presents an overview of SZC Co. and the Sizewell C Project; the application for development consent; the EIA process and methodology; the

legislative and policy context; the strategic alternatives considered; a description of the other permits and licences required; and a glossary of terms and list of abbreviations.

1.2.4 There are a number of project-wide technical environmental assessments, within which the impacts of the proposed development are considered. These include: socio-economics; transport; radiological, conventional waste management; climate change; health and wellbeing; and major accidents and disasters, and are presented in **Volume 2** of the **ES**.

1.2.5 This volume of the **ES** for the proposed development is structured as follows:

- **Chapter 1:** Introduction (this chapter).
- **Chapter 2:** Description of the southern park and ride.
- **Chapter 3:** Alternatives and design evolution.
- **Chapter 4:** Noise and vibration.
- **Chapter 5:** Air quality.
- **Chapter 6:** Landscape and visual.
- **Chapter 7:** Terrestrial ecology and ornithology.
- **Chapter 8:** Amenity and recreation.
- **Chapter 9:** Terrestrial historic environment.
- **Chapter 10:** Soils and agriculture.
- **Chapter 11:** Geology and land quality.
- **Chapter 12:** Groundwater and Surface Water.

1.2.6 This volume should be read in conjunction with the **Transport Assessment** (Doc Ref. 8.5) which provides further information on the rationale for, and the design of, the proposed development. In addition, the **Consultation Report** (Doc Ref. 5.1) summarises the responses received from the public and statutory stakeholders to SZC Co.'s consultations, and explains how the proposed development has evolved in response to the consultations.

1.2.7 In line with the requirements of regulation 14(4) of the EIA Regulations, this **ES** has been prepared by competent experts. A statement of competence outlining the relevant expertise and qualifications of the technical specialists, along with their role in undertaking the EIA has been provided within **Volume 1, Appendix 1B** of the **ES**.

1.2.8 A number of topics have been scoped out from the assessment of the proposed development as confirmed in the scoping opinion issued by the Secretary of State in July 2019 see **Volume 1, Appendix 6B** of the **ES**. These topics are identified in **Table 1.1** together with an explanation as to why an assessment is not required.

Table 1.1: Topics scoped out of requiring assessment for the proposed development.

Topic	Reasoning Why Assessment Was Not Required.
Marine historic environment.	The proposed development does not include any marine infrastructure; there are no pathways which would lead to any likely significant effects on the marine environment.
Coastal geomorphology and hydrodynamics.	
Marine water quality and sediments.	
Marine ecology.	
Marine navigation.	

d) **Structure of the environmental topic chapters**

1.2.9 Where appropriate the environmental topic chapters, **Chapters 4 to 12** of the **ES** contained in this volume have been prepared to a standard format broadly following:

- Introduction.
- Legislation, policy and guidance.
- Methodology.
- Baseline environment.
- Environmental design and mitigation.
- Assessment (for construction, operation and removal and reinstatement).

- Mitigation and monitoring.
 - Residual effects.
- 1.2.10 Appendices are provided for each chapter as required, and contain for example, detailed baseline information, assessments and other technical reports.
- 1.2.11 Cumulative effects arising from the proposed development in combination with other third-party developments, plans and/or programmes are detailed in **Volume 10** of the **ES**, as well as an assessment of cumulative effects with other parts of the Sizewell C Project (where applicable).
- 1.2.12 A **Non-Technical Summary** of this **ES** has been prepared and is presented separately from this volume.
- 1.3 **Policy context**
- 1.3.1 The overarching planning context for the Sizewell C Project, including an overview of legislation and national planning, energy and nuclear policies which are material to the proposed development, is presented in **Volume 1, Chapter 3** of the **ES**. This chapter provides an overview of regional and local policies which are relevant to the proposed development.
- 1.3.2 A separate **Planning Statement** (Doc Ref. 8.4) has been prepared, and includes consideration of how the Sizewell C Project complies with relevant policies.
- 1.3.3 Where topic specific policy differs from the generic policy outlined in **Volume 1, Chapter 3** of the **ES**, this is presented within the topic chapters that follow within this volume. This is limited to legislation, policy and guidance which could influence the sensitivity of receptors and/or could influence the scope and/or methodology of the assessment.
- a) **International policy**
- 1.3.4 No international legislation or policy over and above that described in **Volume 1, Chapter 4** of the **ES** is deemed relevant to the assessment for this site.
- b) **National and local policy**
- 1.3.5 National infrastructure projects (NSIPs) are determined in accordance with the decision-making framework in the Planning Act 2008 (Ref. 1.3), and relevant national policy statements for major infrastructure, as well as any

other matters that are relevant (which may include the National Planning Policy Framework (NPPF), (Ref. 1.4), or local policy).

- 1.3.6 The NPPF and local planning policy do not contain specific policies for NSIPs, however, the decision maker may determine that one, or both, are important and relevant to the proposed development, and may be a material consideration in making decisions on planning applications.

i. National Policy Statements

- 1.3.7 The primary policy basis for determining any application for development consent for a nuclear power station is the policy framework set out in the Overarching National Policy Statement (NPS) for Energy (NPS EN-1) (Ref. 1.5) and NPS for Nuclear Power Generation (NPS EN-6) (Ref. 1.6).

- 1.3.8 In December 2017, the Government began the process of consulting on the preparation of a new NPS for nuclear power stations. In due course, the sites listed in NPS EN-6 (including Sizewell) will be covered by the policy in the new NPS. In the meantime, the Government's consultation on the new NPS for nuclear power stations makes clear that the Government will continue to consider those sites to be appropriate, and that they will retain strong Government support pending the designation of the new NPS.

- 1.3.9 Paragraph 5.13.6 of NPS EN-1 states that a new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the decision maker should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the decision maker should consider requirements to mitigate adverse impacts on transport networks arising from the development.

- 1.3.10 Paragraph 5.13.7 of NPS EN-1 states that:

“Provided that the applicant is willing to enter into planning obligations or requirements can be imposed to mitigate transport impacts identified in the NATA/WebTAG transport assessment, with attribution of costs calculated in accordance with the Department for Transport’s guidance, then development consent should not be withheld, and appropriately limited weight should be applied to residual effects on the surrounding transport infrastructure.” (Ref. 1.5)

1.3.11 Paragraph 5.13.8 of NPS EN-1 requires that demand management measures must be considered before considering new inland transport infrastructure to deal with remaining transport impacts. Paragraph 5.13.9 goes on to say that the decision maker should have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure, as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.

1.3.12 Paragraph 5.13.11 of NPS EN-1 states that the decision maker may attach requirements to a consent where there is likely to be substantial heavy goods vehicle (HGV) traffic to “*control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements*” (Ref. 1.5).

ii. [National Planning Policy Framework](#)

1.3.13 The NPPF sets out the Government’s planning policy at the national level. As set out in paragraph 5 of the NPPF, it does not contain specific policies for NSIPs.

1.3.14 Paragraph 102 of the NPPF states that transport issues should be considered from the earliest stages of development proposals so that, amongst other things, the potential impact of development on transport networks can be addressed, and the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account. The proposed development, together with the other associated development sites, demonstrates that the potential impact of the Sizewell C Project on transport networks can be addressed. **Volume 2, Chapter 10** of the **ES** provides an assessment of potential transport impacts associated with the Sizewell C Project.

iii. [Local policy](#)

1.3.15 The local development plan recognises that the transport effects of a new nuclear power station at Sizewell would be assessed in line with policies set out in the NPS EN-1 and NPS EN-6 (paragraph 3.116, Core strategy and Development Management Policies, 2013 (Ref 1.7)). The proposed development is one of the associated development proposals, which will contribute to mitigating the transport effects of the Sizewell C Project. **Volume 2, Chapter 10** of the **ES** provides an assessment of potential transport impacts associated with the Sizewell C Project.

1.3.16 Within the adopted Suffolk Coastal Local Plan (Ref. 1.7) and the emerging Suffolk Coastal Local Plan (Final draft, 2019 (Ref. 1.8)), which is intended to be adopted by East Suffolk Council, the site is located within the countryside and is not allocated for a specific use. The emerging Suffolk Coastal Local Plan however states at paragraph 3.15 that the Council will

take a positive approach to land allocations which are required to meet the demands of Sizewell Nuclear Power Station, and that are well related to the A12 and A14 corridors. The emerging Local Plan recognises that these land requirements may be in excess of that outlined in the Employment Land Needs Assessment, and notes that any additional allocations will need to be justified by specific evidence relating to the demand.

1.3.17 Policy SCLP3.4 of the emerging Suffolk Coastal Local Plan (Final draft, 2019 (Ref. 1.8)), which is intended to be adopted by East Suffolk Council, concerns proposals for major energy infrastructure projects. It states that such proposals will require that “*appropriate road and highway measures are introduced (including diversion routes) for construction, operational and commercial traffic to reduce the pressure on the local communities*” (Ref. 1.8).

1.3.18 The emerging Suffolk Coastal Local Plan (Final draft, 2019 (Ref. 1.8)) refers to the “*need for park and ride facilities to be created*” as a theme relevant to the consideration of energy infrastructure proposals (Table 3.6), although the site isn’t specifically allocated for such a use.

1.4 The site and surroundings

1.4.1 The site is approximately 26.4 ha in area, comprised predominantly of agricultural land but with additional sections of highway land. It is located north-east of Wickham Market (see **Figure 1.1**) and is centred on Ordnance Survey grid reference: TM317575. The site is approximately 18 kilometres (km) to the south-west of the main development site.

1.4.2 The part of the site proposed to contain the operational park and ride facilities (the parking areas, buildings, postal consolidation facility and TIMA) is approximately 18 ha in size, and located to the east of the B1116 and north of the A12. The remainder of the site encompasses the Fiveways roundabout, the B1078, a section of the A12, and an associated slip road where highway improvements are proposed to form the site access, and include the provision of signage and road markings. **Figure 1.2** shows the existing site and its surroundings.

1.4.3 The site boundary for the park and ride, postal and TIMA facility of the proposals largely follows the existing field boundaries, except the south-eastern perimeter where it aligns with the northern edge of the A12 embankment and northbound slip road. Four wooded copses lie along the outer edges of the site along the eastern, northern and western boundaries, including Wonder Grove and Whin Belt. An area of broad-leaved plantation woodland extends into the site to the south-east of Whin Belt, and there is a dry pond within this area of woodland, and consequently within the site boundary.

- 1.4.4 A further two ponds are located immediately adjacent to the west of the site. The River Deben is located approximately 800 metres (m) to the south-west of the site at its closest point. The River Ore is located approximately 480m north-east of the site boundary at its closest point.
- 1.4.5 The closest residential properties include Ash View, located at the eastern end of Main Road (B1078) (approximately 270m west of the site), Bottle and Glass Cottages (approximately 200m south) on the opposite side of the A12 and other properties in Lower Hacheston and Hacheston to the south and north respectively.
- 1.4.6 The topography of the site dips very gently towards the south, and the site occupies a local ridgeline running north-west/south-east. The landform falls away approximately 500m to the north-east of the site, towards the River Ore, and approximately 300m to the south, towards the River Deben.
- 1.4.7 The site lies within a predominantly arable farmland landscape with scattered woodland cover. The site is relatively open, and there are views across the site from the A12, B1116, B1078 and surrounding public rights of way (PRoW). However, views of the site from within the wider landscape are relatively contained by local variations in landform, boundary hedgerows and woodland.
- 1.4.8 There are three routes which run close to the boundaries of, or within, the site:
- Bridleway E-288/008/0, connecting the B1116 to the A12, and which then continues as Footpath E-288/016/0 south of the A12;
 - Footpath E-288/011/0 running between the A12 and the B1078 west of Lower Hacheston; and
 - Footpaths E-387/008/0 and E-288/007/0 to the east of the site connecting Marlesford Road to the A12.
- 1.4.9 There are also a number of PRoW in the vicinity of the site, including a group of footpaths to the north around Marlesford and Hacheston Lodge which connect into the village roads, creating a small network of local walks (for example, E-288/007/0, E-288/015/0, E-288/006/0, E-288/005/0, E-288/014/0, E-288/013/0 and E-387/010/0). Further to the south, there is a small network of walking routes around Ashmoor Hall (E-178/014/A, E-178/014/A and E-178/001/0). Specific detail of these routes can be found in **Chapter 8** of this volume of the **ES**.
- 1.4.10 Extensive evidence of Late Iron Age settlement and the Romano-British settlement of Hacheston has been found in the vicinity of the site. A

geophysical gradiometer survey has been conducted at the site, and rectangular ditched enclosures laid out alongside a possible trackway were recorded in the southern part of the site. A number of linear features shown on post-medieval maps have also been recorded.

- 1.4.11 The site lies within Flood Zone 1, with the nearest Flood Zone 2 and 3 located approximately 450m away, and therefore has a low risk of flooding from tidal or fluvial sources. Risk associated with groundwater and sewer flooding at the site is also considered to be low, and the site is not at risk of reservoir flooding. The Environment Agency's long-term flood risk mapping shows the majority of the site is also at a 'very low' risk of surface water flooding. However, there are isolated locations of 'low' risk, and there is one area of combined 'medium' and 'high' risk located in the north-west corner of the main parking block.
- 1.4.12 Towards the southern extent of the wider proposed development, there is a large area of 'high' surface water flood risk, situated on the A12 at the B1078 junction. Whilst part of the site boundary, it is existing infrastructure which provides access to the site, and is not being physically altered, other than with road markings and signage. This area has been avoided in terms of vulnerable uses and integrated into the drainage system, such that it would not include any of the operational park and ride facilities within it. By siting the operational park and ride facilities in Flood Zone 1, it is considered that there would be no loss in functional floodplain storage or displacement of sea or river flood water as a result of the proposed development. Further detail can be found in the **Southern Park and Ride Flood Risk Assessment (FRA)** (Doc Ref. 5.4) for the proposed development.
- 1.4.13 There are no statutory designations or listed buildings within or immediately adjacent to the site. However, the following designations and features characterise the wider surrounding area:
- The site is characteristic of National Character Area 83 (NCA83): South Norfolk and High Suffolk Claylands. NCA83 covers a large area of central East Anglia, and is predominately flat clay plateau incised by numerous small-scale wooded river valleys.
 - The landscape transitions into National Character Area 82 (NCA82): Suffolk Coast and Heaths to the southern extent of the study area. NCA82 shows characteristics of gently undulating farmland with areas of woodland and forest plantation in the surrounding area.
 - The Suffolk Coast and Heaths Area of Outstanding Natural Beauty is located approximately 4.5km to the south-east of the site.

- The site is within the ‘Ancient Estate Claylands’ landscape character type, as identified in the Suffolk Landscape Character Assessment (Ref. 1.9). This is an ancient wooded landscape of arable farms, associated with low lying valley floors and undulating glacial plateaus.
- The site lies within the Wooded Plateau Farmlands landscape character type in the East of England Landscape Typology (Ref. 1.10), and the Plateau Estate Farmlands local landscape character type in the Suffolk Landscape Character Assessment (Ref. 1.9).
- The site is located on the watershed of two river catchments; the River Deben to the south-east and the River Ore to the north-west. It falls within the River Deben Special Landscape Area.
- There are seven non-statutory designated County Wildlife Sites present within 2km of the site.
- Built heritage features, the closest being two Grade II listed buildings known as Ash Cottage and 36 Ash Road (both approximately 500m south), and another Grade II listed building, Rookery Farm (approximately 650m north-west).

1.4.14 Further detail on the site and the environmental baseline is provided in **Chapters 4 to 12** of this volume of the **ES**.

References

- 1.1 Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI 2017/572) (as amended) HMSO.
- 1.2 Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (SI2009/2263) HMSO.
- 1.3 HM Government. Planning Act 2008. London: HMSO, 2008.
- 1.4 Ministry of Housing, Communities & Local Government (2019) National Planning Policy Framework
- 1.5 Department of Energy and Climate Change. Overarching national policy statement for energy (EN-1). London: HMSO, 2011.
- 1.6 Department of Energy and Climate Change. Overarching national policy statement for nuclear power generation (EN-6). London: HMSO, 2011.
- 1.7 Suffolk Coastal District Council. Suffolk Coastal Core Strategy and Development Management Policies. 2013.
- 1.8 Suffolk Coastal District Council. Suffolk Coastal Local Plan. Final Draft. 2019.
- 1.9 Suffolk County Council (2008, revised 2011) Suffolk Landscape Character Assessment.
- 1.10 Landscape East (2011) East of England Regional Landscape Typology (Online).