



SAVE OUR SANDLINGS

**Offshore Wind Farms
EAST ANGLIA ONE NORTH PINS Ref: EN010077
&
EAST ANGLIA TWO PINS Ref: EN010078**

**Deadline 8 Response
from**

Save Our Sandlings

Issue specific Hearing 13

Traffic and Transport

The following is a response and comments to Issue Specific Hearing 13

Agenda Item 2 Regional Freight Strategy AIL and HGV

a) Choice of Port.

The two local ports Felixstowe and Lowestoft were discussed as potential locations for bulk material movement. Whilst this is welcome it was acknowledged by the applicant that no decision has been made as to which port will act as a base of operation for offshore activities.

Much has been written and discussed about 'local' benefits and is important a Suffolk Port provides this base of operation function else the much vaunted benefits to the local economy amount to nothing. We have already seen an existing windfarm off the Suffolk Coast, connected to the Leiston substation has set up a base of operation in Essex.

Lowestoft has a proud history of serving the Southern North Sea oil and Gas industry and has unfortunately been downgraded as this industry has declined and operations consolidated in ports in the North of the UK.

b) Choice of mode – Road, rail, short sea to beach landing facility

- i. **Road:** Has remained the preferred option. 96% of peak HGV demand will be on the designated Suffolk HGV routes, with the majority on (HR100) namely the B1122, Lovers Lane and Sizewell Gap Road serving the East side of the River 100 land area via Haul Roads 1 and 2 accessed from Sizewell Gap Road. Save Our Sandlings reluctantly agree with this decision even though the increase in traffic will place a severe burden on the local road network
- ii. **Rail:** Considered not viable. Save Our Sandlings agree with this decision. The railhead at Sizewell has already been optioneered by EdF as a location for bulk aggregate handling for the Sizewell C Nuclear Power Station project. Any further development at this site would be difficult to accommodate as the land take would not be practical.
- iii. **Beach Landing Facility:** Considered not viable. EdF is planning to establish a temporary Beach Landing Facility for the Sizewell C project. Save Our Sandlings agree with this decision as this will introduce further road disruption for Sizewell Gap residents and visitors.

c) Resulting AIL routes and movements, including through Leiston (pronounced Lay-stn)

4 deliveries of 280te transformers are planned. To minimise the disruption these movements will undoubtedly cause to local traffic in and around Leiston, Save Our Sandlings would prefer to see the number of movement days limited and preferably deliveries synchronised to be either simultaneous as a group or in pairs.

Agenda Item 3 Local Freight Strategy – Construction and Operation

a) No Comment

b) A12/A1094 Friday Street junction update

Save Our Sandlings have previously submitted an opinion (*REP5-090*) discussed at Issue Specific Hearing 4. Other interested parties disputed the recorded accident rates submitted in support of the applicant's changes to this junction. There are many small 'fender benders' and near misses weekly if not daily at this location. This has to be the most confusing junction in Suffolk and the options presented by the applicant are merely tinkering with the problem. This junction desperately needs a roundabout to reduce accident risk, especially to first-visitors to the area.

Should the traffic light control solution be adopted, the 3 arms of the junction need very careful phasing to avoid Northbound A12 traffic turning right onto the A1094 forming a stationary queue of traffic on the A12 and restricting traffic flow.

Fully laden HGV traffic turning onto the A1094 from the A12 north will be accelerating from standstill up a slight incline which will restrict the numbers of vehicles able to pass under green light conditions. It is a sad fact that many drivers pay little heed to passing only under green light conditions and become 'amber gamblers' and 'red light chancers'. During periods of heavy traffic flow there is a very direct risk that an increase in injury collisions will result.

c) HGV in Aldeburgh and Leiston

It was stated records show 147 HGV use the A1094 at Aldeburgh daily. Whilst we are unable to dispute this figure, adding a local perspective to this figure, it will be no surprise to locals that these HGV comprise 3 and 7.5 tonne food delivery and road haulage and courier vehicles. In the 30 years living in the area, I have never encountered an articulated HGV at the Aldeburgh A1094/B1122 junction. An occasional farm tractor and trailer possibly, but no HGV articulated bulk carrier or tipper truck of the type anticipated to be part of these projects. We suspect a desktop survey has been carried during the assessment process. We encourage the applicant to perform a physical survey at this junction and record in real time the traffic movements and the hazards encountered daily by users of this junction. It is unreasonable to expect residents to not park their personal cars on either arms of the junction. There is extremely limited space for parking in Aldeburgh; many open spaces that may have been available have been developed for housing. This is a problem common to many old towns and villages.

d) HGV on the A1094

The stretch of A1094 from the A12 to Snape Common is only just passable with care by 2 HGV. Driving along this stretch of road the numbers of broken mirror glass will be noticed. This is a regular occurrence. Introducing additional HGV traffic on this road will ultimately lead to delays and potential collisions as traffic flow is disrupted. Constraints to drivers working to delivery timescales can lead to bullying tactics as has been recorded previously during other local construction projects.

e) A11 and HGV via Yoxford and Lovers Lane

This route, the B1122 is designated a Heavy Route, part of HR100 and will be the primary HGV route for heavy traffic to the projects via access points 1 and 2 on Sizewell Gap Road. This route is also

the primary route for construction traffic for Sizewell C Nuclear Power Station project. Access roads are planned by EdF to be constructed to divert northbound construction traffic from travelling via Yoxford and a further access road to the main site just prior to Lovers Lane and Sizewell Gap Road. Until this latter road is constructed, Lovers Lane and Sizewell Gap Road will carry ALL the project construction and traffic. Yet to be confirmed reports state it will take 2 – 3 years for these access roads to be available; what is known is these projects will overlap increasing the burden on the local road network.

f) Need for Friday Street improvements.

As has previously been discussed above and (*REP5-090*), whilst this junction has not been identified as an accident blackspot as records do not support this, it is very confusing to visitors and a cause of many non-reported incidents.

g) B1353 crossing – residual concerns

No further comments

h) Accesses to cable route 3b

We welcome confirmation that access will be via the B1122 Aldeburgh Road at Aldringham and not directly via Haul Road 2 from Sizewell Gap Road, though we do have concerns about the disruption to traffic on the B1122 as a result of traffic light controls. Save Our Sandlings do not consider they have sufficient local knowledge to comment further but fully support of Substation Action Save East Suffolk and Suffolk Energy Action Solutions submissions.

i) Good design – mitigation and legacy

No further comments

Agenda Item 4 Cumulative effects

a) Cumulative effects

b) AIL during construction and operation

c) Each project separately on different timescales

This offers the worst option for local businesses, residents and visitors.

d) Both projects together

Carrying out both projects together will reduce the local disruption and keep the overall time of construction to a minimum.

e) Other projects and timescales – Sizewell B, Sizewell C, Martlesham, and other NG projects at or near Friston, A12 improvements

Sizewell B has a maintenance and refuelling outage every 18 months, normally lasting 7-8 weeks. The 2021 outage delayed from 19th March to April 16 for four weeks with contractors reduced from 1200 to 750 and a limited number of maintenance tasks.

Sizewell C DCO application pre-examination starts 23rd March 2021 Build programme 12 – 15 years starting 2024?

Martlesham A 2000 home development called Brightwell Lakes has been approved by East Suffolk Council, formerly Suffolk Coastal District Council in 2018. The development is ongoing with new access to site on the A12

Other NG projects Nautilus and Interconnector projects in development with the intention to make cable landfall in the Thorpeness area and grid connection at Friston

A12 improvements Study into introducing traffic lights on roundabout junctions north of Ipswich in the Woodbridge area.