

**Kelsale-cum-Carlton Parish Council written summary of oral submission to
Issue Specific Hearing 8 [Air Quality & Noise & Vibration]
with additional comments. For Deadline 7, 3rd September 2021**



2. The assessment of the noise and vibration impacts of the Proposed Development

a. i and ii.

KcCPC is concerned that the number of people attending the various sites will be significantly higher than referred to in documents produced by the applicant, thus increasing vehicles on the road and all forms of pollution:

An extract from the Hardistry Jones report (submitted by KcCPC after a previous hearing) states in respect of HPC at point 2.3.4, *“The workforce profile on site is expected to be different to that set out in the DCO application. Significantly more people are expected on site or in the local area at peak activity than was set out in the DCO application. It has been suggested that between 8,000 and 9,000 people associated with the development will be on site or in the local area at peak, compared to the 5,500 on set out in initial plans. As well as resting workers, this number will include visitors and those undertaking short tasks who are not considered as being employed on the site. A number of EDF Energy and supply chain staff are based in nearby Bridgewater and also in Bristol, and visit the site and local area regularly, adding to transport volumes. There have also been problems accessing the main site due to transport congestion, with workers being stuck in traffic jams.”*

This statement was made November 2018, and the figure for workers at SZC has already increased to 7,900, but it is relevant to note that HPC sought permission in 2021 for even higher worker numbers. As a consequence of the above paragraphs the overall impact needs to be reassessed taking into account 'other' visitors as described with the knock-on impacts.

KcCPC is aware The Department for Transport (DfT) began a trial of longer semi-trailers (LSTs) for articulated goods vehicles in January 2012. The operational trial aiming to see if using longer semi-trailers brings about anticipated environmental and economic benefits. Has any analysis been done on the potential impact on the use of Longer Semi-Trailers on Suffolk's roads? Assuming LST's get approval, has SZC any plans to introduce them in Suffolk? And what are the forecast volumes?

5. Mitigation and controls including;

(c) Kelsale-cum-Carlton Parish Council (KcCPC) raised a number of issues related to Air Quality, Noise & Vibration in its D2 submission (REP2-351), which it will not repeat here.

The Applicant agreed at the earlier Issue Specific Hearings to review this submission split between D5 and D6. KcCPC has raised other points relating to this topic in their written submission to the Applicants D5 response, which again it will not repeat here.

However, the D5 submission from the applicant ISH4 relating to our Parish, para 1.3.11 referred to noise mitigation scheme Rep-034. The link refers to a scheme relating to the Main Development Site and is dated June 2021. There is an updated version of the document dated August 2021 but this also relates to Main Development Site. KcCPC request confirmation on whether this scheme actually applies to the Main Development Site only, or includes 'Ancillary sites' If the scheme applies, which specific KcC Parish properties do SZC consider to be "in the scope" of the scheme?

As our Parish would host the start of the proposed Sizewell Link Road (SLR) and receive 85% of the traffic through our Parish from the South which will be slowing/braking on the A12 to access the roundabout to join the SLR we are very concerned about the impacts including noise, particulates, brake compounds shed under braking, NOX etc.

It appears quiet road surfaces are being discussed in respect of new roads, it is our contention that such an increase in traffic would require this mitigation (and more) on the A12 for our roadside communities such as Curlew Green, Dorleys Corner, Western end Carlton Road, Western end Main Road Kelsale, Rendham Road (North not B1119), Town Farm Road/North Green and properties alongside the A12.

Like other communities in which the Applicant proposes 'other development' (should the project gain consent) we would expect such mitigation to be in place before any work on the Main Development Site and Associated Developments commenced should it be approved, including Quiet Road Surfaces & bunds etc.

6. Air Quality

We agree with East Suffolk District Councils principle of having a strategy for Air Quality, and draw attention to extract from **East Suffolk Council Air Quality Strategy: Our vision to improve our Air Quality 2021**.

"2.12 It is recommended that all local authorities, particularly those that have not had to designate AQMAs or do not expect to designate an AQMA in the future, but who have areas at risk of exceedance, should consider drawing up an Air Quality Strategy.

2.13 As PM2.5 is a pollutant for which there is no recognised safe level and for which there is significant public health concern, it would be appropriate for local authorities to set out how they are addressing this pollutant in any Air Quality Strategy including any links with the Public Health Outcome Framework. The ASR provides the opportunity for the authority to report on the development of its strategy, or where the strategy is in place, to report on its progress".

We recognise that it is not a statutory obligation to produce an Air quality Strategy, however we would like for a document to encompass all the efforts we make to improve air quality in the East Suffolk District, and to outline where improvements can be made.

In the light of this we are concerned that there are insufficient receptors along or adjacent to the A12 in our Parish to monitor this issue. KcCPC understand that 3 of the 4 receptors in our Parish are at locations close to the SLR western roundabout. We believe that other receptors should be placed near KcC roadside communities mentioned at 5. above.