

Title: EDF proposed Southern Park and Ride facility - Option 3. Response to stage 1 consultation.

Introduction

This document presents the consensus view of Bredfield residents and that of the Parish Council towards the proposed Park and Ride (P&R) facility located at Potash Corner. Where appropriate it also highlights aspects of the proposal which are considered not to be in the best interests of EDF.

Summary: Bredfield residents wish to formally record that they totally reject the EDF P&R proposal at Potash Corner – Option 3

Review of Bredfield Option

Social Impact: Of all the P&R options identified by EDF, the Bredfield choice is the most disastrous from the social impact perspective. It would directly impact a larger number of local properties in the immediate vicinity, twenty or so, and have wider impact on many more. Due to the close proximity of the P&R facility to Bredfield it would completely destroy the present rural nature of the village. Further, it was felt strongly in village meeting discussion that the opportunity to get workers and visitors to site by rail has not been fully exploited.

Safety: To open an entrance/exit on the A12 single carriageway at this point would be exceptionally dangerous and create an accident black spot. Traffic travelling north or south would find it impossible cross the carriageway when traffic volumes on the A12 were high. Similar openings on Suffolk roads have been closed on safety grounds alone. Implementing changes along this stretch of road would cause major disruption to existing traffic flows, particularly during the construction phase, and presumably would involve additional cost to EDF. It is noted that the other options identified by EDF would not suffer this problem to anywhere near the same extent.

Traffic impact -Minor roads: One of EDF's stated intents for the P&R facility is "to limit the traffic impact on the local road network". Implementing a P&R facility at Bredfield would have completely the opposite effect. The P&R proposal would significantly increase traffic on existing minor feeder roads to the A12 - such as the C309. This road is used at all times of the day by heavy goods vehicles and local traffic resulting in many serious documented issues. (Reference 1: – County Council "HGV Incident Reports"). There are existing on-going discussions with County officials to try to reduce HGV traffic on this road and anything that may increase existing traffic / safety problems further could not be tolerated.

Traffic impact – A12: Traffic levels are significantly higher during holiday periods and at times likely to coincide with assumed shift pattern changeovers, including early mornings. During the summer the A12 forms a main route for much holiday traffic to the East Coast and traffic along the stretch of road associated with option 3 is often brought to a standstill. (Reference: local observation) This would make the P&R facility almost inoperable at this time. This would also cause increased difficulty in planning shift changes and change-over patterns to match operational requirements.

Access to the A12 from Bredfield village is extremely poor and dangerous. There have been many recorded accidents and a number of fatalities close to the proposed site of the P&R (Potash Corner). Increased traffic flows arising from the proposed P&R will seriously compound this problem.

Environmental: Placing the P&R facility in Bredfield would take presently worked agricultural land out of production. All stages of the project lifecycle will subject the village to many forms of pollution. The noise, light and dirt pollution created during the development, operational and reinstatement stages of the project is not acceptable. Also, in particular, the thought of large amounts of added artificial lighting in this rural area has concerned many residents.

Many fields in close proximity to the proposed development are known to flood. The addition of large expanses of concrete can only make matters worse and considerable drainage capability would need to be installed to cope with this situation.

A very large, very high pressure, gas main is buried in the vicinity of the proposed P&R location. Strict regulatory statutes are in place governing any disturbance to the route and top soil covering. The use of heavy earth moving machinery employed during the construction phase will introduce soil compaction. This will greatly increase cost, complexity and drainage issues.

In addition BT service access points lie nearby. Attempting to develop around these services will present additional hazards and obvious additional costs and difficulties associated with any resultant service repairs or re-routes over the P&R's lifetime.

Reinstatement: EDF states that "it is envisaged that once Sizewell C has been built, we would remove the new infrastructure and restore the site to farmland". Residents have major concerns that this far from a guarantee that it would actually occur. Once a green field site has effectively been turned into a brown field site many future options for later development start to occur. Whilst it may seem reasonable for EDF to make a statement of this type now, it cannot in all certainty ensure the long-term legacy of this site to the village of Bredfield. As such the proposal is totally unacceptable to Bredfield residents.

Statistical Justification: A major reason stated for selecting Bredfield as a P&R facility is its value in bringing-in workers from locations in the area. However, no statistical evidence for this has yet been provided. Without such statistical proof, on the surface it seems very dubious to think that the numbers of workers required for Sizewell C are either already located, or will be located in surrounding villages.

It is more likely that the bulk of these workers will reside (either now or in the future) in the larger Towns. This undermines and significantly weakens the case for aggregating traffic at Bredfield.

A more general concern is that all of the proposed Sothorn P&R facilities are too far from the Sizewell development site to be of the value that EDF desires. (Workers will not wish to travel backwards from locations nearer to Sizewell etc).

Combined P&R and Lorry Park: It is the residents' view that these should be kept entirely separate. If Bredfield is, for some reason, considered suitable because of useful worker capture, the same argument cannot be made for lorry traffic. As pointed out earlier, increased lorry traffic on local rural roads would have a detrimental impact upon residents and EDF's

operation from potential hold-ups. We recommend that the lorry park is integrated with existing facilities near to the A12/ A14 junction where its longer-term value can be better justified and realised.

Legacy: Minimal, if any, direct gain to the local community set against many major disadvantages. Only possible improvement residents might receive is in improved access to the A12 – but nothing of this form is as yet proposed.