

Mr & Mrs C. Whitbread

[REDACTED]  
Yoxford Road (B1122)  
Middleton Moor  
Middleton  
Saxmundham  
Suffolk [REDACTED]



Middleton Moor

I live on Middleton Moor, 7m away from the B1122, an amazing area of natural beauty and varied flora and fauna.

We object to the development of Sizewell C (SZC) on every level.

Middleton Moor consists of seven and a half acres of common land. It was heavily grazed in the past but is now mowed for hay once a year with conservation measures including wildflower planting. The Moor has several wild-life rich ponds some of which have a healthy population of great crested newts.

There is a mix of new and old housing going back to Tudor times. Nine of the properties are within a few metres of the B1122 on the Moor section of road.

I wish to discuss the impact the SZC development will have on the immediate area of Middleton Moor.

Should planning permission be granted, a relief road should be constructed BEFORE SZC construction begins. It is a ridiculous situation to consider building two huge power stations before the correct infrastructure is in place. We need some logic here and a binding commitment from EDF to stick to their plans to mitigate the negative aspects of such detrimental construction in this area of Suffolk. It has to be a commitment residents can trust. If EDF reach the decision a relief road is not required, financial compensation would have to be huge to all residents living along the B1122. Without a relief road, traffic on all roads in this area and along the A12 would be chaotic, with journey times being considerably lengthened.

The junction of the B1122 with the A12 will not cope with the increased number of vehicle movements to SZC and back again. If this junction is not improved **before** construction begins, there will be queues of traffic waiting to join the B1122 and the A12, blocking the road through Yoxford the B1120, described as a 'tourist route' but known locally as a dangerous road due to the amount of vehicles that cut through

to gain access to the A14. Traffic congestion will build up in all directions on this junction.

It is recognised the B1122 is not fit for the purpose of having several thousand lorries, cars and buses linked to SZC and Scottish Power travelling along it daily during the construction period of 10 to 12 years, possibly beyond. The road has many bends and blind spots as well as many lanes and driveways from homes requiring regular access. After the construction of SZB in 1965, it was stated the B1122 was not fit for purpose all those years ago.

Some homes are only 2m from the road. (See photos.) There is a cottage on the moor, within a few metres of the road that was built several hundred years ago, it has no foundations. The owners are concerned about the increase amount of vibration the house will have to survive over the entire construction period.



A neighbour's home just a few metres from the B1122.



Heavy goods movements are a regular occurrence.

This road is used by cyclists, horse riders, pedestrians, dog walkers, tourists, farmers and vehicles linked to local industries. It could not cope with additional heavy traffic use safely and without a huge amount of delays being added to journey times. Trying to gain access onto the road will be extremely hazardous for those living alongside. Emergency vehicles will find their route slowed. Any accident, problem or weather related issue will render this road impassible. We often have fallen trees and as with last winter heavy drifting snow making the road very hazardous.

The 'Road-Led' scheme will mean 1,500 HGVs using the link road, plus buses and LGV's. The Scottish Power development will add even more traffic but a relief road will take traffic away from the B1122.

The option of a 'Rail-Led' scheme would still require traffic coming onto the B1122, with a possible 900 HGVs and buses and LGVs using the road, making this option not viable. At peak times there are over 250 vehicles an hour using the road at the moment. This figure was counted during the recent lockdown, so it does not reflect the increase traffic from tourists, day trippers to the area and tractors accessing fields during planting or harvest times. This scheme also would cause chaos for residents with the volume of vehicles still having to use the B1122 with increase noise, pollution, and vibration. There are many older properties all the route of this road that in some cases lie within a couple of metres of the road's edge. This does not include traffic for Scottish Power which will increase predicted traffic numbers considerably.

Should the construction of SZC inconceivably go ahead, a purpose built road is essential that will take traffic away from properties. The proposed Sizewell Relief Road running parallel to the B1122 causes far more problems and issues than it will resolve. The route for this road carves its way through prime agricultural land. Some farms will no longer be sustainable. Pockets of land will not be large enough to farm, leaving this land prime for future development. This road will also close many of the lanes and footpaths (Fordley Road, Pretty Road) that run from Middleton and Theberton towards Saxmundham. These roads are the main route for residents travelling to and from Saxmundham. These lanes are used by cyclists, horse riders, walkers and by residents taking children to school. Closing these roads will divide communities and force traffic to go onto the A12 which is busy enough as it is without the addition of construction traffic. None of these routes should be closed off.

The only option that is going to be beneficial for the majority of the population living in this area is the D2 route. Speak to the local people, they know this area and what will be viable and cause the least amount of challenge to land owners. This route is ideally placed for traffic not only going to Sizewell but for traffic linked to the Scottish Power construction project. D2 only affects 3 properties which are 250m away from the road. This road should be built before any construction starts at Sizewell, if permission is given.

The consultation process provided by EDF and their documentation has been woolly and lacking in concise detail through all aspects of the consultation processes. As a member of the public this is my last opportunity to comment on the plans for this development. Too many major decisions have not been clearly outlined in EDF's consultation documents. Maps used by EDF are out of date, computer generated videos are over simplistic. Speaking to EDF's representatives at the many exhibitions we visited they did not give clear, concise answers. The

documentation produced by EDF is at times contradictory and is overly long, containing information that is not helpful whilst avoiding facts and figures that would have been helpful. We were amazed EDF did not visit Middleton during the last round of consultations.

A recent meeting organised by TEAGS in which we listened to a resident from Hinkley, confirmed all the most negative of preconceptions that residents here have about the development of a nuclear power station. It has also been disclosed that Hinkley will cost up £3 billion more to construct. This has serious implications for SZC.

This project is the wrong concept, in the wrong place, with the wrong type of technology and would be a disaster for this area of outstanding natural beauty and its wildlife which should be protected for future generations.

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