

Dear Planning Inspectorate,

Snape Parish Council submits the below written representations (EN 010077/78) Ref 20023749/50 in response to the clarification note issued by SPR Dec 2021.

Transport

The overriding concern of Snape remains the impact on the village of the additional HGV and other traffic on the road networks through the village associated with the construction of the site and any further planned development. It is an issue we have raised direct with SPR and SCC over an extended period and appears only partially addressed in the latest clarification note from SPR. That note also raises some concerns about the impact of mitigation work at the junction of the A12/ A1094 at Friday Street. The clarification note states that there is ongoing discussion with SCC. So far that has not involved consultation with Snape. We have as a parish raised concerns about the safety of the junction and the issues around the width and visibility on various sections of the A1094. Any significant work at Friday Street that impacts traffic flow at peak periods is likely to act as a diversion for traffic to use the B1069. Recent work on the A1094 to build a food processing plant will only add to the impact. The B1069 will essentially act as “a four village bypass” for any congestion on the A12 between Marlsford and Friday Street. A number of parishes along the B1069 from Melton north, including Snape, have raised the issue of HGV and commercial traffic using the B1069 for that purpose with SCC Highways over a number of years and continue to do so.

As previously noted at peak periods the queues of traffic along Church Road (B1069) to travel north onto the A1094 can extend to a mile in distance with hundreds of cars. The additional construction traffic on the A1094 can only increase this congestion. Mitigation may be possible and one of the suggestions was the potential for a roundabout at the junction of the A1094 and B1069 but any work to reduce the impact of large amounts of queuing traffic through the village would still have to be fully researched and analysed, if the project does proceed, both in terms of traffic delays as well as air and noise pollution. The clarification note references plans to work on the junction of the B1069 and the A1094 but it remains unclear what that work entails and what the evidence is for the proposed changes.

The PC also notes that detailed analysis of the potential impact of traffic over peak periods such as holidays or the frequent and long established cultural events at both Snape and Aldeburgh is still lacking. As previously noted the analysis and calculations were based on average traffic movements, which given the nature of traffic in the area, ignore the GEART guidance of making calculations based on “site specific” information and circumstances. The PC also noted the continuing assumption that the A1094 was wide enough at all points between the A12 and the eastern edge of the village, to allow passing HGVs that was based on information from SCC, which we have challenged.

The PC noted that there was continued reference to falling numbers of road traffic collisions since 2013 without reflecting that all recording is dependent on police reporting and attendance and they only attend reported collisions where there has been an injury as policy; even that is contingent on availability. Police numbers both nationally and locally have fallen significantly since 2012 onwards.

Cumulative Impact of SPR and additional projects /Sizewell

The PC remains concerned that despite specifically, and from an early stage, asking for consideration of the potential cumulative impact of the SPR proposals taken together with the Sizewell C plans (now in addition National Grid) for infrastructure developments, that there is within the DCO document holds no detail on the potential impact of concurrent development in terms of combined traffic impact.

Tim Beach

Snape PC