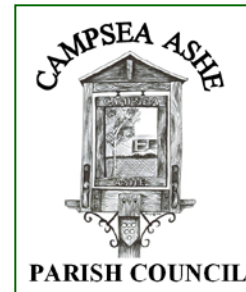




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Re IP20026372 – Written Submission  
Sizewell C  
Traffic Impacts, A12, Southern Park & Ride, East Suffolk Line

### **I A12 and B1078 (& B1069 / A1152) Issues**

CA PC remains highly concerned about further increased traffic impacts on the village, caused by the SizewellC project, but exacerbated by the cumulative impact of various other larger projects currently considered. Those concerns remains unresolved, as the EDF planning and consultation process has not engaged or mitigated several of our specific concerns raised.

1. The B1078 is totally unsuitable for the anticipated increase of volumes linked directly and indirectly to Sizewell C. The B1078 between Lower Hacheston and Tunstall / Snape has several 90degree bends which already are causing regular incidents of near collisions and damage to vehicles, as the regular occurrence of broken wing mirrors as well as continuously damaged kerb sides attest. Additionally, the insufficient width of the B1078 in five key areas prohibits vehicles from passing safely, making it actually impossible for HGV / car passing each other, without stopping or leaving the road to allow safe passing manoeuvres. The SR&P location at Lower Hacheston/Wickham Market will put additional pressures on the local road infrastructure.
2. We anticipate a strong increase of vehicles and HGV traffic using the B1078 as a short cut to/from Snape, Aldeburgh & Leiston. Whilst signage for Sizewell deliveries will control that aspect of traffic volumes, all non-direct SZWC linked traffic, including unregulated sub-contractors and not necessarily HGV's, will increasingly use the minor local road network to avoid the congested A12 corridor.
3. The B1078 is a designated diversion route for potential closure of the A12 between Wickham Market and Farnham. Considering its width limitations, it seems rather surreal. It already creates issues when activated and the incidents will most likely increase over the construction period.

4. As has already happened over the past 4 years (and predominantly linked to Melton congestion), we will see a further increase of local drivers to use minor roads to avoid the widely anticipated congestion issues on the A12, especially during work on the A12 by-pass. The further increase of volume on the already congested Melton cross roads (A1152 – Wilford Bridge) will cause more local drivers to use alternative routes to/from Rendlesham Bentwaters via Campsea Ashe, resulting in many more vehicles using unsuitable roads/lanes such as Ivy Lodge Road as a short cut. That road, for example, regularly has near collision incidents.
5. Campsea Ashe PC, together with multiple neighbouring PC's are seriously concerned about increase of commercial activity (potentially linked to SZC and Friston) at Bentwaters, with clearly no adequate infrastructure to support those resulting additional HGV / Van / vehicle movements. The issue of volumes & capacity is at 'peak' times, and linked predominantly to agricultural distribution traffic, already acute on the B1078 and A(?)1152/B1069, even exceeding official limits set for the site at planning application level. Sizewell and Friston related projects will add volumes to the site.
6. CA PC does not feel that those (cumulative) issues are currently adequately addressed and asks the ExA to look in detail at the traffic related issues in the Eyke – Tunstall – Campsea Ashe Area

## **II LOCATION SOUTHERN PARK & RIDE**

1. The location of the SP&R is on the most elevated point in the area and hence will have a major visual impact onto the area. Campsea Ashe is part of a group of parishes who commissioned a Landscape Review and Marlesford, Hacheston and Wickham Market will have already made serious points regarding the landscaping issues.
2. We remain concerned that the lighting issues of the site, the danger to our dark skies – have not been addressed.
3. The potential direct visual impact of currently unspecified lighting is of grave concern, especially in autumn- late spring periods, where less tree cover is available and a large amount of Campsea Ashe homes, that are located on west – east side of Mill Lane / B1078 and face the site.
4. We do not regard the zoning/impact classifications as realistic in our rural, quiet environment.

## **III East Suffolk Line (ESL) Issues**

CA PC did welcome in the early consultation process an increase of train movements on the ESL, as it recognised the huge impact of relying on road based HGV deliveries would have on the A12 corridor, and with that an increase in traffic volumes on the surrounding villages. However, that positive appraisal was linked to the ESL being appropriately developed to accommodate that level of movements during day time.

- 1 Over 70% of the housing in Campsea Ashe is located within 10 – 200 yards of the line, another 20% within 500 yards.
- 2 During the prolonged consultation process, CA PC has had comments from residents re potentially increased night time train movements. Noise levels generated by night

trains have been identified by residents as being unacceptable, especially those living within 200 yards along the line. As CA is located in a rural quiet environment, with no specific underlying noise generation, the noise generated by night trains do become highly perceptible and will strongly impact on the quality of live for 70% of our residents and moderately for 20% of our residents.

Although EDF/SZC has assured that mitigation measures will reduce impact, we are not convinced the proposed measures will actually decrease impact to a level that would be acceptable.

- 3 Vibration caused by the train movements will impact approximately 20% of the homes in CA, which are located close to the line.
- 4 Pollution linked to the diesel engines of those train will equally have a negative impact on those residents.
- 5 We do not regard the zoning/impact classifications as realistic in our rural quiet environment.