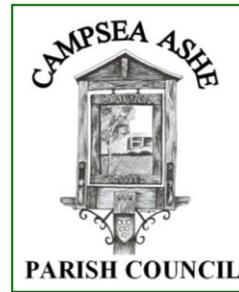


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Re IP20026372 – Final Written Submission
Sizewell C
Deadline 10 – 12/10/2021

Campsea Ashe PC has, where possible, attended Issue Specific Hearings to lodge their concerns regarding multiple aspects of the proposed Sizewell C project and the impacts those have on our community.

We are not convinced these have been responded to or mitigated in a manner that would alleviate those concerns.

I Traffic Issues A12 / B1078 / B1069 / A1152

CA PC continues to believe that the area between the A14/A12 to Yoxford has insufficient infrastructure (road) capacity to support such a huge project. We remain highly concerned about further increased traffic impacts on the village, caused by the Sizewell C project, but exacerbated by the cumulative impact of various other larger projects currently considered. Those concerns remain unresolved, as the EDF planning and consultation process has not engaged or mitigated several of our specific concerns raised. We remain doubtful about the general traffic modelling undertaken by EDF and have noted with surprise (during the IS hearings), that our area in particular (A12 and surrounding roads) have not had the benefit of detailed traffic modelling.

Many of the A12 side roads are unsuitable for the anticipated increase of volumes linked directly and indirectly to Sizewell C.

The B1078 between Lower Hacheston and Tunstall / Snape is severely limited in several key areas, prohibiting vehicles from passing safely and making it actually impossible for HGV / car passing each other. The SR&P location at Lower Hacheston/Wickham Market will put additional pressures on our local road infrastructure.

We anticipate a strong increase of vehicles and HGV traffic using the side roads including the B1078 as a short cut to/from Snape, Aldeburgh & Leiston. Whilst signage for Sizewell deliveries will control that aspect of traffic volumes, all non-direct SZWC linked traffic, including unregulated sub-contractors and not necessarily HGV's, will increasingly use the minor local road network to avoid the congested A12 corridor.

The further increase of volume on the already congested Melton cross roads (A1152 – Wilford Bridge) will cause more local drivers to use alternative routes to/from Rendlesham Bentwaters via Campsea Ashe, resulting in many more vehicles using unsuitable roads/lanes such as Ivy Lodge Road as a short cut.

Campsea Ashe PC, together with multiple neighbouring PC's are seriously concerned about increase of commercial activity (potentially linked to SZC and Friston) at Bentwaters, with clearly no adequate infrastructure to support those resulting additional HGV / Van / vehicle movements. The issue of volumes & capacity is at 'peak' times, and linked predominantly to agricultural distribution traffic, is already acute on the B1078 and A1152/B1069 and is already regularly exceeding official limits set for the site. Sizewell and Friston related projects will undoubtedly add traffic volumes to the site.

CA PC does not feel that those (cumulative) issues are adequately addressed, especially the traffic related impacts in the Eyke – Tunstall – Campsea Ashe Area

II LOCATION SOUTHERN PARK & RIDE

The location of the SP&R is on the most elevated point in the area and hence will have a major visual impact onto the area.

The location will also result in more traffic having to funnel through the Woodbridge area, which will have limited capacity to deal satisfactorily with the additional volumes and add to 'alternative routes' being increasingly used. (as mentioned above)

Campsea Ashe is part of a group of parishes who commissioned a Landscape Review, with Marlesford, Hacheston and Wickham Market Town & Parish Councils also having raised serious concerns regarding the traffic and landscaping issues.

We especially remain concerned about details in the proposal such as lighting and planting that will impact on our village. Again, we do not regard the zoning/impact classifications linked to the SP&R as realistic.

The impact of traffic on Wickham Market remains a concern and, even though mitigation measures have been through a consultation process with EDF, the difficulties in finding a realistic workable solution - in our opinion - underscores the unsuitability of the location of the SP&R.

III East Suffolk Line (ESL) Issues

CA PC did welcome in the initially proposed increase of train movements on the ESL, as it recognised the huge impact of relying on road-based HGV deliveries would have on the A12 corridor, and with that an increase in traffic volumes on the surrounding villages. However, that positive appraisal was linked to the ESL being appropriately developed to accommodate that level of movements during day time.

Over 70% of the housing in Campsea Ashe is located within 10 – 200 yards of the line, another 20% within 500 yards.

CA PC remains concerned about the impacts on residents of increased night time train movements. Pollution, vibration and noise levels generated by night trains have been identified by residents as being unacceptable, especially those living within 200 yards along the line. As CA is located in a rural quiet environment, with no specific underlying noise generation, the noise generated by night trains do become highly perceptible and will strongly impact on the quality of live for 70% of our residents and moderately for 20% of our residents.

Although EDF/SZC has assured that mitigation measures will reduce impact, we are not convinced the proposed measures will actually decrease impact to a level that would be acceptable. Again, we do not regard the zoning/impact classifications as realistic in our rural quiet environment.

IV Summary

Campsea Ashe PC concludes that the disadvantages of the project on local communities outweigh the few tangible benefits this project might bring to the area, most likely creating irrevocable damage to our fragile rural environment.

Campsea Ashe PC therefore remains unconvinced that the creation of two nuclear reactors in one of the country's ecologically most vulnerable areas is the right location for such proposal.

Ed Berger
Chairman
Campsea Ashe PC
21st October 2021