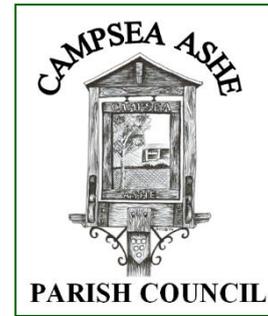


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**Campsea Ashe Parish Council's response to**  
Sizewell C – Consultation on Proposed changes  
18<sup>th</sup> December 2020

## **Introduction**

Campsea Ashe PC would like to express their disappointment in another 'consultation', which is bringing up proposals that parish and town councils have commented on in prior consultations, yet were not acted upon by EDF. We also agree with the widely expressed notion, that consultation should only be done upon proposals that have a certainty of being actually deliverable.

Campsea Ashe preferred a marine & rail led strategy in Stage 3&4 consultations as the East Suffolk Line would have gained improved infrastructure allowing the running of day time freight trains in addition to passenger transport and importantly also leaving a beneficial environmentally sound legacy. The integrated approach with up to five night time freight trains presented in the DCO increased the concerns of Campsea Ashe residents, as it is located close along the East Suffolk Line. The present consultation exacerbates those concerns, as more night time freight movement is proposed.

Campsea Ashe PC however strongly supports the maximum feasible beach landing (enhanced & temporary) facilities proposed.

## **Freight Management Issues**

Although welcoming the attempt to reduce HGV movements by increasing rail and marine freight movements, Campsea Ashe PC does not envisage any beneficial impacts of the proposed changes on living standards of our residents. **In particular the increased night time rail movements would be detrimental and the estimated reduction in HGV movements is unlikely to significantly reduce vehicular movement on the eastern stretch of the B1078 (partly due to movements from/towards the Southern P&R).**

Campsea Ashe PC also remains gravely concerned, that traffic issues arising from the anticipated volume of cars, LGV's & HGV's will overwhelm the A12 in the Woodbridge/Melton and Hacheston/Marlesford areas, resulting in increased rat-running on an inadequate and at times already dangerously stretched rural network of roads and lanes.

The B1078 through Campsea Ashe and eastwards to Tunstall/Snape has several pinch points in and around Campsea Ashe, creating hazardous conditions even for cars passing. The anticipated increase of traffic, not just at times of A12 congestion, will make this road even more hazardous and subject Campsea Ashe residents not just to intolerable high levels of pollution. This route is used as a diversion if there are closures on the A12 between the junction with the B1078 and the junction with the A1094, **but the route will be incapable of coping with such level of diverted HGV traffic.**

The positioning of the southern P&R in Hacheston/Wickham Market will only exacerbate the situation.

These new proposals would not have any impact on reducing traffic during the first two years, before new roads and Park & Rides would be completed. During these "early years" 600 trucks per day, plus those for other Energy Projects, and all other Sizewell C traffic would use the current A12 and B1122. Sizewell C would still generate up to 12,000 extra vehicle journeys/day, massively increasing traffic on the A12, surrounding roads and making rat runs more likely. The A12 & A14 are already problematic; the Orwell Bridge, EDF's Freight management facility and new roundabouts will all increase the risk of delays.

## **Rail Issues**

The Consultation proposes further train movements with the view that the negative impacts were previously overestimated and the incidences of noise pollution and vibration would not be increased beyond previous estimates. **With ca 70 homes within 150m of the railway line, any night freight movement will affect over half of the population of the village through noise and vibration, resulting most certainly in sleep disturbance.** The parameters provided for any mitigation are open to question. As such with limited mitigation proposals offered, Campsea Ashe PC cannot agree to such a proposal.

The information provided in the consultation does not provide sufficient detail and is difficult to understand for e.g., the choice of relevant values for significant observed adverse effect level (SOAEL) for noise disturbance and Vibration Dose Values (VDVs) for vibration required for mitigation.

There is also uncertainty of what can be achieved via mitigation. Proposals for engineering mitigation (continuous rail lines, quieter engines, speed) requires third party delivery. Noise bafflement mitigation (double/triple glazing and improved ventilation, fencing) may have a limited impact on the very few properties qualifying under the present measurements.

Mitigation measures must include continued monitoring, measuring and subsequent mitigation during the build period.

It is vital that assessments of real time noise and vibration impacts are used not just predictions before the process. Such measurements, although still open to differing

interpretations over impact, would be more accurate in identifying those properties affected adversely (and how badly).

Another mitigation to reduce sleep disturbance that could be used is to concentrate the rail movements at particular times at night by banning movements between certain hours.

## **Beach Landing Facility**

**Campsea Ashe supports in principle the maximum possible use (Option 4 & the improved BLF) of sea-based deliveries via the Beach Landing Facilities.**

We are in full support of maximising marine deliveries, as we are fully aware of the inadequacies of the local road & rail network, which currently is incapable of sufficiently cope with the associated increased level of demand.

However, CA PC lacks the expertise to evaluate whether the proposal in itself is an environmentally (marine ecology & shore erosion impact) sound proposition and therefore would leave comment to independent stakeholders with the knowledge and expertise to comment.

## **Southern Park & Ride**

Campsea Ashe is pleased yet perplexed that proposals from earlier consultations, such as the Northern Bund have been reinstated. However, serious concerns raised in previous consultations have not been addressed.

**Campsea Ashe PC remains deeply concerned about the location of the site, both in terms of traffic impacts and actual topography.**

The site is the most elevated in the area and the impact this will have on homes (area up to Campsea Ashe), is not conclusively addressed. Especially the issue of the still unspecified lighting design on the site and the destruction of dark skies, which has equally not been quantified.

Traffic impact on the area (as further outlined under Freight Management Issues), especially from 'rat-running' as well as unspecified amounts of sub-contractors in the area, will be considerable yet remain unquantified.

Geo fencing as a high-tech alternative for controlling traffic in the area should be applied, as should specific signage - a low-tech simple solution - around the A12 to discourage 'rat-running' on the B1078 (eastwards), which equally has not been addressed.

## **Summary**

Whilst the increased BLF facilities would create an improvement on overall HGV movements, Campsea Ashe PC does not regard the improvement to be sufficient enough to erase our grave concerns about the project's impact on our region. CAPC are concerned in particular of the adverse impact of increased night time rail freight movements.

There is still no detail about traffic impact of the local supply chains, especially the significant threat of Base/Bentwaters Industrial Parks becoming an active part in the works for the Energy Projects (Sizewell & Scottish Renewables). This again will put

pressure on an already inadequate local road infrastructure, affecting not only Campsea Ashe, but Tunstall and Snape, as vehicles leave/access the A12 using the B1078 and other minor roads.

**The cumulative impact of other major projects proposed and in progress in the region are not sufficiently taken into account**, with major traffic issues going to affect the Martlesham/Woodbridge/Melton and Wickham Market/Marlesford area and hence increasing pressures on already strained infrastructure.

The impact of Martlesham Adastral Park, Friston Substation as well as all the off-site construction works of the SizewellC project are still not addressed and hence CA PC feels that SizewellC is too big a project for this rural area. The lasting and mainly irreversible negative impact on a rural/coastal environment and its AONB's with its important recreational and tourism related industry, outweigh the temporary positive effects it might produce.

Campsea Ashe PC

December 18<sup>th</sup> 2020