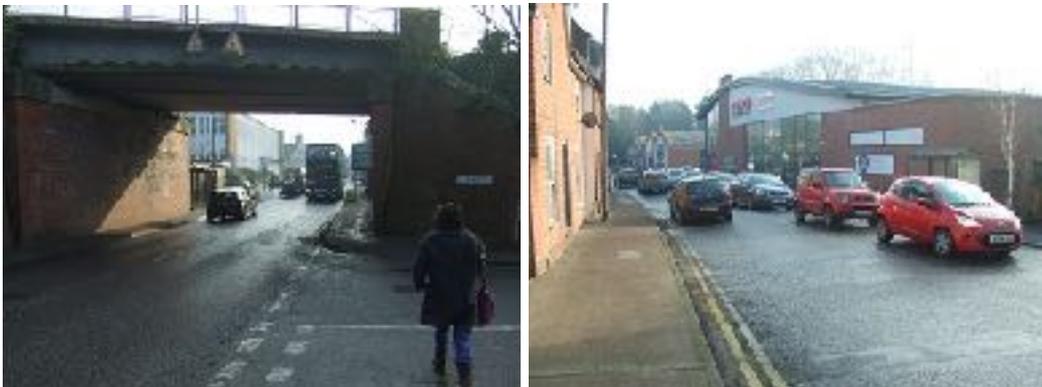


# SAXMUNDHAM TOWN COUNCIL: RESPONSE TO SIZEWELL C STAGE 2 CONSULTATION



Saxmundham is a small market town with a population of approximately 4,000. It is located on the A12 mid-way between Ipswich and Lowestoft and about seven miles west of Sizewell.



## **Saxmundham Town Council – Draft response on Sizewell C, consultation response**

### **Introduction – Saxmundham**

This second consultation is, in practice, the final opportunity for public consultation on EDF's proposals, as the third consultation will effectively form the application to the Planning Inspectorate for planning consent. Following the first consultation, Saxmundham Town Council made various comments individually and collectively; our neighbouring towns also expressed serious concern about the impacts of EDF's proposals on local communities. These comments appear to have been largely ignored. In addition there is still a distressing lack of detail and clarity, particularly on the environmental and infrastructure aspects of the proposal to enable a considered response.

Whilst this remains a cause for real public concern, we have answered the questions that impact Saxmundham as specifically and positively as possible. In doing so we find there is barely a negative issue that is not mirrored in other parishes in the immediate community. Very few tried and tested positives specifically enrich the overall Suffolk Coastal Area and leave a long-term local benefit, even though the project is to the advantage of the nation as a whole. There must be some beneficial material and community legacy offered to address these issues including the provision of adequate infrastructure to meet the continuing requirements of the project and to enhance the local area's economy and prosperity. For a detailed response, refer to our replies to Questions 7, 8 and 9.

**Although detailed in the specific response questions, outlined here are a few key points.**

#### **Rat- running down local roads.**

It is inevitable that some vehicles will use local roads, and we have particular concerns about the narrow Saxmundham Town centre that is already congested at peak times. Adequate preventative measures to address rat-running are not detailed in the document, though the use of automatic number plate recognition (ANPR) was suggested in the Consultation. The main problem with ANPR is that it is retrospective and will apply only to HGVs; besides, the Consultation does not indicate who will monitor the ANPR data.

Since the advent of 'Satnavs', the designated route will be ignored as most devices are programmed to choose either the shortest or quickest route. For traffic coming from the south or west, the designated route is neither.

#### **Related traffic issues**

The consultation document persists in restricting the options for A12 improvements. We urge EDF, together with Suffolk County Council, Suffolk Coastal District Council and the Department of Transport to co-operate to make the most of this opportunity for major long-term and long overdue improvements to the A12. Refer to our response to Questions 3, 11 and 12.

#### **Temporary accommodation proposals for workforce**

Current EDF proposals are for a temporary campus for 2400 workers near Eastbridge. The impact on Saxmundham is not difficult to predict. This small market town already has severe infrastructure problems that are on the cusp of unacceptability. To add this large influx of labour to an already over-stretched health facility and other public services is untenable. See response to Questions 5 and 6.

While accepting that some temporary accommodation will be required, it would seem much more sensible, and cost-effective, to build **some** permanent accommodation on the outskirts of Leiston and closer to Sizewell itself. Consideration should also be given to dispersing accommodation over an area within one hour's travelling time.

The accommodation need not be solely temporary. For example, in the Olympic Park at Stratford, athletes' accommodation has been transformed into both open market and affordable housing. This option would fulfil the need for more homes in the next decade and provide a long term housing legacy for the Suffolk Coastal area. Refer to our answers to Questions 5 and 6.

### **Community issues**

The impact on local services, schools and medical facilities does not appear to have been addressed in the consultation. These facilities are already under significant pressure from existing housing developments in Saxmundham and surrounding villages. This aspect requires detailed proposals from EDF in conjunction with the appropriate councils and authorities. A need had already been recognised in Saxmundham for an expanded 'one stop shop' medical facility, but this was deemed unaffordable by earlier NHS administrations. Refer to our answers to Questions 5 and 6.

The likely impact on the daily life of the community in the wider sense, in particular addressing workforce behaviour, has not been fully addressed. This omission needs to be rectified. Assurances on this occasion that there are more controls, checks and sanctions on contractors does not accord with previous experiences. We already have a severe deficiency in local policing. As Saxmundham is the main town in the area, we would expect sufficient access to a police service. Refer to our response to Questions 5 and 6.

### **Construction issues and impact on tourism**

EDF estimate that spoil heaps up to 35m in height (height of the Orwell Bridge) will be created over the first two years of the construction phase. Their visual impact is likely to deter visitors to RSPB Minsmere, Dunwich Heath (NT) and the surrounding parts of the AONB. These attractions now bring thousands of visitors to the area and support much of our local economy. While any economic disadvantages may be partially offset by business created by Sizewell C, they will impact Saxmundham's local holiday-let, service and supply industries in the longer term. Further studies are required, together with proposals for compensating businesses adversely affected by the development. Refer to Question 2.

### **Environmental issues**

The Sizewell construction site sits in the middle of an AONB and is surrounded by areas of the highest conservation designation. It is therefore absolutely vital that the likely environmental impacts are thoroughly and vigorously investigated. To quote the National Trust: "Proposals for Sizewell C need to be an 'environmental exemplar' supported by a robust Environmental Impact Assessment"

Although EDF say that studies with appropriate agencies are 'ongoing' there are no details in the consultation document. It is absolutely essential that these are completed and independently assessed for their adequacy before final consent for the development is given. Refer to our response to Question 2.

There are hypothetical positives for education and employment. However there is no certainty that local people will be encouraged to take advantage of opportunities in the resulting Construction and Nuclear Industries.

Saxmundham Town Council believes there must be some other built-in incentive/advantage to living in Suffolk Coastal in the shadow of Sizewell Nuclear Power Station. There must be some compensation for the disadvantages imposed by the long project construction and production cycle.

**Question 1: What are your overall views on EDF Energy's proposals to build a new nuclear power station, Sizewell C, and associated development**

1. As a Town Council we feel it would be inappropriate, or rather beyond our immediate remit, to take a clear single position on the overall desirability of EDF Energy's proposals for Sizewell C as a National Strategic Infrastructure Project. Our Councillors and residents will have differing views on the broader core policy, energy and environmental issues and questions related to new nuclear power generation capacity and facilities. However, overall we believe that it is fair to say that there are significant concerns as well as frustrations about the quality of public information and engagement from EDF, Government and public authorities responsible for infrastructure, concerns about the transparency and accessibility of decision-making processes, concerns about the overall burden placed on the amenities of small rural parishes, and above all concerns about the lasting impacts for the local area, both environmental and economic.
2. Sizewell C is a massive £14 billion project with ambitions to eventually generate electrical capacity of approximately 3,260 megawatts (MW) to meet up to 7% of the UK's electricity needs (or equivalent to supplying approximately 5 million homes). The project to date as led by EDF even at this early planning stage appears to have been characterised by concerns of financial instability and its commercial viability, delays, over-runs, safety concerns in the light of regulators decisions about 12 of EDF's existing reactors, alongside internal problems within EDF including allegations of false accounting, anti-competitive practice as well as legal disputes which may all be pre-cursors to further major operational problems and questions of integrity about the nuclear industry. The question overhanging the proposals is whether this project is still appropriate given that it will not generate any new electricity until around the end of the next decade (long after the predicted shortfall in electricity supply), the high guaranteed "strike price" of its proposed output (roughly double the current wholesale price of power) – effectively subsidised by UK bill payers and taxpayers, more accumulation of high levels of dangerous waste with no permanent disposal method yet discovered, and potential security risks given the geo-political context of investment partners.
3. Nevertheless Parliament and Government have been supporting the project as a key alternative to high-carbon fossil fuel reliance, so as we have said above we do not adopt a fixed for or against position on the case behind Sizewell C for new nuclear power generation capacity – an issue over which there is much scepticism both locally and nationally and doubts and concerns that many in our community share and also by many respected energy analysts as well as environmental and climate change specialists. We do however accept in principle that if national decision-makers are wedded to the delivery of new nuclear capacity as part of the UK's future energy strategy, then it is better that new nuclear power stations are constructed at sites already used for this purpose as this approach is more compatible with principles of sustainable development, but only provided that appropriate measures are taken to mitigate any adverse impacts on the local environment, ecology and communities.
4. Whatever the eventual form proposals the proposals for Sizewell C may take they will have massive implications for our community, for the local economy, for local services, and will have long term impacts for the ecology, demography and economic geography of the whole area. Construction which would take place up to a 10 year period will be hugely disruptive to community life and have adverse environmental, amenity and traffic impacts. It will impact on coastal processes and groundwater, local agriculture as well as a wide range of birds, animals and plants, threatening at least two Sites of Special Scientific Interest including the nationally treasured

Minsmere Reserve and several aspects of local heritage. Tourism and hospitality, which are key industries for Suffolk Coastal, will be especially impacted, along with the areas perceived attributes and assets of tranquillity, unspoilt coast and beaches, marsh landscapes and heritage sites, which give a distinct identity and attractiveness of the area for both for visitors and newcomers. Saxmundham itself is a “gateway” to the Suffolk heritage coast, it is also a growing town with inevitable pressures and strains on infrastructure and services which will accelerate massively should Sizewell C move into construction stage.

5. That is not to say that we are unaware of the benefits and opportunities that EDF’s proposals for Sizewell C could bring to our area and communities, including opportunities for local jobs and for local businesses engaging with the supply chain and attracting new skills. But with awareness of these opportunities there needs to be awareness of risks, and the risks associated with nuclear energy projects are very considerable - there have been 23 accidents involving reactor core meltdowns among the world’s 443 nuclear power plants and serious incidents like Chernobyl or Fukushima are always possible. It is our duty to ensure that the range of risk-related concerns within the community are expressed robustly, but also to argue the case for an appropriate package of mitigation measures for the many challenges that this community faces as a consequence of these proposals. Given the economic value, risks and scale of this project the package of mitigation measures offered are somewhat derisory.

<b>Question 2: What are your views on the potential environmental impacts and proposed mitigation at the main development site?</b>
---

6. Saxmundham Town Council accepts that a construction project of this magnitude and duration will in itself require significant development; however this should be as compliant as possible with the overarching principles of sustainable development i.e. meeting the needs of the present without compromising the ability of future generations to meet their own needs. So where the development is temporary (construction site facilities) every effort should be made for the land to be restored to its previous use at the end of the construction phase of the project. This project is also notable for the sheer size of the scheme within an ecologically important landscape; the main development site will occupy 305 hectares - development of this scale in such a sensitive location will have major impacts upon biodiversity
7. The serious threat to our precious wildlife sites is of deep concern to the whole community, both for people in Saxmundham and in all our neighbouring parishes. On the Sizewell estate there are no less than 28 Biodiversity Action Plan species, all dependent on the mosaic of very special habitats, most with European regulated designations. The plans include building directly on the north-east triangle of the Sizewell Marshes Site of Special Scientific Interest (SSSI) with a complex water management system, as well as impacting on surrounding wildlife and heritage assets. There are also potentially wider environmental impacts which are difficult for us to make a determination on as EDF have not prepared or published an environmental impact assessment (IEA), however potential impacts that have been identified by independent experts include greater potential exposure to coastal erosion and inland flooding. Coastal integrity (including Long-shore drift and coastal surges) is an issue of ongoing concern to local residents, just within the last few weeks a local person lost their life in a cliff collapse at Thorpeness. The Suffolk coast has always been exposed to considerable erosion by the North Sea, as evidenced by the destruction of Dunwich and major floods more recently including 1938, 1953, 2006, 2007 and 2013, when storm surges flooded Dingle marshes and Minsmere. In the longer term, if sea levels continue to rise, the power station site could become an island. In this case, north-east winds will blow the sea directly onto the site, unprotected by any beach shingle. This consultation claims that there will be

minimal to no impact on the Minsmere coastal frontage and maintains that changes in this very dynamic coastline will be down to natural processes rather than the proposed development, but provides no evidence to back this up.

8. Finally the environmental impacts also need to be looked at within the context of the wider economic impacts which we will explore further in our answer to question 13. Although not a recognised seaside town Saxmundham is the "gateway" town for Suffolk's heritage coast and the proximity to the coast means that residents and visitors enjoy excellent access to the amenities offered by having the coastline so close; this includes access to the beach for recreation including walking, dog walking, and swimming. So the impacts on their current amenities, combined with the impacts from the additional traffic, that are associated with the proposed development of Sizewell C, are the major concerns for the residents
9. In light of this it would be preferable if EDF looked at options for scaling back the size and scale of the development area such as a structure that might be designed to accommodate one rather than two new reactors. We are also struck that Sizewell A which is being decommissioned is not included in these plans – one solution to reducing the land take could be to use some of Sizewell A's land and facilities (including potentially for worker accommodation).
10. The proposed mitigation measures in respect of the environmental concerns raised at stage 1 are either unspecific, or the consultation document suggests that they are still being worked with details of the information and assessments "to be given at a later stage", so it is difficult for us to "give our views" on the proposed mitigation when so little is proposed.

<b>Question 3: Main Development Site: New Access Road</b>
---

11. Our response to this question on an access road from the B1122 is contingent on our responses to questions 11 and 12. There is of course a need for a site access road, but in our response to questions 11 and 12 we also question whether the B1122 should be the main route to the site at all especially for HGVs and we strongly argue to an alternative relief road, which would of course affect how an access road is sited. The current proposals effectively involve running over the Sizewell marshes through a bridge or causeway option; whilst we would suggest that the single bridge option would have least adverse environmental impact we would need to see the IEA to assess this.

#### Question 4: Main Development Site: Managing Construction Materials

12. These proposals involve a further significant 'land take' to create borrow pits of excavated peat and clay to store a high volume of construction materials off the immediate site, and thereby reduce the need to transport large quantities of materials in and out of the site during construction. We would be interested to know if there are any alternative approaches to managing construction materials, as all the options for borrow pits might involve difficulties for the land to be restored to its previous use at the end of the construction phase and it is not clear how local farmers might be compensated for the additional loss of land.
13. Of the options offered we do not have a view as to which of the fields around Ash Wood should be used for borrow pits provided the Environmental Impact Assessment is satisfied.

#### Questions 5 and 6: Accommodation - Overall strategy and campus layout

14. Saxmundham Town Council **do not agree with or support the proposed option(s)**. The issue of how and where to site workers accommodation was one of the most difficult and problematic issues discussed at the stage 1 Consultation stage, with all stakeholders including all the local authorities, parishes and our MP were opposed to the whole idea of a single large 'super campus' of temporary accommodation adjacent to Eastbridge. Whilst there have been some modifications of the original proposals such a slight repositioning nearer the main site and a small downward adjustment in the number of temporary units envisaged, it appears to us that EDF have simply re-presented and repackaged the same model.
15. It is difficult to comprehend why EDF have shown so little consideration or sensitivity to the negative impact of housing up to around 2,400 workers in a single "temporary town" site; in our view there either needs to be a new village with proper community facilities which can then provide quality legacy housing thereafter, and/or the accommodation strategy needs to be a "dispersed" one accommodating many more workers across the whole of Suffolk Coastal including smaller sites and urban settings from Ipswich to Lowestoft. Furthermore at a time when our local authorities are being required to identify new land for housing development to make our contribution to solving the UK's housing shortages, temporary structures will add no value or planning gain in this respect.
16. Above all the proposals as they stand for a soulless campus with minimal amenities fails to take into account the significant impact on the services and amenities of the nearest towns and will place a disproportionate burden not only on Saxmundham but also on neighbouring towns and villages especially Leiston, as well as Eastbridge and Theberton. The following issues need to be addressed:
  - With such a large itinerant workforce bound by their own a code of conduct it would be impossible for the local constabulary to control, especially in an area where police cuts have been so severe that there is scarcely even any PCSO cover left, let alone any meaningful policing - this has been a particular problem in Saxmundham. The local crime rate in Leiston went up significantly during the construction stage of Sizewell B, and lessons need to be learnt from this.

Health Services:

  - There will, of course, be an impact on health services, particularly in Saxmundham. The health care facility is already at full capacity and is continually trying to recruit doctors and health care professionals.
  - Saxmundham Health Centre, with the continuing programme of domestic house building, is barely able to meet targets, particularly with preventative

routine medicine, such as blood tests, asthma treatments etc. A large, sudden influx of labour will only exacerbate an already difficult situation.

- Access to leisure services: Leisure facilities are already limited in Saxmundham. We would appreciate the provision of sports and leisure facilities remote from the temporary accommodation and within easy reach of Saxmundham and Leiston.
- Education requirements:
  - Saxmundham is the chief town in the area and contains services not available in the surrounding towns and villages such as the railway station and proximity to the A12. The impact of the construction and the completed project is likely to be higher than implied in the Consultation.
  - Saxmundham has a primary school for ages reception to eleven years and a Free School 11 to 16. The primary school is already experiencing difficulty meeting the demand created by recent housing developments in the town and would have difficulty expanding to accommodate the children of Sizewell C permanent employees.
  - It is a positive development that EDF are already liaising with secondary educational facilities and supporting SCC's Raising The Bar initiative.

#### **Question 7: Transport: Overall Strategy**

17. Saxmundham Town Council believes that there is an over reliance on the use of the B1122 for both freight and the Park and Ride bus facilities during the Sizewell C construction phase. In the following sections of this question we enlarge on where better use of rail and sea transport would help to mitigate the impact on the local environment.

We do not think that the Park and Ride facility will prevent traffic volumes increasing through Saxmundham onto the B1119. Many local contractors will have vans which they will need to bring to site. Suggesting they use the official route is laudable but they are more likely to take the shortest route from the A12 through Saxmundham and along the B1119.

We support the postal consolidation facility given that any residential workers will receive post and also order products on-line for delivery. This will minimise additional freight traffic to the site.

The Accommodation Campus in its recommended position does provide concerns as it is not explained whether all will be expected to arrive/leave by use of the public transport or park and ride facility. It is noted that space for car parking is provided at the site.

#### **Question 8: Transport: Rail**

18. The Sizewell C Stage 2 Pre-Application Consultation document states that there would be five freight trains per day: ten train movements. This represents twelve million tonnes of bulk material for the project.

Two principal areas of rail operation need to be considered:

- The existing capacity of the East Suffolk Line between Saxmundham and Westerfield Junction some of which is single track;

- The operation of the branch between Saxmundham and Sizewell.

The existing East Suffolk Line (ESL) is only capable of sustaining its present level of traffic comprising an hourly stopping passenger service each way, comprising entirely lightweight diesel multiple units. The additional heavy traffic would have to be inserted between these trains unless the freight traffic moved exclusively at night. This would be unacceptable to those living adjacent to the line as well as for operational reasons.

Some of the ESL is single line of which sections are jointed track and appear to be in poor condition (as indicated by the low speed limits). The ability of this track to withstand heavy freight trains is questioned, not to mention the noise to adjacent settlements.

Network Rail will receive considerable income from the increased traffic which should justify improvements to the line, even to the extent of doubling the entire line between Saxmundham and Westerfield.

Saxmundham Town Council fully supports the extension of the branch line to the Sizewell site. This will avoid the off-site trans-shipment of materials from rail to road and the consequent increase in road traffic.

Should these improvements be made, it would then be possible to introduce a passenger service from Saxmundham to Leiston and the Sizewell site, either as a 'shuttle service' between the two points or as a diversion of some of the northbound trains from Ipswich. Furthermore, were a chord to be constructed for southbound (up) trains to access the Leiston branch, contractors parking at the proposed Darsham P&R facility and contractors travelling from Lowestoft could also travel to site by train.

Saxmundham Town Council believes these improvements would reduce the traffic on the local roads which, in any case, are not fit for present traffic levels, let alone for the construction of a £14b power station.

#### **Question 9: Transport: Sea**

19. In order to facilitate shipment of large or very large loads, Saxmundham Town Council would support the construction of a wide jetty at the shoreline near the construction site. We recognise that there will be indivisible loads too large to be transported by road or rail. The draft of vessels berthing at the jetty should be kept to a minimum to reduce the need for dredging as the Suffolk Coast suffers from erosion and instability.

It is appreciated that the Suffolk Coastal path will be kept open for the majority of the construction phase and, in the event of closure, an alternative route further inland will be made available. This will be important for both local and tourist populations.

#### **Question 10: Transport: Park and Ride**

The suggested locations for the Park & Ride facilities both impose traffic on the A12 and B1122 (see answer to questions 11 and 12). We hope that consideration will be given to constructing the D2 route.

If the Wickham Market P&R facility were to be re-located closer to Campsea Ashe railway station, contractors could use the train direct to site using the Leiston branch. See response to question 8.

## Questions 11 and 12: Roads improvements - A12 and B1122

20. We have major concerns in respect of traffic volumes both on the A12 and B1122 EDF is relying on the B1122 as the main access route to the site, expecting a narrow, winding, country road to be able to carry 900 HGVs a day, and simultaneously act as the emergency and evacuation route. When traffic volumes from the P&R buses are added you reach a total of 1,090 to 1,540 vehicle movements – it would be over a 70% increase on current levels. Putting this into perspective, this potential peak volume for heavy vehicles is greater than that carried by the M6 Toll, or the M20 at its junction with the M25.
21. A Suffolk County Council survey in July 2016, revealed that traffic on the B1122 was ‘the number one’ concern for the community, with residents feeling that EDF has not yet provided any satisfactory solutions. There is significant potential for vehicles trying to divert or avoid this route by leaving the A12 via the B1119 (or for that matter the B1121) and ‘rat-running’ through Saxmundham. There is already significant congestion coming into the Town and the roads will simply not be able to cope with this, especially any HGVs, as the B1119 has many meanders situated along its length making it difficult for larger vehicles to manoeuvre.
22. The proposed mitigating measures developed out of the stage 1 consultation process to alleviate pressures on the A12 and B1122 include a possible bypass at Farnham and roundabout or new traffic lights at the A12- B1122 junction at Yoxford. These do not deal with the Saxmundham traffic problem. Therefore, we consider the options presented to be simply inadequate. A new two-villages bypass would certainly help relieve the pressures on the A12 around Farnham, but would not prevent Saxmundham roads being used as a bypass ‘by default’ to avoid congestion further up the A12. The Town Council regularly receives complaints about traffic speeds and volumes coming into Town from both directions and the congestion at the town centre crossroads has been a longstanding problem only partially relieved by new traffic lights that the Town Council worked hard to secure. The source of the congestion is multiple and cumulative resulting from recent housing developments off Church Hill, the opening of a new Tesco, and the location of the bus stops. So existing traffic is hard to manage, but the additional traffic involving noise, pollution, vibration, congestion and possible gridlock is of huge concern to the Town Council given that many buildings in the high street are listed buildings and could be damaged by this additional traffic.
23. For the above reasons we consider that **none of the above options is acceptable**. A two villages bypass (EDF having already rejected the better 4 villages by pass called for) combined with a Yoxford roundabout plus implementation of all of the minor suggested improvements offer the least worst of the options proposed in this consultation.

From experience of driving along the A12 through Yoxford at peak periods, we believe that a roundabout will not work. A12 traffic both northbound and southbound is virtually continuous having ‘bunched’ to comply with the rigidly enforced 30mph speed limit. Thus each main road traffic stream will dominate flow through the roundabout so that joining traffic will be held up.

Even though we do not support this option, traffic lights would be a preferable solution.

24. However we urge EDF and partner authorities to reconsider the road transport issues from scratch and to accept the strong case for a) reinstating the four villages by-pass project and b) a separate relief road linking the A12 from a more southerly point directly with the Sizewell Site (for example the so called "D2 option"), with additional measures for coping with traffic coming from the north such as short bypasses around the villages of Middleton and Theberton.

### **Question 13: People and Economy**

25. We have significant concerns in respect of the assumptions made in EDF's "people and economy" proposals, including the approach to education, training and the local supply chain opportunities.
26. Our primary concern is about how to accommodate additional demand for amenities and retail services within existing supply chains, or what new ones will be needed. The local villages close to the site and accommodation have very little if anything by way of shops, whilst Saxmundham has two supermarkets and better shopping facilities than Leiston so there are fears that Saxmundham will become over crowded with workers visiting the larger chains/supermarkets. We are talking at the very least about potentially double the number or more of people using Saxmundham's facilities than do so at the moment. Three years ago working with a civic group a survey was undertaken of Saxmundham residents about their needs in the Town and since then the Town Council has been working hard to address these. Concerns and needs raised from the survey exercise include that:-
- Saxmundham needs to provide a better leisure/community centre offering flexible facilities for indoor and outdoor leisure pursuits, and to increase the amount of space available for families to sit out in parks or gardens within the confines of the town.
  - There needs to be more effective overarching services to ensure that the town's young people and visiting friends are provided with their own properly funded and managed facilities to include space for sports, recreation and the arts - the report based on the survey responses concluded that there was lack of facilities for young people. Youth provision is vital. Open air recreational space and things to do are also essential to grow the next generation of responsible residents with Saxmundham lacking dance, theatre, art and consistent structured sports programmes.
  - The need for a "family friendly" pub in town following the closure of the White Hart.
  - The need to address the problems of the Station building which is closed and derelict, providing neither services to rail travellers nor amenities for non-travellers
  - The need for the Market Hall to provide a wider range of facilities for all sections of the community.
  - Many residents felt disappointed by the services of the Health Centre, and feel that it cannot cope with community needs.
  - A need for improved parking provision, traffic management, and safety on the streets
27. Saxmundham Town Council has been working hard in partnership with local businesses, the voluntary sector and principal local authorities to address these issues, including funding and opening a Youth Booth and commissioning a Skatepark, securing a new community hub, planning a redesign of the Market Hall to include co-location of the library, starting to address the railway station's dereliction, and also commencing a Neighbourhood Plan process and a new local Partnership. However with our limited resources and powers we are still only able to scratch the surface in terms of providing for or securing long term sustainable solutions to the challenges that Saxmundham faces. Our population has nearly doubled since 2010

with the building of 572 additional dwellings. The additional impact from Sizewell C on local amenities will be considerable.

28. The vast majority of the 5,000+ work force during the construction phase will come from elsewhere in the UK and from abroad. Permanent employment opportunities for locals will only become available once the building phase is complete, and will be limited. There is also a real challenge about how young people locally and the existing workforce can be equipped to take advantage of the opportunities and changes that the development will bring.
29. Finally we have previously mentioned impact on tourism. The tourism industry along Suffolk Heritage Coast alone is worth more than £200 million a year. There could be an impact on high-end catering and accommodation, where income will be lost. An impartial survey of individual visitors is needed. We believe this would highlight the need to protect the particular qualities of peace and quiet, absence of light pollution, absence of heavy traffic, abundance of wildlife and wild open spaces that draw people here.

<b>Question 14: Consultation process</b>
--

30. This consultation exercise is a quite technical and unwieldy one involving closed questions and options which do not offer the chance for respondents to express views or develop arguments which might provide alternative options, or indeed to reject the existing package options. The consultation only does the bare minimum to enable EDF to fulfil its statutory requirement to demonstrate consultation with local communities. To a large extent it presents a “box-ticking exercise” ignoring many of the key issues objections raised four years ago, and EDF could have used this time to engage in a more meaningful public consultation and outreach exercise.
31. Once again we are presented with a short consultation period spanning the Christmas holiday period when Town Councillors and staff are inevitably absent over the holiday period. There is little by way of greater detail and evidence for the proposals than that given at Stage 1. It is easy to become disheartened when ploughing through the 321 pages of the 2nd consultation document that lessons from the first consultation have not been learnt and there is insufficient information provided to be able to give a truly informed response to the consultation questionnaire. EDF **must** at the very least publish its full Environmental Impact Assessment before these consultations go any further.

**15: Mitigation/Community Benefit**

<b>Requested Mitigation Measure /Community Measure</b>	<b>Necessary/Desirable or Level of Priority</b>	<b>Negative impact this will reduce or positive impact this will secure</b>
'Four Villages' by-pass plus "D2" route	Priority 1; Essential.	Reduce congestion on A12, B1119, B1122 and other minor roads.
Provide funding to augment local policing.	Priority 2; Essential	To control the large influx of contractors and their vehicles.
Provide full environmental impact assessment	Priority 3; Essential	Reduce impact on fragile environment.
Dispersal of temporary accommodation.	Priority 4; Necessary.	Reduce the concentration of impact on local communities and infrastructure.
Extend and improve rail link from Saxmundham to Sizewell site.	Priority 5; Necessary	Reduce impact on environment and road infrastructure by reducing heavy goods traffic.
Improve rail link between Saxmundham and Westerfield Junction.	Priority 6: Necessary	Enable higher frequency of trains and prevent disruption of local passenger traffic.
Proposed temporary accommodation to be planned and re-designed as permanent in accordance with local plan.	Desirable	Prevent duplication of effort in demolishing and re-building. Provide much needed housing for local people.
Consider doubling entire length of rail track between Lowestoft and Darsham	Desirable	Increase capacity of railway for southbound trains to site.

END