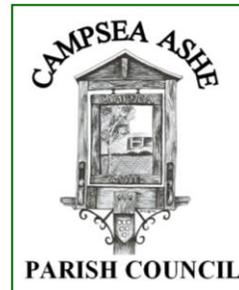


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Re – Local Impact Report,
Cumulative Impacts of Energy Projects, A12 / East Suffolk Line

Campsea Ashe Parish Council would like to make following comments;

I A12 and B1078 (and B1069 / A1152) Issues

CA PC is very concerned about further increased traffic impacts on the village, caused by the various larger projects currently considered. That includes Sizewell and Friston (SPR EAO1&2)) but also larger residential developments in the Rendlesham area.

1. We anticipate a strong increase of vehicles and HGV traffic using the B1078 as a short cut to / from Friston and Leiston based projects. The B1078 is a designated diversion route in case of closure of the A12 (which is likely to be used during the proposed construction work of the southern P&R and two village by-pass). In addition, it is anticipated that many drivers – not necessarily HGVs – will increasingly use those routes to avoid a congested A12.
2. As has already happened over the past 4 years (and predominantly linked to Melton congestion), we will see a further increase of local drivers to use minor roads to avoid the widely anticipated congestion issues on the A12, especially during work on the A12 by-pass. 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 Bentwaters via Campsea Ashe, resulting in many more vehicles using unsuitable roads/lanes such as Ivy Lodge Road and Marlesford Road as a short cut. Ivy Lodge Road, for example, regularly has near collision incidents.
3. We do not regard the local road network, capable of safely accommodating such traffic levels – even (at times) at current levels. The B1078 between Lower Hacheston and Tunstall has several 90 degree bends which already are causing regular incidents of near collisions and damage to vehicles, as the regular occurrence of broken wing mirrors as well as continuously damaged kerb sides attest. Additionally, the insufficient width of the B1078 in three key areas prohibits vehicles from passing safely, making it actually impossible for HGV / car passing each other without stopping and leaving the road to allow safe space for a passing manoeuvre.

4. As ESC (&SCC) are aware, 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.

CA PC does not feel that those cumulative issues are currently adequately addressed by any of the currently planned projects. Campsea Ashe has repeatedly highlighted those issues, yet has never received an s106 or Planning application related assistance with mitigation measures to make the local roads safer from the traffic impacts of developments. The PC for example had to raise £6000 on a TRO to manage volumes of vehicles, which emanated from the Bentwaters / Rendlesham developments.

II East Suffolk Line (ESL) Issues

CA PC did welcome in the early consultation process an 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 on the surrounding villages.

However, that positive appraisal was linked to the ESL being appropriately developed to accommodate the increased level of movements during day time. We understand, that the timeframe for that to be able happen has now passed. The most recent development to reduce road usage involves substantial increases in night-time rail freight to SZC. As a result CA PC are increasingly concerned for residents living adjacent to the ESL.

- 1 Over 70% of the housing in Campsea Ashe is located within 10 – 200 yards of the line, another 20% within 500 yards.
- 2 During the prolonged consultation process, CA PC has had comments from residents re potentially increased night time train movements. 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 life for 70% of our residents and moderately for 20% of our residents. Although EDF/SZC has assured that mitigation measure will reduce impact, we are not convinced the proposed measures will actually decrease impact to a level that would be acceptable.
- 3 Vibration caused by the train movements will impact approximately 20% of the homes in CA, which are located close to the line.
- 4 Pollution linked to the diesel engines of those train will equally have a negative impact on those residents.

We do not believe that the EDF & Scottish Power Renewables have presented acceptable solutions for our residents with regards to the proposed transport strategies. The long-term impact of these projects will seriously diminish the quality of life of our residents.

Yours sincerely
Richard Fernley
Chairman
Campsea Ashe PC

