Date: 3 December 2024
Enquiries to: Clara Peirson
Email: nsips@suffolk.gov.uk

Five Estuaries Case Team
Planning Inspectorate
Via Portal

Dear Case Team,

FIVE ESTUARIES OFFSHORE WIND FARM (EN010115)
SUFFOLK COUNTY COUNCIL (IP reference: 20049304)
SCC DEADLINE 4 SUBMISSIONS

Please find attached Suffolk County Council's Deadline 4 submissions. These consist of the following:

1) SCC D4 Response to ExQ2
2) SCC D4 Response to ExQ2, Appendix A – A12 MRN Improvements Consultation Brochure
3) SCC D4 Response to the Applicant's comments on our Local Impact Report

If I can be of any further assistance, please do not hesitate to contact me.

Yours faithfully,

[redacted]

Clara Peirson
Graduate Project Officer
Programme Management Office (PMO)
Growth, Highways & Infrastructure
Suffolk County Council

Suffolk County Council

Suffolk County Council (20049304)

Answers to Examining Authority's Second Written Questions (ExQ2)

Five Estuaries (EN010115)

Deadline 4 **3 December 2024**

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Glossary of Acronyms

AIL	*Abnormal Indivisible Load*
(d)DCO	*(draft) Development Consent Order*
EACN	*East Anglia Connection Node*
ExQ2	*The Examining Authority's Second Written Questions*
ISH	*Issue Specific Hearing*
LIR	*Local Impact Report*
NSIP	*Nationally Significant Infrastructure Project*
N2T	*Norwich to Tilbury*
OCTMP	*Outline Construction Traffic Management Plan*
SCHAONB	*Suffolk Coast & Heaths Area of Outstanding Natural Beauty*
SMO	*Special Movement Order*
SRN	*Strategic Road Network*
WTG	*Wind turbine generator*

"SCC" refers to Suffolk County Council

Purpose of this Submission

This document has been prepared by Suffolk County Council (SCC) in response to the Examining Authority's Second Written Questions ("ExQ2") and is based on a template provided by the Planning Inspectorate case team. For ease of use, questions which are not addressed to Suffolk County Council have been deleted and where another authority is the lead authority, this has been attributed. Examination Library references have been used throughout to assist readers.

1 Answers to Examining Authority's Second Written Questions (ExQ2)

	Question to:	Question	Local Authority Answer
1	General and Cross-topic questions (GC)		
2	Climate Change (CC)		
3	Draft Development Consent Order ("dDCO")		
DCO.2.05	Tendring District Council and East Suffolk Council	**Drafting of the proposed Articles and Schedules 1 and 2** Do you have any concerns about the drafting of any aspects of the Articles and/or Schedules 1 and 2 in the dDCO? If you have any such concerns submit wording that you consider would address those concerns.	As a host authority (as regards the lesser black-backed gull ("LBBG") compensation measures) and as a neighbouring authority, SCC has an interest in ensuring that the terms of any DCO that may be made adequately safeguard its interests and address its concerns. This project's connection to the Grid is dependent on the consent and construction of the East Anglia Connection Node ("EACN") as part of the proposed Norwich to Tilbury ("N2T") project. According to the National Infrastructure project page for the N2T project, that application is not due to be submitted until June-August 2025, after the close of the present examination, and it is not likely to be determined until after the time for a decision on the present application. EN-1 makes it clear that, whilst it is permissible for a DCO promoter to decide (at its own risk) not to include all necessary elements of the project within its application, where this is done the applicant must confirm that there are no obvious reasons for why other elements are likely to be refused (para 4.11.8) and EN-1 states that the deciding Secretary of State should be satisfied that appropriate network arrangements are/will be in place for a given project regardless of whether one or multiple (linked) applications are submitted (para 4.11.12). EN-1 also states (at para 5.10.8) that the duty to seek to further the purposes of national landscapes applies to projects outside the boundaries of such areas which may have

			impacts within them and that in such a case the Secretary of State should be satisfied that measures which seek to further the purposes of the designation are sufficient, appropriate, and proportionate to the type and scale of the development. Suffolk County Council is currently opposed to the N2T proposals in their current form. SCC understands that is also the case for Babergh and Mid Suffolk District Councils, South Norfolk Council, Tendring District Council, Chelmsford City Council, Norfolk County Council, and Essex County Council. Given that there is therefore some doubt surrounding whether or not the EACN will be consented and constructed, SCC considers it necessary for the Five Estuaries Applicant to include a Requirement within Schedule 2 of the draft Development Consent Order for a phasing restriction. This would ensure that the harmful effects of the wind turbine generators ("WTGs") on the Suffolk Coast & Heaths Area of Outstanding Natural Beauty ("SCHAONB") would not be realised unless and until consent for the construction of the EACN is secured. SCC has raised this matter in its Local Impact Report ("LIR") [REP2-046], and during Issue Specific Hearing 2 ("ISH2") [REP1-071] and ISH4 [REP3-028]. SCC proposes the following wording for such a Requirement: *"Work No. 1 must not be commenced until notification in writing has been submitted by the undertaker to the relevant planning authority which:* *(a) states the date that development consent was granted for the new National Grid Substation; and* *(b) sets out a timetable for the carrying out of all works comprised in Work No. 16(a), being the works necessary to connect the authorised development to the new National Grid Substation."* SCC also considers it necessary for the Applicant to provide a definition of 'National Grid Substation' within the dDCO. This term is already used in the description of Work No. 16 but it is not currently defined. Provided this is included, SCC considers that the two instances of the word 'new' before 'National Grid Substation' can be removed from the proposed wording above.

	Question to:	Question	Local Authority Answer
			SCC also considers that, given that the word 'new' does not appear elsewhere in the dDCO, the phrase 'new national grid substation' should be amended to 'National Grid Substation' in paragraph (b) of Work No. 16 of Schedule 1. SCC continues to seek changes to Requirements 7 and 16 in relation to SCC being made a consultee (as explained at ISH4 and in REP3-028) and a new Requirement in relation to ports construction traffic management (as also explained at ISH4 and in REP3-028). The changes the SCC wishes to see are set out in its response to the Applicant's comments on its LIR, as also submitted at this deadline, and so are not repeated here. In relation to Requirement 18, see the response below to ExQ2 TT.2.07. SCC also remains concerned about the degree of flexibility within the parameters in Table 1 of Requirement 2 as regards the number of WTGs but this is addressed more fully in its response to the Applicant's comments on its LIR.
4	Historic Environment including Marine Archaeology (HE)		
No Questions at this time			
5	Land Rights (Compulsory Acquisition (CA) and Temporary Possession (TP) etc) (LR)		
6	Marine Ecology (ME)		
Benthic Ecology			
Migratory Bats			
Compensatory Measures – Ornithological Species			
Habitats Regulations Assessment			

	Question to:	Question	Local Authority Answer
Marine Mammals			
7	Ecology Onshore (EO)		
8	Navigation and Shipping (NS)		
9	Socio Economic Effects (SEE)		
10	Seascape, Landscape and Visual (SLV)		
11	Terrestrial Transport and Traffic (TT)		

TT.2.01	Suffolk County Council and Applicant	**Use of roads within Suffolk** a) **For Suffolk County Council** – 1) Identify the roads which would be of concern to the Council if they were to be used by traffic associated with the construction of the Proposed Development and 2) explain why their use would be of concern. b) **For the Applicant** – Identify which: 1) ports other than the Port of Harwich that could potentially be used during the construction phase for the Proposed Development; and 2) any roads within Suffolk that might need to be used in association with the use of the ports identified under part 1) of this question.	Strategic Road Network ("SRN"): Whilst not the responsibility of Suffolk County Council the impact of additional construction traffic on the A14 or the A12 south of Ipswich may have an impact on the Suffolk economy and residents due to congestion or reduced road safety, for example at the A12/A14 Copdock Interchange. Abnormal Indivisible Loads ("AILs"): The regulatory regime for the control of AIL movements is complex but it is not the case that movements falling within the Road Vehicles (Authorisation of Special Types) (General) Order 2003 (SI 2003/1998), which are commonly referred to as STGO movements, are subject to consent by SCC. Instead, there is a requirement on a haulier wishing to undertake such a movement to give 2-5 working days' prior notice to the highway authority (which would be SCC for non-SRN roads and bridges in Suffolk) and to the police (see Article 17 and Schedule 9) and to provide an indemnity as regards damage. Hauliers are recommended to use the National Highways ESDAL system for all AIL movements although it should be recorded that SCC does not consider ESDAL as an adequate assessment tool for structures. For instance, the ESDAL system does not account for complexities such as the weight carried by each axle of a vehicle as opposed to the total weight of the vehicle. SCC's highways structural details are not recorded on the ESDAL system and therefore it is not an appropriate tool for the management of AILs on SCC's network. Hauliers are therefore referred to SCC via Cascade which has updated data regarding the suitability of structures for non-special movement order (non-"SMO") AILs. This system is adequate to handle STGO AIL movements, since it can identify highway structures which are marginal or unacceptable based on assessments previously undertaken by SCC. In such cases the haulier can be asked to re-route the movement or agree suitable remedial actions with the highway authority. However, due to the increasing prevalence of such movements in Suffolk, the system is near capacity. Moreover, SCC's Cascade system does not include assessments on the suitability of structures for SMO AILs. So, if SMO AILs were to travel through Suffolk, the Applicant would have to carry out its own

	Question to:	Question	Local Authority Answer
			refined assessments to deem whether the structures along its proposed route are suitable for such AILs, and adjust their routes accordingly. However, provided that the requisite details for the movement are given in the notice, which has to be in an agreed form, and subject to no restrictions being in place for specific highway structures SCC has no power to refuse to allow the movement using a route to take place or to restrict it to a specified date/time (or dates/times). This inability can cause issues in several ways. For instance, it may be the case that the structures are suitable for the AIL movement, but the route is impractical for other reasons, such as causing disruption by going through a town centre. It is such non-structural aspects, along with the structural suitability itself, of AIL routes which SCC envisaged to be included in its request for the Applicant to assess the 'suitability' of possible AIL routes in its post-hearing submission following ISH3 [REP-028, section 3.7]. Additionally, SCC's ability to coordinate multiple AIL movements in terms of resources and timings is restricted, which can lead to unnecessary disruption for road users and delays for hauliers. SCC acknowledges that its website (extracts of which are provided in Appendix 1 of REP3-025) does suggest that there is a need for 'consent' but this is simply imprecise shorthand in a general description of the abnormal load notification process reflecting the authority's duty to maintain the public highway, in this case by avoiding damage to unsuitable highway structures through overloading. Suffolk is experiencing a significant number of notifications of AIL movements within the county resulting from other NSIPs in the construction phase, placing considerable strain on the police and local highway resources. SCC understands that Suffolk Constabulary are operating at their maximum capacity for escorting loads due to the large numbers of energy infrastructure projects. The quantity of loads moving through Suffolk as a result of energy projects under construction is creating a high degree of disruption, which is why Suffolk County

	Question to:	Question	Local Authority Answer
			Council is asking that the Construction Traffic Management Plan commits to using routes which are known at this point to be feasible (e.g. the route which originates at Harwich). The limited capacity in Suffolk of the police to escort loads and the transport network to absorb them is a potential source of risk for project programmes, as multiple projects are competing for police resources and road space. Given the concerns raised by SCC on the movements of AILs, SCC strongly encourages the Applicant to take a more holistic and long-term approach. This type of approach would include giving SCC sufficient foresight of the proposed timeline of AIL movements as they relate to Suffolk. This point is particularly pertinent to SMO AILs, regarding which SCC recommends giving at least six months' notice of the movement as best practice. Such advanced foresight allows SCC to effectively manage the movement and coordinate with National Highways and the Suffolk Constabulary, decreasing the likelihood of the Applicant encountering delays. SCC also recommends giving more notice than that which current legislation requires for STGO AILs for similar reasons considering the increasingly high volume of notifications SCC receives for such movements. Such an approach would also decrease the likelihood of the Applicant encountering delays for STGO movements. SCC considers that several potential adverse impacts outlined in this answer are not mitigated by current legislation and standard procedures. Therefore, SCC would like to see, secured within a relevant control document, a commitment from the Applicant to give timelines of its proposed AIL movements, including origins and destinations, sufficiently in advance of the movements themselves. SCC considers this request to be in line with the Applicant's commitment to minimise impacts which could be caused by its AIL activities [AS-55, paragraph 2.3.5]. Additionally, SCC notes that in that paragraph from the Outline Construction Traffic Management Plan (OCTMP), the Applicant commits to following standard procedures to achieve this mitigation. For the reasons already outlined, SCC

	Question to:	Question	Local Authority Answer
			does not agree that standard procedures are sufficient to adequately minimise impacts. Suffolk County Council can, if required, supply data on the quantity of notifications received for movements of AILs. Simply to illustrate its concerns, SCC refers to the following recent examples. <u>Ipswich to Bramford Sub-Station:</u> Requires large loads to navigate through B1113 Sproughton High Street which is narrow and many houses only have on street parking which has to be suspended. This is to avoid weak bridges on the B1113 over the river and railway at Bramfield. The Ostrich Creek bridge on the A137 Wherstead Road requires a temporary overbridge requiring closure of the road. SCC's structures team, following a review of the information held on this structure, have assessed it as having a limited load carrying capability. (1007) Ostrich Creek Bridge is currently restricted to STGO 2 based on a SV-80 capacity with a reserve factor of 1.14. This is following structural reviews in 2018 and 2024, based on a qualitative assessment of the bridge due to concerns over chloride contamination of critical elements of the reinforced concrete structure. Whilst this is not so serious as to require restrictions and hence signage to prevent use by vehicles below the legal weight limit (44 tonnes) it is restricted for heavy abnormal loads. <u>Ipswich to Yaxley Sub Station:</u> This requires the largest loads to navigate around the north of Ipswich including use of third party land at the junction of Tomline Road and Foxhall Road not secured in the relevant planning applications and temporary overbridging of the A140 Brockford Bridge which requires closure of a major regionally important road with a diversion of some length.

	Question to:	Question	Local Authority Answer
			Ipswich to Burwell: Moves from Ipswich to Burwell in Cambridgeshire require heavy loads to divert from the A14 through Sproughton, Needham Market and Stowmarket using the B1113. Immingham to East Pye Norfolk: SCC have recently been advised that a load from Immingham in north Lincolnshire may need to travel through Suffolk on the A143 between Bury St Edmunds and Scole to reach its destination in Norfolk due to structural constraints on other routes. Ports: If a port in Suffolk is chosen, as well as issues concerning AILs, this may result in additional construction and worker traffic reducing capacity at junctions close to the port. For example, this may include junctions for the: Port of Lowestoft • the A47 Station Square*/Commercial Road • Pier Terrace / Belvedere Road / London Road South • A12/ A1117 Bloodmore Road Roundabout Port of Ipswich (West Quay) • A137/B1456 Junction at Wherstead. • A14*/A137 Wherstead Interchange Port of Ipswich (Wet Dock) • Duke Street /Fore Hamlet, Ipswich • A14*/A1156 Nacton Interchange Port of Felixstowe • Trinity Avenue / Walton Avenue • A14* / Walton Avenue • A14* / Cadlet Road Roundabout

	Question to:	Question	Local Authority Answer
			*roads maintained by National Highways

	Question to:	Question	Local Authority Answer
TT.2.05	Suffolk County Council and Applicant	**Cumulative effects of other projects** a) **For Suffolk County Council** - in your Local Impact Report (LIR) at paragraph 8.12 of [REP2-046] you highlight that the A12 Major Road Network scheme, a programme of improvement works between the A12/A14 junction at Seven Hills and the A12/A1152 junction at Woods Lane in Suffolk, may overlap temporally with the Five Estuaries project and therefore should be included in the assessment of cumulative effects. Could you confirm your understanding of the timetable for the A12 Major Road Network scheme? b) **For the Applicant** – do you consider that A12 Major Road Network scheme should be included in the assessment of cumulative effects for the Five Estuaries project? If not explain why that is the case.	SCC have recently completed a consultation on the A12 Major Road Network project, a series of highway and active travel improvements between the A14/A12 Seven Hills Interchange and the A12/A1152 Roundabout north of Woodbridge. Following review of the responses SCC intend to submit a planning application in Q1 of 2025. If successful site clearance would be undertaken over the winter in 2025/26 with construction following from early 2026. The duration of the scheme is likely to be 18 months to 2 years. A copy of the consultation brochure has been submitted as Appendix A of this document.

	Question to:	Question	Local Authority Answer
TT.2.07	Suffolk County Council and Applicant	**Vehicle movements associated with the Lesser Black-Backed Gull compensation area** a) **For Suffolk County Council** - In your LIR [REP2-046] you set out concerns that duration and intensity of vehicular activity at Orford Ness associated with the Lesser Black-Backed Gull compensation area is not known. What volume of traffic generation do you consider would cause an adverse effect in this location? b) **For the Applicant** - Do you have a view on this matter?	SCC's concern is not about the routing of construction traffic as this is via a B class road suitable for what we understand to be limited numbers of vehicles over a short duration. The concern is specifically in the area of Quay Street in Orford if construction vehicles or delivery have to wait to use the ferry to Orford Ness. The area is a tourist destination and particularly in holiday periods parking is at a premium. However, at a recent meeting with the Applicant SCC's attention was drawn to Requirement 18, which secures that the compensatory works would be subject to discharge of details of vehicular and pedestrian access and a construction methods statement to be approved by the relevant planning authority. SCC would accept that this matter is sufficiently dealt with in this way. In common with our other requests to be a statutory consultee, SCC would ask that the highway authority is required to be a consultee for this requirement.
12	Onshore Water, Hydrology and Flood Risk (WE)		
13	Land Use and Agriculture (LU)		

Suffolk County Council

Five Estuaries

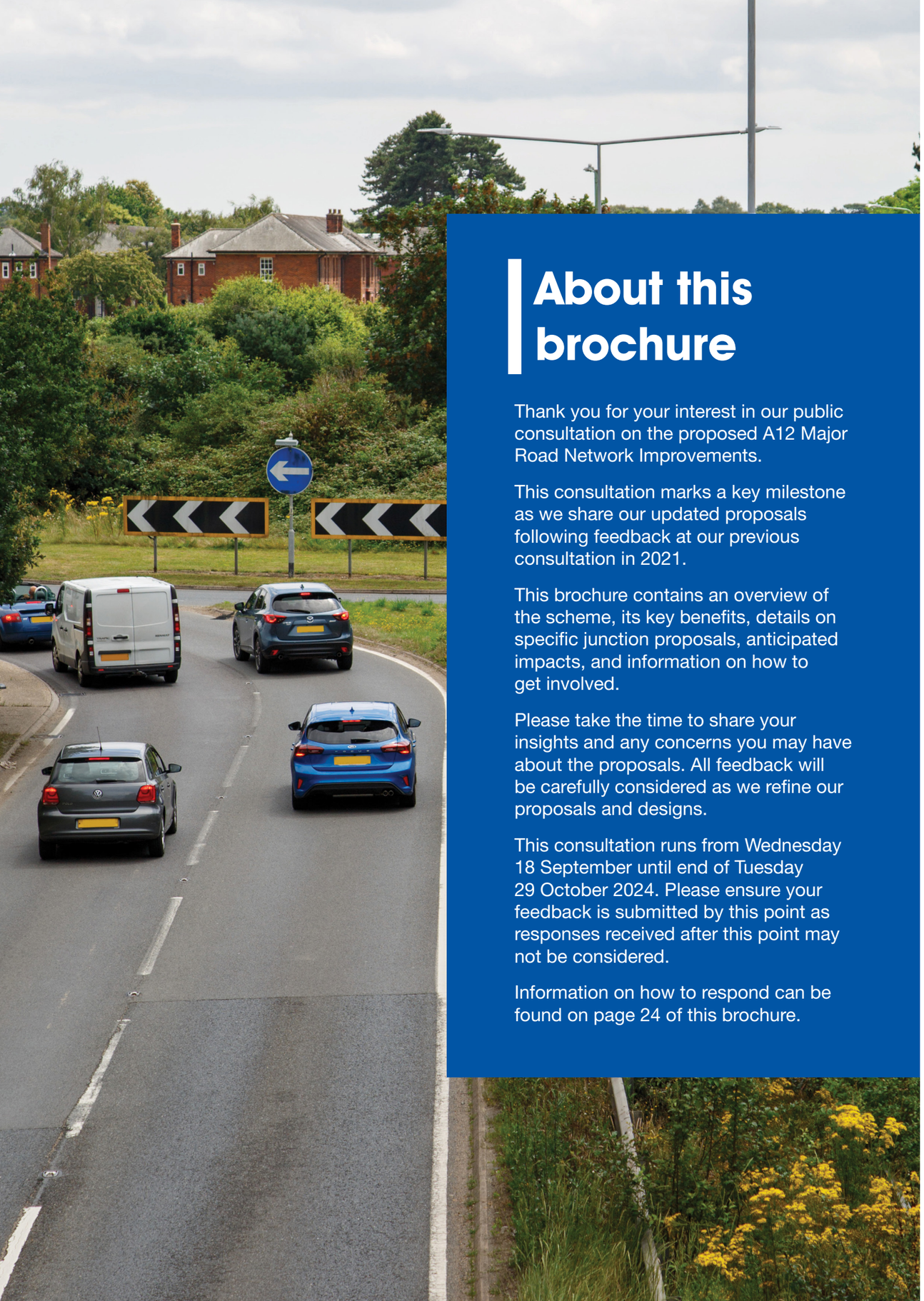
Response to ExQ2, Appendix A:

A12 Major Road Network Improvements – Consultation Brochure

A12 MAJOR ROAD NETWORK IMPROVEMENTS

CONSULTATION BROCHURE

Suffolk County Council



About this brochure

Thank you for your interest in our public consultation on the proposed A12 Major Road Network Improvements.

This consultation marks a key milestone as we share our updated proposals following feedback at our previous consultation in 2021.

This brochure contains an overview of the scheme, its key benefits, details on specific junction proposals, anticipated impacts, and information on how to get involved.

Please take the time to share your insights and any concerns you may have about the proposals. All feedback will be carefully considered as we refine our proposals and designs.

This consultation runs from Wednesday 18 September until end of Tuesday 29 October 2024. Please ensure your feedback is submitted by this point as responses received after this point may not be considered.

Information on how to respond can be found on page 24 of this brochure.

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Background to the scheme

The A12 is a key route in East Suffolk, linking Ipswich and Lowestoft. As part of Suffolk's Major Road Network (MRN), it provides an important connection for local communities, visitors, access to the Energy Coast and, ultimately, our local economy.

The scheme is designed to upgrade essential roundabouts on the A12 east of Ipswich, from the A14 at Seven Hills, to the A1152 at Woods Lane. It would also introduce a new dual carriageway section, replacing the current single carriageway at Seckford Hall between the B1438 and B1079, enhance bus links and improve local walking and cycling connections.

As well as reducing congestion and helping to make the A12 safer for everyone, the proposals are intended to support local economic growth by improving connectivity across the area.

Supporting growth across Suffolk

At Suffolk County Council, we're dedicated to enhancing local infrastructure and aiding sustainable economic recovery and growth. Transport has a vital role to play in this. Maintaining and enhancing our transport system, improving its reliability, and reducing congestion are crucial for supporting economic development, and providing smoother, safer journeys.

Our recent success in securing government funding for improvements to the A12 highlights this commitment. By addressing critical bottlenecks and improving transport links, we're working to benefit local communities, making travel between Ipswich and Lowestoft quicker, safer and easier, and support major infrastructure projects like Sizewell C that will underpin future growth across the county.

The story so far:

- **2020:** A12 East of Ipswich improvement and A12 Woodbridge improvement schemes combined to create the A12 Major Road Network Improvement Scheme.
- **Feb – March 2021:** We held a public consultation to develop designs and an Outline Business Case. 743 responses were received as part of the consultation.
- **Dec 2021:** Outline Business Case submitted to Department for Transport (DfT).
- **Autumn 2023:** Major Road Network Programme Entry by the Department of Transport.
- **Autumn 2024:** We are now holding a further public consultation on the latest proposals, before submitting a planning application to continue the development of the scheme later this year.

Why the improvements are needed

Increasing capacity

Frequent queuing and congestion are common occurrences at many of the junctions on this stretch of the A12, particularly at peak times. These issues are only expected to worsen over the next 20 years, as the area continues to grow.

The scheme would provide extra capacity at seven roundabout junctions where congestion currently exists or is forecast to become a problem in the future. These proposals aim to reduce congestion, delays and manage traffic flow on the A12.

Barriers to crossing the A12 on foot or by bicycle

The A12 can be difficult to cross for people walking and cycling, with limited safe crossing points across the busy road.

Our proposals would improve the crossing points in the local area. The existing Martlesham footbridge would also be widened to help make it more accessible for people walking, wheeling and cycling.

Encouraging walking, wheeling and cycling

We want to improve walking, wheeling and cycling facilities in the area and provide a viable alternative to single occupancy private car trips, particularly for shorter journeys.

We are proposing new shared use footways and cycleways across Martlesham and Woodbridge, as well as proposing improvements to walking and cycling at the Martlesham Heath Retail Park.

Public transport improvements

Our proposals include infrastructure improvements to make local bus journeys quicker, more convenient and more reliable. They also include a proposed mobility hub in Martlesham with bus stops, cycle parking and more.

The objectives of the A12 MRN Improvement Scheme are to:

- Improve the capacity of the Major Road Network and improve the resilience of the local road network, improving journey times and reliability on the A12 and reduce congestion, queuing, and delays at junctions.
- Support delivery of planned housing growth, local economic growth, and the creation of jobs, improve connectivity to the region's ports and support the visitor economy.
- Deliver improvements for all modes of transport including bus users and accessibility for pedestrians and cyclists to support and encourage walking and cycling.

Feedback from our previous consultation

We previously consulted on the scheme in 2021, where we received over 700 responses. Respondents were supportive of improvements to the Woodbridge section but had concerns around the loss of mature vegetation on the Seckford Hall dual carriageway section.

Positive feedback was received around the walking and cycling proposals along the entire route. Views were mixed around the proposals on the Martlesham section. There were also concerns around traffic and congestion impacts of signalised roundabout junctions along the route. The feedback from respondents has been taken into consideration and reflected within the updated scheme design.

The proposals

The proposals extend along the A12 from the junction with the A14 at Seven Hills to the A1152 Woods Lane junction. The proposals include:

Improvements to seven junctions on the A12:

- A12/A14 Seven Hills junction
- A12/Barrack Square junction
- A12/Anson Road junction
- A12/A1214 Main Road junction
- A12/B1438 Ipswich Road junction
- A12/B1079 Grundisburgh Road junction
- A12/A1152 Woods Lane junction

The approved Brightwell Lakes Development has already committed to providing traffic signals at the Seven Hills, Barrack Square and Anson Road junctions as part of their proposals. Additionally, Foxhall Road, which was previously consulted on in 2021, is now being delivered as part of this same development. The A12 MRN design incorporates these proposals in addition to other junctions in the scheme to accommodate future growth. We would be introducing traffic lights at some junctions using dynamic traffic controls to help smooth the flow of vehicles and better manage congestion.

We are not proposing specific operational times for the traffic signals as part of this consultation, as more technical work is needed in order to determine the most effective arrangements. The decision on whether the signals function on a full-time or part-time basis would be made at a later date once all technical work has been completed. For the purposes of this consultation, we are presenting traffic data from the busiest times of day when the signals would be switched on.

Upgrading single carriageway to dual carriageway:

Dualling the section between the B1438 and B1079 to provide two lanes in both directions, reducing congestion and improving journey times. We listened to concerns raised during the previous consultation about the mature tree line on this section and have committed to reducing tree loss by creating a new carriageway on the western side of the tree line.

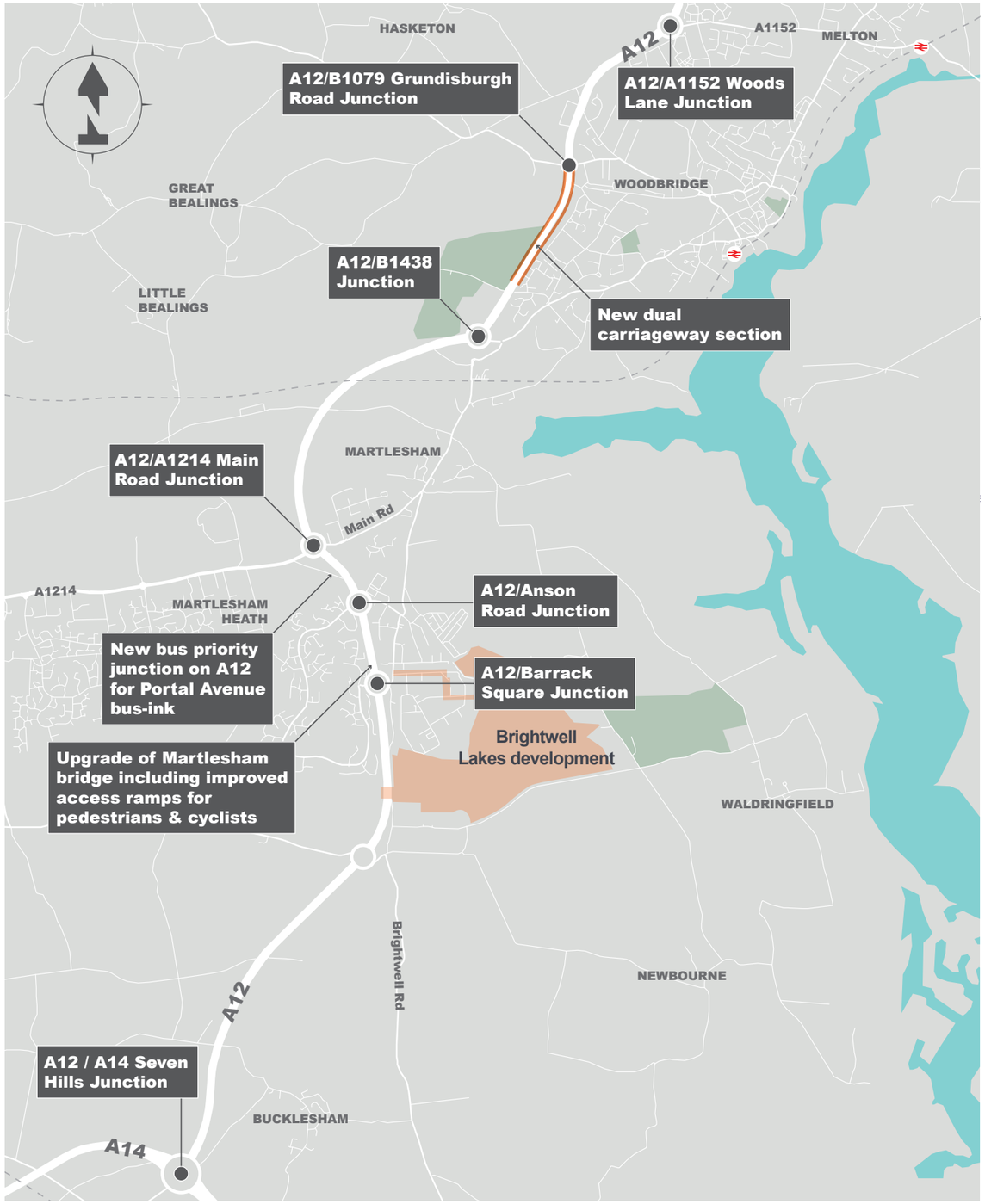
Pedestrian and cycle improvements:

Creating new and upgraded footways and cycleways, including a 3-metre-wide shared path along the western verge of the new dual carriageway section, improved crossings and enhanced lighting in underpasses. Upgrading the existing Martlesham footbridge will also improve conditions for pedestrians and cyclists.

Public transport enhancements:

A dedicated bus-link and new bus stops to improve bus journey times and access as well as a new mobility hub proposed in Martlesham.

Scheme overview



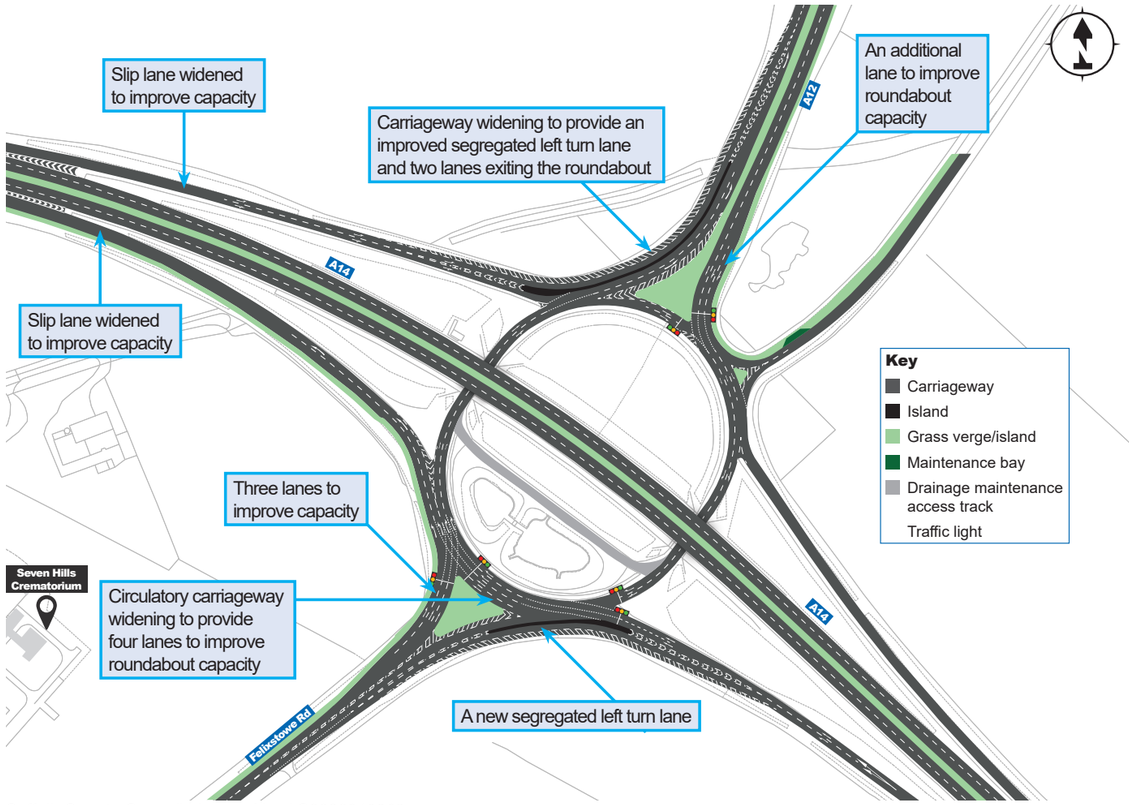
The following pages share the junction proposals and dual carriageway section in more detail, starting from the south of the scheme at the A14 and moving north to Woodbridge.

These maps are a diagrammatic interpretation of plans as of September 2024. They are not to scale. Existing facilities, including footways and crossings, to be retained unless otherwise indicated.

A12/A14 Seven Hills junction

The map below shows our proposals at the A12/A14 Seven Hills junction.

The improvements include new traffic signals, additional lanes, and segregated left-turn lanes to enable smoother, free-flowing traffic movements between the A14 (west) and A12, as well as the A14 (east) and A1156 Felixstowe Road. These upgrades are designed to increase capacity, reduce congestion, and shorten journey times.



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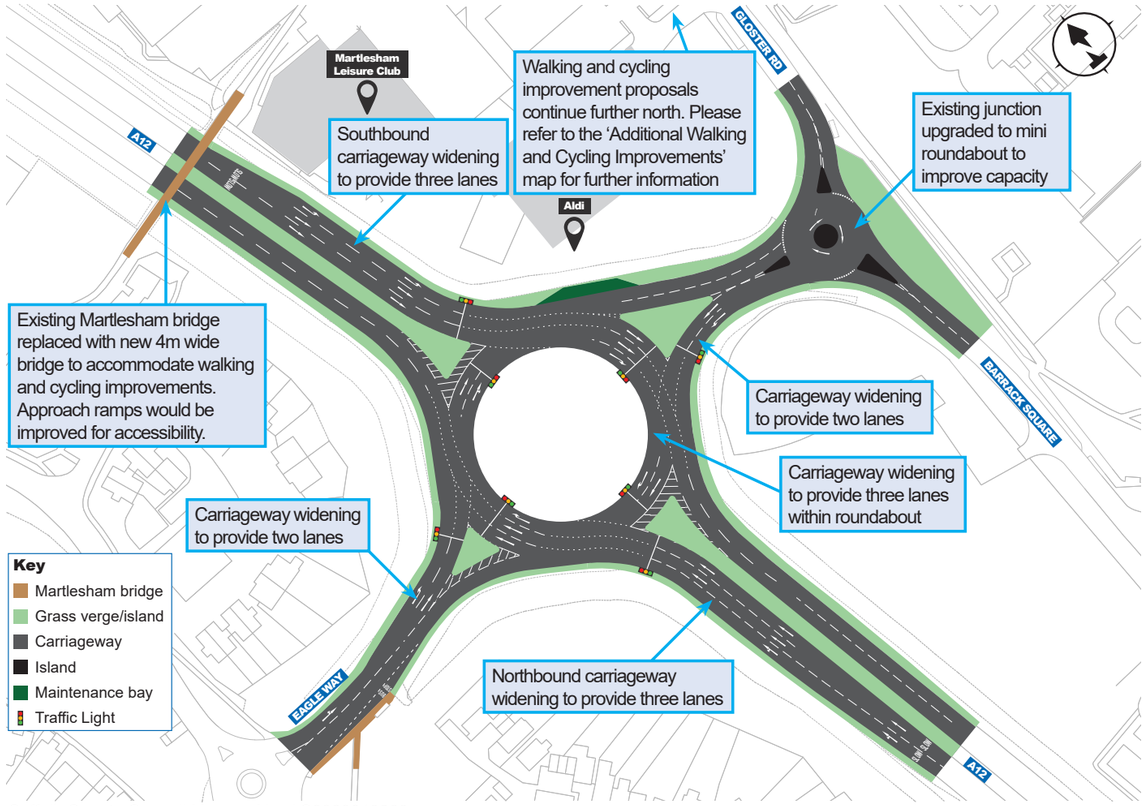
A12/Barrack Square junction

The map below shows the A12 Barrack Square Junction.

The junction improvements will feature full signalisation of the A12 roundabout, with the widening of all approach arms to provide additional traffic lanes to improve junction capacity. A new mini-roundabout will also be introduced at the Barrack Square/Gloster Road junction, complementing the A12 improvements and further enhancing traffic efficiency in the area. A number of trees will be lost in this area to accommodate the A12 widening. These will be mitigated through new tree planting along the route and we are working to minimise the number of trees that will be lost.



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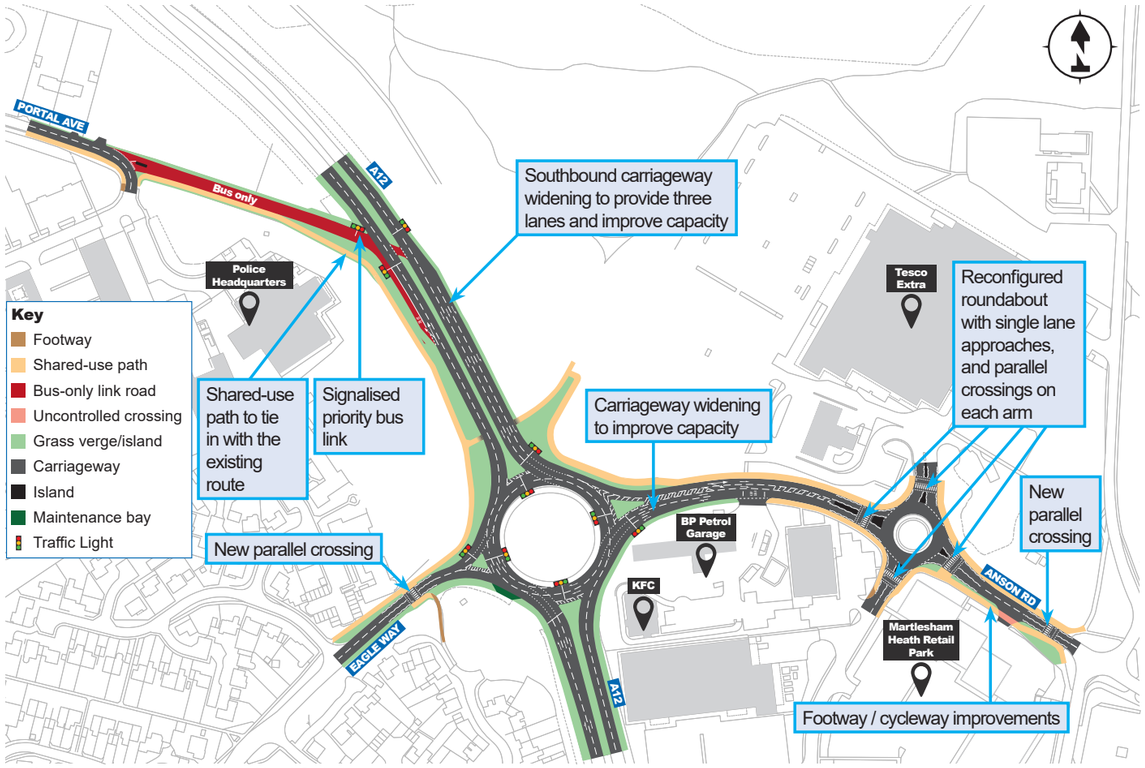
The Martlesham footbridge will be replaced with a wider footbridge with more accessible approach ramps

A12/Anson Road junction

The map below shows the proposal for the Anson Road junction and the improvements to the retail park junction on Anson Road.

There would be improvements to the roundabout including signalisation. Improvements also include increasing the number of approach lanes to improve capacity, and a new parallel crossing on Eagle Way. The adjacent retail park roundabout will be reconfigured with enhanced walking and cycling facilities, including new parallel crossings on all arms with dedicated road markings for cyclists.



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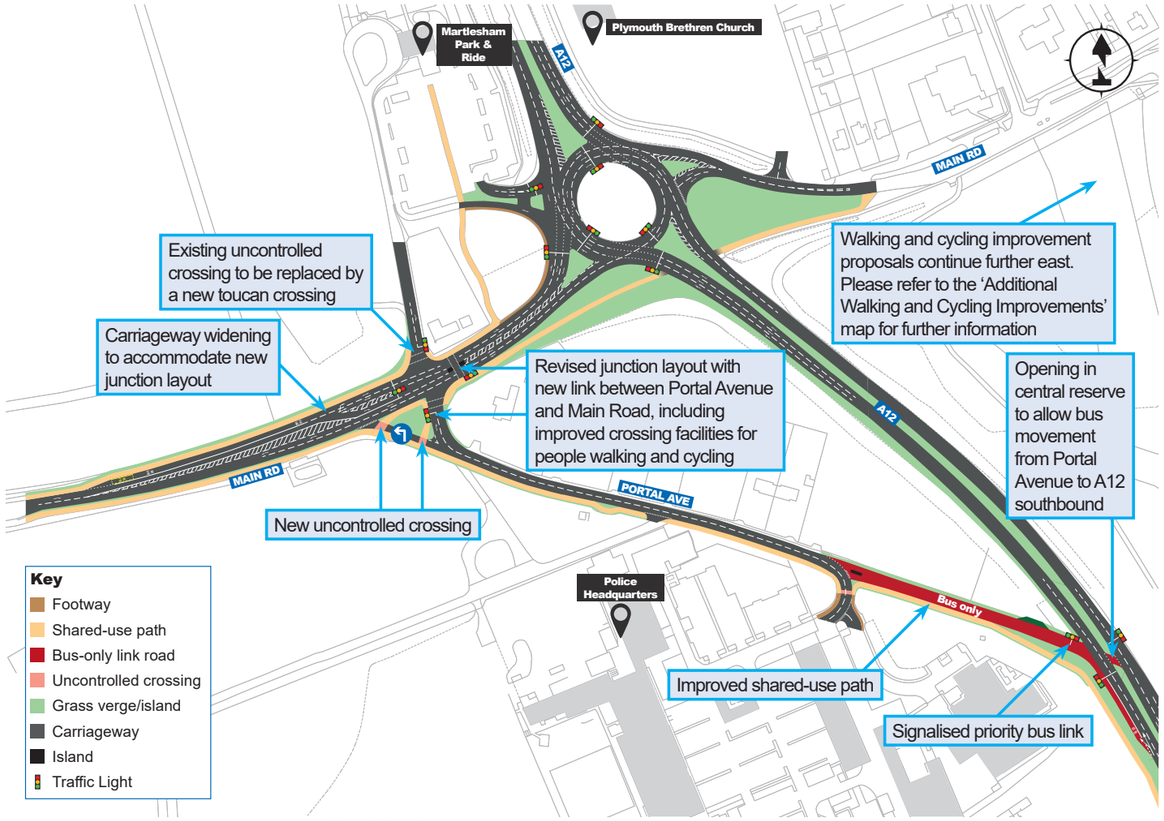
We are making it easier to walk and cycle around the retail park area by improving shared-use paths and adding new crossings.

A12/A1214 Main Road junction

The map below shows the Main Road junction.

The improvements include widening Main Road (from the west) and upgrading the signals at the A12/Main Road junction to provide dynamic traffic signals to improve traffic flow. A new bus-only priority link will connect the A12 to Portal Avenue, helping to reduce bus journey times. The signal-controlled crossing on Main Road will also be upgraded, alongside enhancements to the footway and cycleway on Portal Avenue. A number of trees will be lost to accommodate the Main Road widening and new bus link road, which will be mitigated through new tree planting along the route. We are working to minimise the number of trees that will be lost in this area.



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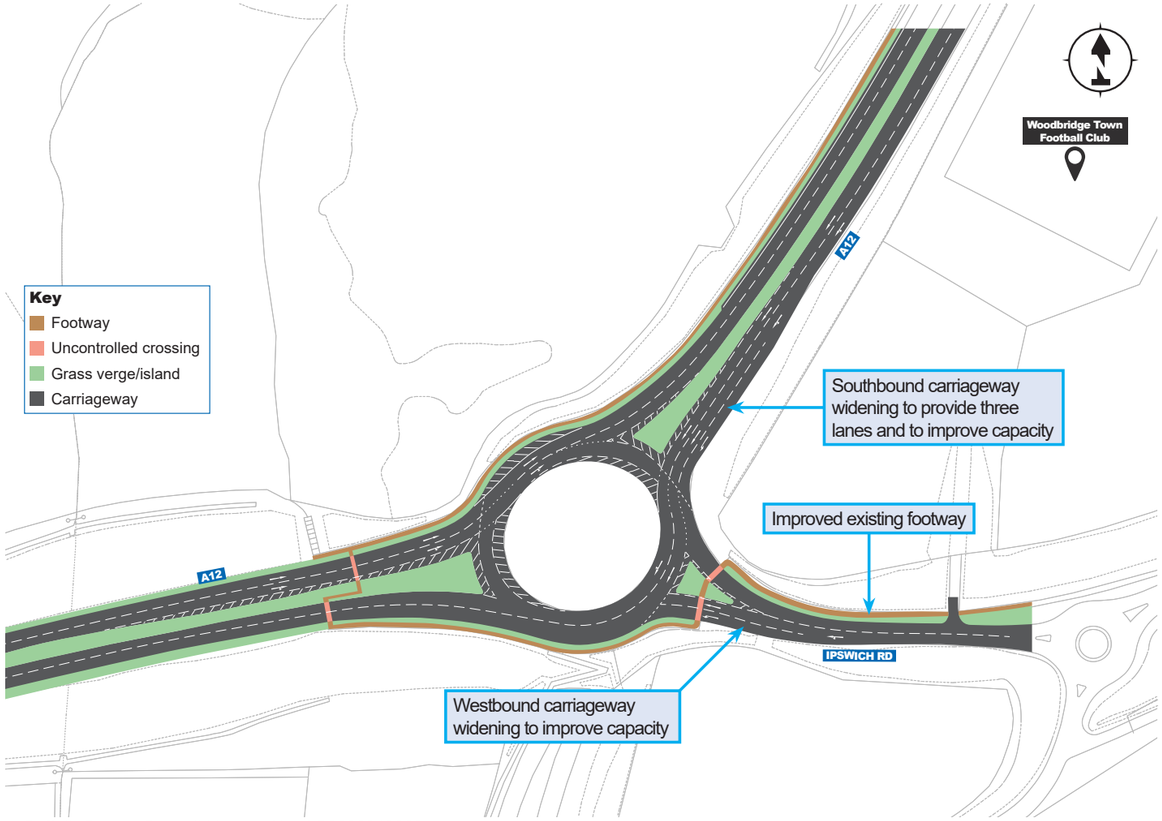
A12/B1438 Ipswich Road junction

The map below shows the improvements at the B1438 Ipswich Road junction.

The improvements include widening the roundabout approaches to add additional traffic lanes, increasing junction capacity and reducing delays. The existing footways will also be upgraded. There would be improvements to the approach lanes of the roundabout, as well as enhanced footways connecting to existing uncontrolled crossings.

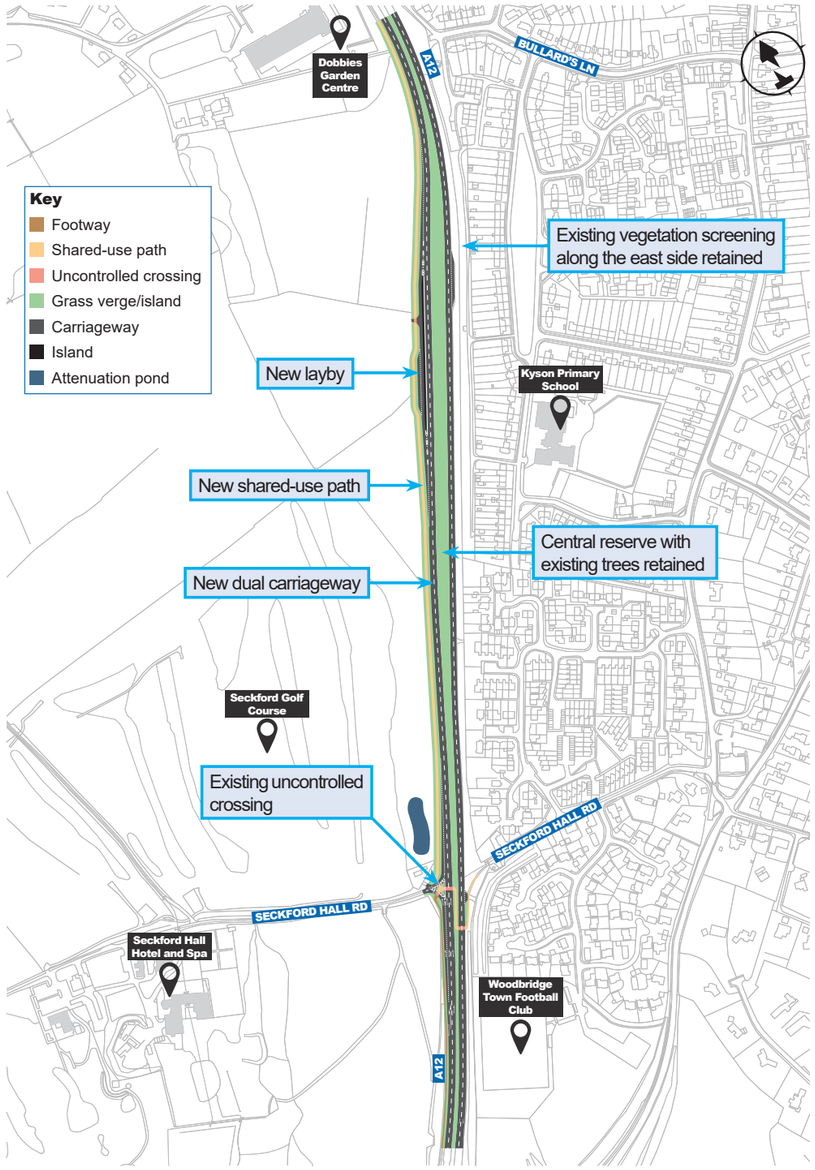


Suffolk County Council Licence No. AC0000849963

New dual carriageway section

The improvements include a new section of dual carriageway between Seckford Hall Road and Grundisburgh Roundabout, along with a new shared-use path on the west side of the road.

A new 'green' central reservation will be created to preserve the existing mature tree line along the western side of the A12. Where trees cannot be retained, this will be mitigated through new tree planting on the west side of the dual carriageway. The design ensures the existing tree line on the eastern side is retained, which provides screening for local residents.



Suffolk County Council Licence No. AC0000849963

Image of the proposed dual carriageway section showing the retained tree line

A12/B1079 Grundisburgh Road junction

The map below shows the A12 Grundisburgh Road Junction.

The improvements include signalising the A12/B1079 roundabout with integrated pedestrian and cycle crossing facilities. New toucan crossings will be provided on the southern arms of the roundabout to allow people to cross the A12, and a new toucan crossing would be provided on Grundisburgh Road. Bilney Road will be closed to vehicular traffic but will remain accessible for walking and cycling. The 'Active Travel Woodbridge' project team are proposing a temporary modal filter at this same location which may be operational before the A12 scheme is in place.

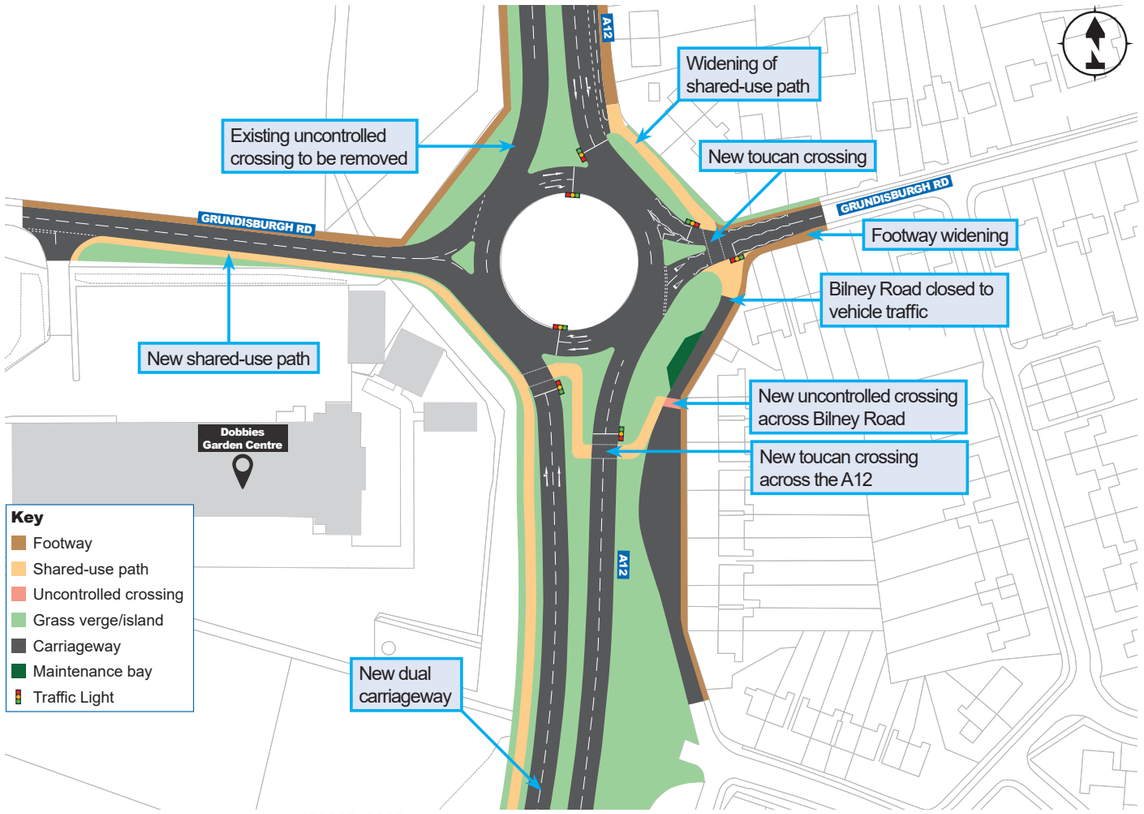


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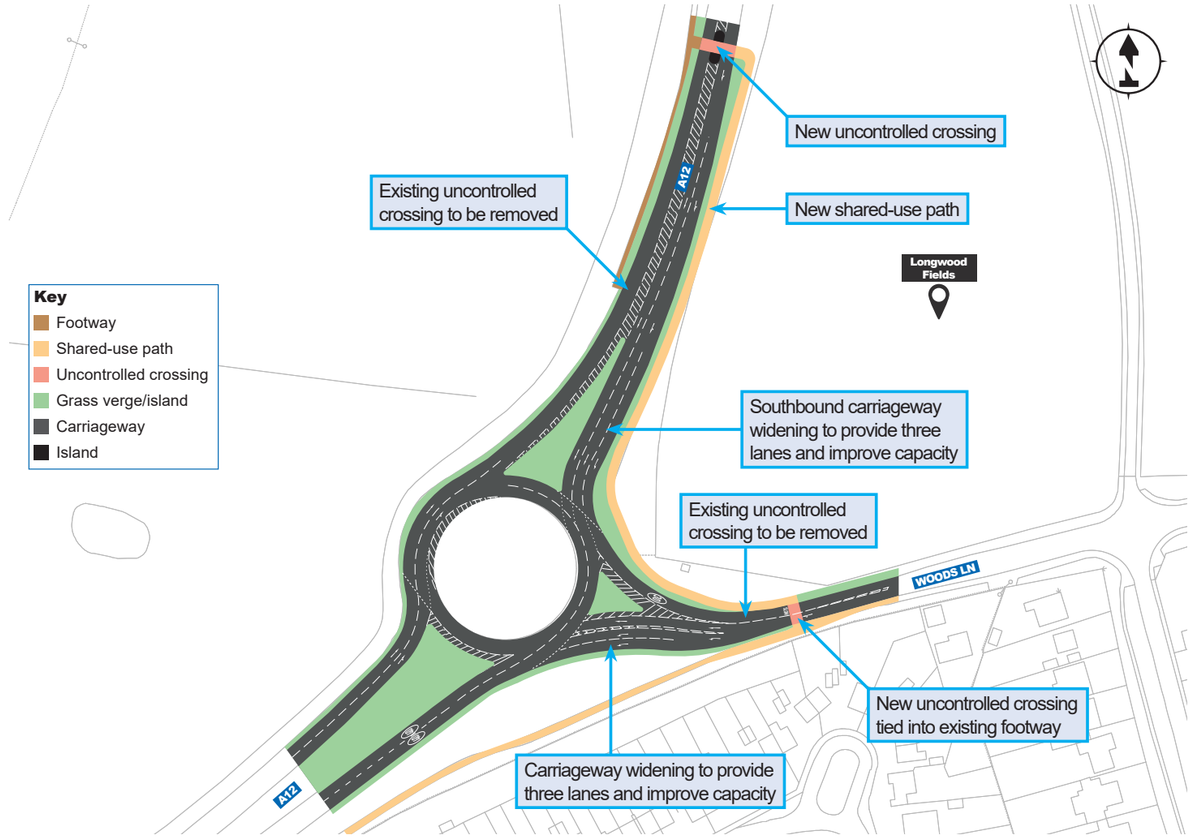
Image of the proposed Bilney Road closure

A12/A1152 Woods Lane junction

The map below shows the A12 Woods Lane junction.

The improvements at the A12/A1152 Woods Lane junction include additional lanes on the roundabout approaches to increase capacity. Footways would be renewed, a new shared-use path created, and two uncontrolled crossings would be relocated to improve safety and convenience for walking and cycling. Some trees will be lost to accommodate the A12 widening. This will be mitigated through new tree planting along the route and we are working to minimise the number of trees that will be lost in this area.



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Walking and cycling proposals

In addition to the walking and cycling proposals at each junction along the route and the upgraded pedestrian and cycle bridge at Martlesham, we are also considering other changes to improve walking and cycling in the area surrounding the scheme. This includes improvements to National Cycle Network 1 route.

These proposals have been designed in accordance with LTN1/20 Cycle Infrastructure Design guidance and in consultation with Active Travel Woodbridge.

The map overleaf shows the location of the wider walking and cycling proposals:

Gloster Road, Martlesham

New off-carriageway dedicated cycle lanes would be provided on either side of Gloster Road. A new toucan crossing at the southern end of Gloster Road would also help to improve access to Martlesham Heath Business Park and the widened Martlesham footbridge.

Main Road, Martlesham

New shared-use paths would be provided on either side of Main Road with four new parallel crossings along Main Road. Parallel crossings are similar to zebra crossings, but with dedicated, separate space for people walking and cycling.

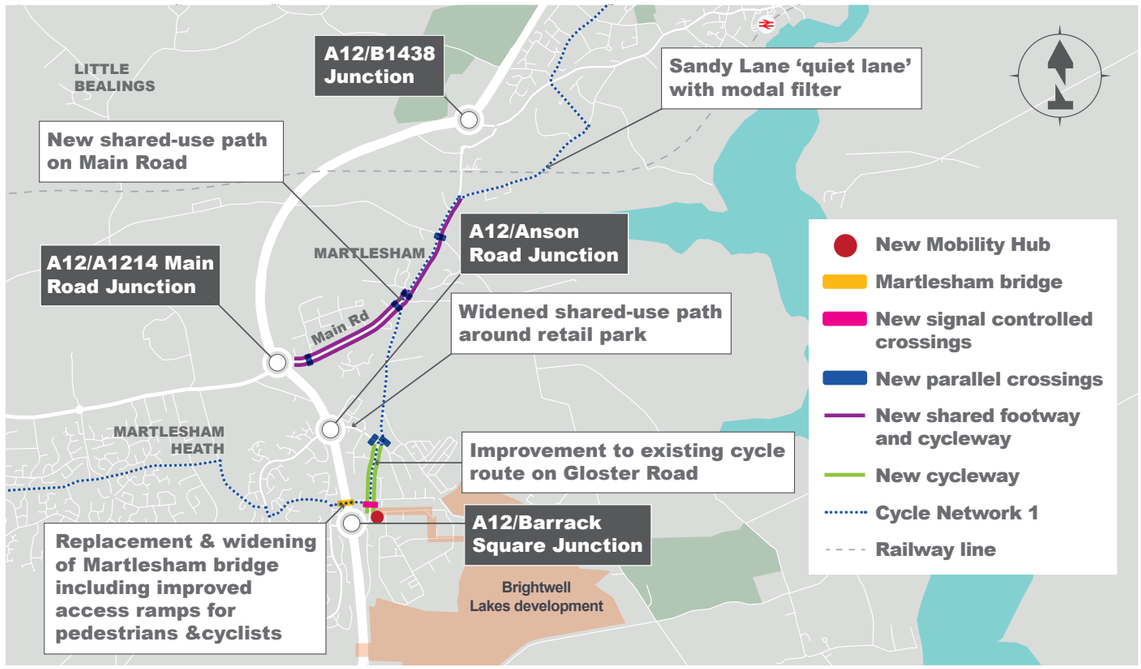
Sandy Lane 'Quiet Lane'

A proposed 'modal filter' would be introduced near the railway bridge on Sandy Lane. This would restrict access for motorised vehicles, while maintaining access for pedestrians and cyclists, to discourage 'rat-running' and create a safer walking and cycling route. All properties either side of the filter would remain accessible to vehicular traffic from one end of Sandy Lane.

Martlesham bridge

The existing Martlesham bridge would be replaced with new four-metre-wide bridge to accommodate walking and cycling improvements. The approach ramps would be improved for accessibility.

Map of the additional walking and cycling proposals



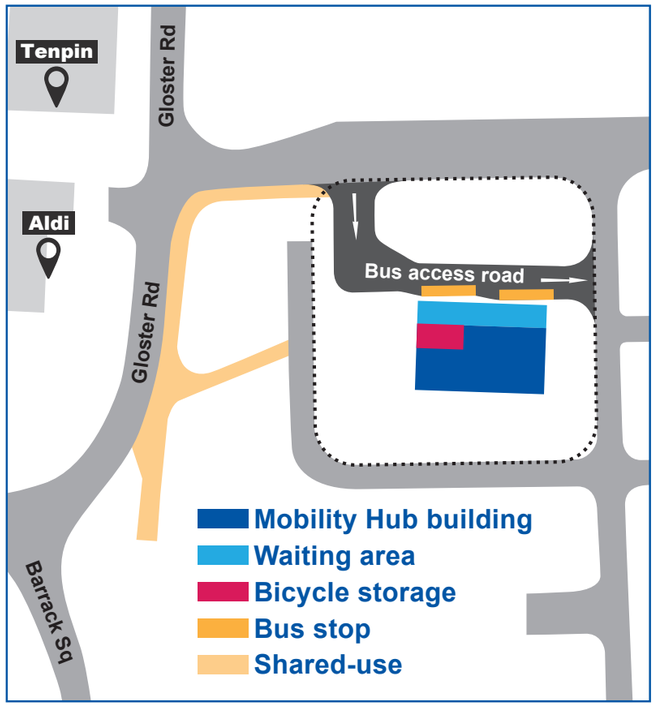
Public transport proposals

We are also proposing improvements to public transport in the area. These improvements are summarised in the table below:

LOCATION	PROPOSED IMPROVEMENT	WHAT IT MEANS FOR YOU
Eagle Way	Bus stops: New bus stops are proposed on Eagle Way in Martlesham Heath.	• Improve access to buses in the Martlesham Heath area
Portal Avenue	Bus link: Creation of a dedicated two-way bus link by extending Portal Avenue to the A12, just north of the A12 / Anson Road junction. This would include a new dedicated junction for buses to access the A12.	• Allow bus services to avoid delays at existing junctions. • Improve bus journey times. Modelling data shows that bus journey times will be reduced on average by 1 minute 9 seconds on the 66 and 66a bus routes (2027 average peak time journey improvement), which will use the proposed bus link on Portal Avenue. • Improve bus access to Adastral Park, the Tesco supermarket, and retail areas.

The mobility hub

As part of our commitment to sustainable development we are proposing the introduction of a mobility hub as part of the A12 MRN Scheme, east of Gloster Road in Martlesham. We are looking at the potential options for this site, and it may be possible that only some elements would be delivered as part of the scheme, such as the access road and bus stops, with further development at a later date.



What is a mobility hub?

Mobility hubs are designed to integrate different modes of transport, making travel more convenient, efficient, and sustainable. By bringing together different transport modes and amenities in one location, mobility hubs aim to streamline the commuter experience, reduce reliance on private cars, and promote eco-friendly travel options. The indicative map opposite shows where the proposed mobility hub could be located.

What could be located at the mobility hub?

1 Convenient bus services – two bus stops with a comfortable waiting area and canopy to protect passengers from the elements.

2 Secure cycling parking – safe cycle storage for both short and long-term use.

3 Efficient logistics hub – including a small consolidation centre, e-cargo bikes for local deliveries, parcel lockers, and e-cargo bikes for hire.

4 Providing for greener transport – designated spaces for e-car clubs, e-scooters and e-bike docking areas to encourage more sustainable travel.

5 There is also the opportunity for future modern amenities and retail space: such as an indoor waiting area equipped with toilets, changing rooms and showers as well as café or retail space.

The mobility hub would be designed to ensure an easy and sustainable travel experience.

Environmental context

We are continuing to gather environmental information to enable us to identify the potential impacts of the scheme and develop measures to avoid or reduce them.

Our Scoping Document sets out our preliminary findings from our environmental assessment of the scheme. The purpose of the scoping exercise is to determine what the significant environmental effects are likely to be and exclude those environmental issues that will not be affected by the proposals. The preliminary findings detailed in the Scoping Document are summarised below to help you understand the potential likely significant environmental effects of our proposals and the possible measures we could take to mitigate them.

These preliminary findings will be developed further in the Environmental Statement that will be submitted in support of our planning application for the scheme, informed by survey work and the ongoing Environmental Impact Assessment process.

	Significant effects during the construction stage	Significant effects during the operational stage
Air quality	• Temporary increases in levels of deposited dust and surface soiling which would be mitigated through the application of appropriate measures contained within the Project's Construction Environmental Management Plan (CEMP). With this in place, no significant effect would be likely. • The duration of the construction phase is anticipated to be less than two years therefore no significant effect is anticipated due to construction vehicle movements.	• The proposed scheme has the potential to change traffic flows leading to both beneficial and adverse long-term impacts at sensitive (human and ecological) receptors. The magnitude of change is not expected to be sufficiently great as to result in significant air quality effects.

	Significant effects during the construction stage	Significant effects during the operational stage
Landscape and visual	• Likely temporary adverse effects to the character and visual amenity arising from construction activities including the removal of trees / vegetation. This would be most noticeable in the following parts of the scheme due to the nature of the works in those locations: • A12 / A1152 Woods Lane junction – reconfiguration of lanes requiring road widening into existing grass verges. Also, improvements and extension to a shared use path that requires removal of existing roadside trees and vegetation between A12 and Cale Road / Adams Close. • A12 / B1079 Grundisburgh Road junction – provision of a new shared use path and maintenance bay that would require the removal of vegetation on the boundary between A12 and Bilney Road. • Dualling of the A12 at Woodbridge – widening this section of the A12 to provide a full dual carriageway and new shared path that will require encroachment into the adjacent land and removal of existing roadside vegetation and some trees, although a number of mature trees will be retained within the central reservation. • Portal Avenue – creation of two-way bus link. Improvements to the junction with the A1214 Main Road will require the removal of existing boundary trees and vegetation. Upgrading of the current shared use path to a vehicular road and its connection to the A12 will require removal of a number of existing trees. • Martlesham Footbridge replacement – replacement of the existing bridge may require the loss of some roadside trees and vegetation either side of the A12 and along the approach path to the bridge from Eagle Way. • A12 / Barrack Square junction – reconfiguration of lanes and road widening would require the removal of some individual trees. Creation of a new mini-roundabout at the Barrack Square / Gloster Road junction that would widen the road into existing grass verges. • Mobility Hub – demolition of existing buildings / structures and construction of the proposed Mobility Hub.	• Once complete the majority of the proposals will be contained within the existing carriageway and have little influence over the character or visual amenity of the area. In most cases the proposals would be experienced as part of the existing road network and associated infrastructure and within an urban context. Adverse effects are likely to arise from the following parts of the scheme although through inclusion of mitigation measures are not considered to be significant: • A12 / A1152 Woods Lane junction – loss of existing roadside trees and vegetation could make traffic more noticeable from Cale Road / Adams Close. This could be mitigated with additional tree planting on the boundary although may require planting on land outside of the red line boundary. • Dualling of A12 at Woodbridge – Expansion of the road and therefore the edge of Woodbridge into the landscape setting. Proposed roadside planting would form and define a new settlement boundary. A number of mature trees will be retained as an attractive feature within a new central reservation. • Portal Avenue – presence of a new section of road linking to the A12 where tree removal will be mitigated by new planting. • Mobility Hub – the Mobility Hub would be a noticeable new feature that is likely to be an improvement over the existing development in that location and would not appear out of place in the context of Adastral Park.

	Significant effects during the construction stage	Significant effects during the operational stage
Biodiversity	• There will be potential impacts on, statutory designated sites, non-statutory designated sites (county wildlife sites), Habitats of Principal Importance, bats, badgers, Great Crested Newts, wintering and breeding birds, Barn Owls and reptiles	• Mitigation will be embedded in the design or proposed within the Environmental Statement that will likely ensure that no significant effects upon biodiversity features occur from the proposed scheme. • In addition, mitigation and licensing will be implemented to ensure compliance with legislation pertaining to legally protected species identified
Habitats Regulations Assessment (HRA)	• A Habitats Regulations Assessment is being produced for the Scheme that is being compiled alongside the Environmental Impact Assessment for potential impacts upon the National Sites Network.	• No potential significant effects are anticipated. • Potential impacts to human health and controlled water receptors during construction to be assessed via intrusive ground investigations and mitigated through any subsequent remediation and validation. • In addition, measures will be secured and implemented through the project CEMP / Code of Construction Practice (CoCP).
Geology and soils	• No potential significant effects are anticipated. • Potential impacts to human health and controlled water receptors during construction to be assessed via intrusive ground investigations and mitigated through any subsequent remediation and validation. • In addition, measures will be secured and implemented through the project CEMP / Code of Construction Practice (CoCP).	• No potential significant effects are anticipated. • Potential impacts to maintenance workers. However, works would have taken place to mitigate the risk. • Interceptors to be in place at the scheme to mitigate risks to soils
Material assets and waste	• Potential impacts from the consumption of primary construction materials resulting in a likely significant adverse effect on the environment through the depletion of natural resources and degradation of the natural environment. • Potential impacts from the generation and disposal of waste which cannot be diverted from landfill resulting in a likely significant adverse effect on remaining landfill void capacity in the region.	• No potential significant effects are anticipated. Scoped out for further assessment.

	Significant effects during the construction stage	Significant effects during the operational stage
Noise and vibration	• Noise and vibration impacts during construction will be controlled by the adoption of best practicable means (BPM) as defined in Section 72 of the Control of Pollution Act (CoPA). These measures will be secured and implemented through inclusion in the project CEMP. With these measures in place, no significant effect would be likely. • Construction traffic will use the existing A12 to access working areas, it is anticipated that the access routes will experience negligible increase in traffic flow relative to the existing levels, no significant effect would be likely.	• The proposed scheme has the potential to change traffic flows leading to both beneficial and adverse impacts at noise sensitive receptors. The magnitude of change is not expected to be sufficiently great as to result insignificant noise effects. • As the road network is a maintained surface free of irregularities, in line with DMRB LA 111 guidance, vibration levels generated by traffic will not have the potential to generate a significant effect.
Population and human health	• Temporary and permanent adverse effects on agricultural businesses due to temporary and permanent land requirements for the proposed Scheme. The assessment of agricultural businesses will focus on the point of impact (i.e. the construction phase), meaning the permanent loss of agricultural land will be assessed as part of the construction phase assessment. • Temporary and short-term adverse effects on walkers, cyclists and horse-riders due to temporary public right of way (PRoW) diversions and increased journey lengths.	• No potential significant effects are anticipated.
Road drainage and the water environment	• Current design proposals indicate that there will be no impacts upon water courses.	• Current design proposals indicate that there will be no impacts upon water courses.
Climate – Greenhouse Gases	• With reference to the IEMA Guidance (2022) potential moderate adverse (significant) impacts arise from the manufacturing (lifecycle stage A1 to A3) and transportation of materials (lifecycle stage A4) from the supplier to the project site. • Potential minor adverse impacts from plant and equipment used (energy consumption) (lifecycle stage A5).	• With reference to the IEMA Guidance (2022) the potential moderate adverse impacts (significant) from Replacement (lifecycle stage B4) of materials and other structures in the proposed Scheme and user emissions (regional traffic flows)(lifecycle stage B8/D) • Potential minor adverse impacts from operational energy use (lifecycle stage B6).

	Significant effects during the construction stage	Significant effects during the operational stage
Cultural Heritage	• Temporary adverse effects on scheduled monuments and listed buildings resulting from changes within their settings. The effects would be from the construction compounds, which would be larger than any permanent changes to the existing A12 and would not have a lasting effect. The temporary effects may be considered significant. • Permanent adverse effects on non-designated heritage assets due to the loss or truncation of archaeological remains. • Permanent adverse effects on previously unrecorded paleoenvironmental and archaeological remains.	• No potential significant effects are anticipated.
Transport and Traffic	• Temporary adverse effects on traffic delay at all MRN junctions due to impacts of construction roadworks	• See the section on Traffic for details of effects during operation.
Major Accidents and Disasters	• A review of major event categories and types has been undertaken to establish the potential vulnerability of the proposed Scheme to the risk of a major event. This review concluded that all of the major event categories and types could be scoped out from further assessment for construction phase.	• A review of major event categories and types has been undertaken to establish the potential vulnerability of the proposed Scheme to the risk of a major event. This review concluded that all of the major event categories and types could be scoped out from further assessment for operational phase.
Climate Change Resilience	• No potential likely significant environmental effects were identified for the construction phase for climate change resilience.	• No potential likely significant environmental effects were identified for the construction phase for climate change resilience.

The table above sets out topic areas covered by the Environmental Impact Assessment Scoping Report (Scoping opinion application number: SCC/0078/24SC/SCOPE)

Traffic analysis

We have completed transport modelling to better understand the effects of the proposals on traffic along the A12. There are often queues approaching the junctions along the road, particularly during the busiest times of day, which cause delays to journeys.

To compare the effects of introducing the proposals, we first assessed current traffic levels and resulting congestion at all the junctions and local links using baseline data from 2023. The 2023 baseline has been used to produce a 2027 forecast year model which represents the opening year for the A12 MRN scheme. Traffic congestion is expected to increase over the coming years as the local population continues to grow and more people travel through the area. Also, the 2027 forecast year model includes construction traffic associated with the following Nationally Significant Infrastructure Projects (NSIP):

- Sizewell C
- East Anglia ONE North and East Anglia TWO Offshore Windfarms

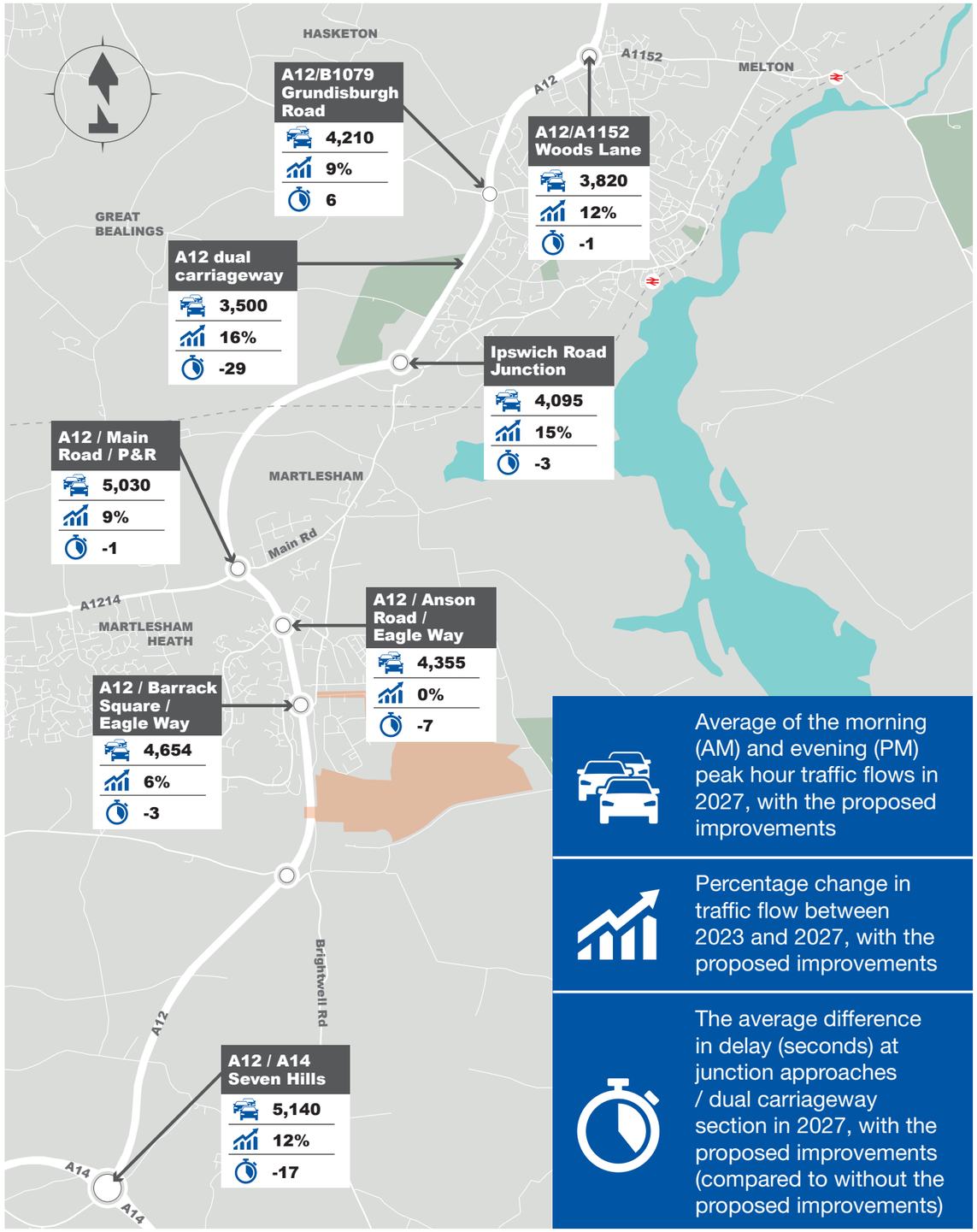
We have assessed how the 2027 scheme opening year including the A12 MRN scheme compares to the 2023 baseline, and analysed the impacts that introducing the proposals would have on traffic levels.

Additionally, a comparison has been made in the 2027 scheme opening year including and excluding the A12 MRN scheme. The results of our traffic modelling show that for this comparison, northbound journeys along this section of the A12 would be over 2 minutes quicker at the busiest times in 2027 and southbound journeys would be 14 seconds quicker.

2 mins 12 seconds
Average time saving for northbound journeys

14 seconds
Average time saving for southbound journeys

Traffic data map showing the change in traffic and average delay with the scheme



Average of the morning (AM) and evening (PM) peak hour traffic flows in 2027, with the proposed improvements

Percentage change in traffic flow between 2023 and 2027, with the proposed improvements

The average difference in delay (seconds) at junction approaches / dual carriageway section in 2027, with the proposed improvements (compared to without the proposed improvements)

Construction

During construction of the scheme, we would strive to keep impacts to local communities and road users to a minimum.

Should we receive planning permission to build the scheme, we would prepare a Traffic Management Plan and a Construction Environmental Management Plan. These plans would explain how we would seek to minimise disruption during the construction period and detail the practical measures we would put in place to manage and lessen the temporary impacts of construction; for example, by mitigating construction noise, controlling dust and managing waste.

We would coordinate our works with other road or large construction schemes in the local area to minimise overall disruption.

More information will be provided on the construction phase of the project after the planning application is submitted.

Next steps

We are planning to submit a planning application for the scheme later this year. All feedback will be considered throughout the next phase of detailed design of the project.

How to get involved

We are seeking feedback on the current proposals to ensure they meet the needs of the community. Whether you live in, work in, or travel through the area, your feedback is important in helping to shape the A12 MRN Improvements and ensuring they benefit the communities served by the route.

The consultation period will run for six weeks from **Wednesday 18 September until 11.59pm on Tuesday 29 October**

There are a number of ways to get involved and provide feedback.

Submit your feedback online:

Fill out the online questionnaire at:

www.suffolk.gov.uk/A12MRN

Attend one of our drop-in events to find out more information:

Date	Location	Time
Thursday 26 September	Woodbridge Community Hall, Station Rd, Woodbridge, IP12 4AU	5:30pm – 8:30pm
Saturday 28 September	Martlesham Community Hall, Felixstowe Rd, Martlesham, IP12 4PB	2:00pm – 5:00pm
Tuesday 1 October	Shire Hall, Market Hill, Woodbridge, IP12 4LP	4:00pm – 7:00pm

Register for our online event:

Register for our online event:
Tuesday 8 October, 6:30pm – 7:30pm
To register please visit:

www.suffolk.gov.uk/A12MRN

GET IN TOUCH

If you'd like to get in touch with the project team, please reach out via one of the channels below:

A12MRN@suffolk.gov.uk

0345 606 6171

ALTERNATIVE FORMATS:

If you require any of the material in an alternative format or language, please email: **A12MRN@suffolk.gov.uk** or call **0345 606 6171**

You can also request a paper questionnaire by contacting us, or by collecting one at a drop in event. Paper questionnaires and written responses can be returned to:

A12 MRN Scheme
Endeavour House
8 Russell Rd, Ipswich
Suffolk, IP1 2BX


Suffolk
County Council