

1 Location

Great Glemham (GG) lies 10 miles west of the proposed site and 2 miles west of the A12 (Little Glemham to Stratford/Farnham).

Residents depend on the A12, local roads east and west of it and the East Suffolk Line to travel to work, education and recreation.

Villagers use Framlingham, Saxmundham and Wickham Market for primary health care and Fram and Sax for schooling. The use of the A12 for convoys and proposed location of the southern P&R facility pose particular challenges for villagers undertaking these essential journeys (as we will discuss).

2 General Opposition

Great Glemham Parish Council (GGPC) deems Sizewell to be an inappropriate site for the proposed development with little or no local support. Its primary concerns are loss of habitats, negative visual impact (of the site itself and associated pylons) and loss of amenities including those rendered temporarily inaccessible during construction.

GGPC has been part of a broad coalition of local PCs (and other organisations) working together to reflect the concerns of the wider community in East Suffolk, adding its signature to a number of public documents.

3 Cumulative Impacts

East Suffolk faces over a decade of disruption with the A12 and A1094 to be heavily impacted by the SSE works at Friston ahead of the proposed commencement of works at Sizewell. Nobody seems to be taking responsibility for this with each project being reviewed in isolation. GGPC required PINS to comment on this as part of its final report.

4 The A12

GG residents generally access the A12 at Rendham/Saxmundham to the north (no changes proposed), Stratford/Farnham (i.e., at the intersection of the southern end of the proposed two village by-pass) and at Marlesford (on the unchanged southern stretch).

Turning right at the second and third junctions is currently difficult due to the lack of central reservations although the roundabout for the two village by-pass will help alleviate this. GGPC has yet to see any meaningful vehicle convoy numbers and timings from the southern P&R facility so relies on PINS to safeguard residents' interests with appropriate limitations both in terms of times and the number of vehicles permitted in each convoy as well as appropriate junction design (including consideration of traffic lights).

Any journey along the A12 during peak hours (pre-Covid) was greatly lengthened by delays between the Woods Lane (Woodbridge) and Ipswich Road (Seckford Hall) roundabouts so any additional impact from any or all of the proposed Suffolk Energy Coast projects will require alleviation measures if this tight neck of the A12 isn't to become intolerable (causing further rat-running along adjacent B and C roads).

Finally (on the A12), the PC requires that construction of the two village by-pass, other road improvements and the proposed link road pre-date the commencement of construction of the P&R facilities and instigation of convoys.

5 A12 Contingency Diversion Strategy

GG village centre is currently used as an authorised diversion when the A12 is closed between Marlesford and Stratford/Farnham, resulting in HGVs navigating the narrow road with cars parked along it opposite the church.

Great Glemham Parish Council – PINS Comments Wed 19th May 2021

The PC requires PINS to require that all relevant stakeholders agree a formal document regarding all diversion routes as part of the vehicle management strategy and should both liaise with the local communities concerned and listen to their genuine objections when creating the formal plan.

6 Rat Running

GGPC has consistently spoken at JLAG and the SZC Community Forum about this issue as EDF has refused to engage on the subject.

EDF concedes that its 'local' workforce is expected to be travelling for up to 90 minutes to reach the Sizewell work site. It is known that, when SZB was being built, numerous contractors lived in hotel accommodation in Ipswich and their journeys to Sizewell were not tracked.

In-car satellite navigation didn't exist at that time but now forms a major element of route planning, whether formal or informal and, while EDF claims to be able to manage this through its rules and regulations, it will not be able to do so if the A12 is gridlocked or an accident happens and probably not up to the point that workers and contractors arrive at the park and ride sites.

In particular, any vehicle heading to SZ from the A14 and using sat nav will be directed along the B1078, emerging in Wickham Market at Border Cot Lane. The subsequent section of High Street is a notorious pinch point due to the parked vehicles along most of its length to Rackham's Mill. And the presence of the proposed southern P&R facility will undoubtedly make this congestion worse, increasing pollution levels at key times.

7 Loss of Amenity

Villagers make extensive use of the Suffolk coast for recreation and as the tourist draw to which they provide accommodation, hospitality and arts festival and exhibition services. GGPC recognises that the applicant is likely to block book a substantial proportion of the local accommodation but it does not expect the construction staff to provide the support traditional tourists do to the village's economy. GGPC requests that PINS places appropriate requirements and obligations on the applicant to compensate businesses and organisations affected by this when it happens.

GG residents do not want to lose their right to access the coast, in particular Sizewell beach, which is a popular destination for walkers and those travelling for a cup of tea and piece of cake. Similarly, the Leiston Recycling Centre (in Lovers Lane) is the village's main recycling point and access will be required via the B1119 and B1122 during current opening times. It requests that PINS ensures this facility continues to operate normally throughout the construction process.

GG residents also wish to retain the right to walk and cycle along the coastal footpaths and B1122 corridor without curtailment. East Suffolk has long been designated part of the national cycling network and GGPC is currently engaging with East Suffolk Council to designate large areas of the village Quiet Lanes to encourage more walking and cycling. It does not want to see any areas of East Suffolk become 'no go' areas for local people seeking to exercise in these ways.

8 Impact on Local Services

GGPC has already mentioned healthcare and would prefer that applicant provide on-site healthcare services to construction staff, rather than utilising the area's current resources.