

Sizewell C Stage 4 Town and Parish event 26 July 2019

Question	In relation to your town and parish, what do you think of the transport strategies now being presented: rail-led, integrated, road-led?
Sub question:	What is your town/parish opinion in relation to partial removal of the Sizewell Link Road post-construction?

Town / Parish / District / County	Table 1
Blythburgh Parish Council	More concerned about North – link road is positive as encourages people to stay on the A12. When you put infrastructure in there will be benefit to communities/tourism as well. Don't see why you would take the road away. What are the implications for highways?
Westleton Parish Council	Similar to road proposal for SZB but that did not happen. Not happy with move away from Marine and Rail towards Road. Can see benefit in link road to those villages – traffic calming.
Hacheston Parish Council	Why not upgrade A1122?
Blythburgh Parish Council	Key issue in those villages will be fly parking – huge issue for those communities. What can be done to mitigate for those villages?
Westleton Parish Council	If you don't put traffic calming on B1122, people will join there instead of going down to link road – risk of accidents.
Hacheston Parish Council	Tourists would prefer to go through villages (history).
Pettistree Parish Council	Odd to build a large road for Sizewell C traffic then destroy it.
Campsea Ashe Parish Council	Legacy of unintended consequences for keeping link road.
Westleton Parish Council	Take pressure off villages.
Hacheston Parish Council	Keeping road might lead to developments you don't want.
	Table 2
Clopton Parish Council	Being schooled for the answers not here, the intergrated option, not very integrated only 5 trains. Making use of the trains.
Darsham Parish Council	Loads of comments at stage 3, about the roads, but comments ignored and proposals not good enough. Transport strategy for A12 and SZC is not good enough when combined with all the traffic going to Sizewell.
Great Glemham Parish Council	Need to stop using the A12 for local traffic, need highway from London to Lowestoft, problem of rat running turning right, feel sorry for EDF Energy as being told to build a power plant in not a good place, there is bad infrastructure,

	<p>there in no investment in the A12, as its not fit for purposes. Look at the A14 and the M6 by having investment get the correct mitigation. The A12 and all these big projects need help from central government, if its uneconomically to get cargo from sea, if unattainable, someone somewhere has to make a decision, the rail option, would take too long to get made.</p> <p>Basic issue A12 is a bigger issue than SCC / ESC or JLAG someone needs to take ownership.</p> <p>From Seven Hills to Woodland at rush hour can take ages.</p>
Darsham Parish Council	<p>Darsham has a Park & Ride that stretch of the A12 there is single carriageway. Traffic will back up so will have a knock on effect on pollution, noise, air and light. Will create rat runs and fly parking .What ever the option will not change a thing for Darsham.</p>
Farnham with Stratford St Andrew Parish Council.	<p>When the A12 was handed back from Department of Transport back to Suffolk County Council, the road needed bypassing way before (like 30-40 years ago). The 2 Village by pass option is not good enough. Southwold brewery and traffic from Lowestoft is of top urgency, major improvements needed on A12, not just Sizewell C traffic.</p>
Farnham with Stratford St Andrew Parish Council.	<p>Even without Sizewell C A12 needs improvement and will not cope. The more we can get on the rail the less will be on the roads so sharing the load, Less HGV's on the road the better the quality of the life for all.</p>
Darsham Parish Council	<p>Correct will reduce load, but even with rail a quarter freight will still be HGV's which will go through Yoxford.</p> <p>Will not be able to park.</p>
Great Glemham Parish Council	<p>The intergrated option is a fudge to get away with doing the road by stealth, allow them to drift to the road option, remember at the start Stage 1 we wanted more information on marine but that's been dropped now. We should reject the Integrated Strategy as it would enable EDF Energy simply to adopt the road strategy by the back door.</p>
Farnham with Stratford St Andrew Parish Council.	<p>Do not believe the porpoises are great enough issue to dismiss the Marine Option from Stage 3.</p>
Darsham Parish Council	<p>The Sizewell link road, view on that being taken away.</p> <p>Basically a single track any breakdown will block it any way and then there will be back onto the A12.</p>
Darsham Parish Council	<p>D2 would be better.</p>
Great Glemham Parish Council	<p>It seems pointless to build the link road.</p>
Darsham Parish Council	<ul style="list-style-type: none"> • Traffic will still come round Yoxford A12 will be one big car park. • B1120, B144 both feed from west to the east to the A12.
	Table 3
	Rail Led Option
East Suffolk Councillor	<p>Green route has to be in place before starts – houses 2m from track – test run recently with two engines and it was very noisy.</p>
Leiston-cum-Sizewell Town Council	<p>Issues around the noise and levels.</p>
East Suffolk	<p>Any rail between 7am – 7pm & not outside.</p>

Councillor	
Leiston-cum-Sizewell Town Council	Leiston end of Kings Georges Avenue, reconfigure to allow longer trains – need to look at the reconfigure of this and the entrance coming in a different place.
Suffolk County Councillor	One of the options is the branch into Big Field.
Leiston-cum-Sizewell Town Council	<ul style="list-style-type: none"> Entrance onto King Georges Ave – not clear on this impact. Green route – removes the noise issues in Leiston. Asked for a dual line from Woodbridge to Saxmundham – have supported rail-led as a town council, however the impact of the trains into Leiston are a concern.
	Any potentially not moving at night? Not disturbing sleep.
Leiston-cum-Sizewell Town Council	Trains were going to be parked up outside Sax overnight but are now going to carry on through Leiston which is unacceptable.
Suffolk County Councillor	Three options for Big Field – which are the ones we would like to see?
Leiston-cum-Sizewell Town Council	Longer trains for the five movements & saves crossing Kings George Avenue.
	Overall all that Option 3 was the preferred options.
	Integrated Option
Leiston-cum-Sizewell Town Council	Rail led but without the rail.
Suffolk County Councillor	Feeling is that risk avoidance and saying that they are not doing the rail led as Network Rail are too hard to control/manage and not given any environmental impacts of the rail. So choosing on the wrong factors.
Facilitator	Seems that they may not have engaged as fully as possible with Network Rail.
Leiston-cum-Sizewell Town Council	Lot of money and lot of work to do to engage with Network Rail.
Suffolk County Councillor	See why they are avoiding the risk with network rail given the issues.
	Road – Led Option
Leiston-cum-Sizewell Town Council	<ul style="list-style-type: none"> More environmental kick back on road led. Road coming off the A12 into site is the ideal. Partial removal is very odd thing to remove. Farmers looking at this as they can get their land back.
Facilitator	Would it be a major impact if it wasn't there? Impacts on outages moving forward.
Leiston-cum-Sizewell Town Council	Needs to remain and keep.
Suffolk County Councillor	Better to improve the road currently rather than another road in parallel.
East Suffolk Councillor	Main concerns around Park & Ride – most people coming from one way, come through Leiston and town centre will be grid locked with Park & Ride and shuttle buses. How are they going to control the traffic? Through cross street.
Leiston-cum-Sizewell Town Council	Not detail on any of this and asked on Stage 2 & Stage 3.

Council	
Leiston-cum-Sizewell Town Council	Have included in the EIA & continued to ask EDF Energy on this. However no detail at moment and likely be included into the DCO which is too late.
East Suffolk Councillor	Every way there has not enough detail on any of the option.
Aldeburgh Town Council	Seems to be accelerating the speed of consultations? Why is this? Are they bullying & push through?
Facilitator	Yes – on a timetable – any to deliver the project, they need to work in tandem with Hinkley to make it cost effective.
East Suffolk Councillor	Is there the rolling stock for the rail led options?
	Table 4
Levington Parish Council	The best option for SZC which would be the marine option has been rejected by EDF Energy, the next best option would be the upgraded rail capability, (East Suffolk infrastructure will need upgrading to support more trains) but this has been pushed down the ranks and this only leaves the road-led option. Concerns with the road led option causing extra traffic, noise and air borne pollution.
Melton Parish Council	Table agree with this observation, EDF Energy will have more control over the road-led option. Railways can't be relied upon in this country; we will get there in the end using roads.
Melton Parish Council	Trains will be long and we have concerns regarding the major intersection in Melton with an additional 16 trains a day, if you include lorries there is going to be a huge influx of traffic to and from the peninsula. Trains will be running through heavy populated areas and right through towns and villages which will increase the noise volume significantly and individuals living here are going to suffer.
Levington Parish Council	Mitigation for property implement for rail noise.
Melton Parish Council	EDF Energy did not seem to take on board many of the points raised by tables in Phase 3 consultation, this consultation could again be a waste of time. Actions need to be taken forward to ensure EDF Energy do take these points on board.
Snape Parish Council	We'd like a significant response to Stage 3 before moving onto Phase 4. Once construction has finished best option would be to remove the relief road.
Not attributed	<ul style="list-style-type: none"> • The Integrated Strategy is a retro step if there is no improvements planned with so many unmanned level crossings in active use, the safety of users can only be further compromised. • The increase of rail traffic at Melton Level crossing can only increase the level of congestion in the area unless improvements are made to the level crossing.
	Table 5
Middleton-cum-	Level crossings – 33 upgrades and closures – are they an improvement for the

Fordley Parish Council	people who use them? Still a concern about the loss of level crossings.
Nacton - Clarified that this was their view without prejudice to the Council's.	Makes no difference the Integrated Strategy, as you still have a Freight Management Facility – would always prefer Rail Led as it removes the need for FMF.
Orford - Clarified that this was her view without prejudice to the Council's.	If there are strong objections then that is a position. In the absence of evidenced marine option – lack of understanding of why no marine option. Whichever option will produce environmental impacts. Difficult to not prefer a Rail-Led option. A12 is a nightmare.
Nacton Clarified that this was their view without prejudice to the Council's.	Nacton agrees with above point.
Middleton cum Fordley Parish Council	<ul style="list-style-type: none"> • Think the SLR is daft – should build Route D – and it should be a legacy road. All options are terrible. Takes traffic away (not 15%). Severs all our little roads. SLR would have same issues as B1122 with intersecting junctions. Don't give up the D2. All the options are rubbish. • Change to LGV and car movements? Those must be questionable – now 8,500. Removal of the SLR afterwards would be disgrace. Scar across the landscape. Don't support this link road, but to take it out would be ludicrous. Very regrettable choice of route. Should look at alternatives to provide legacy. • EDF Energy wants us to turn down the link road so that they will do nothing (to save money).
	Table 6
Saxmundham Parish Council	All three will impact Saxmundham to a major extent
Wickham Market Parish Council	Getting HGVs off the road is extremely important; hence support at Stage 3, info at Stage 4 won't change this position. Integrated is better than road led which is not as good as the rail led.
Saxmundham Parish Council	Saxmundham agree with integrated strategy but rail option will impact Saxmundham at night. Will be interesting to see outputs of noise assessment. Parts of track are single track, with limited passing places, concerned about impacts on commuter services if there are delays.
Suffolk County Councillor	Worst option is road option, any other option and the mitigation that comes with it could only be a good thing although still not good. Evidence on marine led needs to be provided. EDF Energy has shown a lack of willingness to present this information. Road network can barely deal with things at the moment.
Wickham Market Parish Council	<ul style="list-style-type: none"> • Network Rail need to be involved heavily in the process to enable upgrades to the East Suffolk line, with pressure from government on Network Rail to complete these upgrades in time. • if they do move to road led they need to focus heavily on public

	transport with official smaller park and rides rather than two single large park and ride sites.
Suffolk County Councillor	Stage 4 needs to look from Orwell Bridge to the first straight bit at Wickham Market which already has problems. Mitigation required.
Saxmundham Parish Council	Local plan site, access route will be via A12, combination of this with A12 will be 'hell on earth'. ESC need to look at Local Plan in terms of HGV traffic.
Suffolk County Councillor	Gravity modelling is thin and needs to be evidenced. EDF Energy need to provide more detail on whichever option it is they want to progress.
Saxmundham Parish Council	Details required regarding what HGVs do in the event of road closures etc.
	Table 6 – sub-question
Saxmundham Parish Council	No comment.
Wickham Market Parish Council	Any road left in situ would facilitate future development.
Rendlesham Parish Council	SZC generates 900 permanent jobs, 3 power stations with outage requirements, 3 months at least each, every 18 months. Therefore 9 months' worth of outage work every 18months. This is for a workforce that is used to moving around. If they can get 50% of their work in one place they'll move there. Strong case to keep relief road.
	Table 7
Theberton and Eastbridge	<ul style="list-style-type: none"> • Plus possibly extending the hours of the HGV's- with rail it will be at night could be 15 hours plus – EDF Energy seem to be revealing the scale of the problem. Seems as though rail led strategy is not deliverable and road led is a fudge. • When will people in Theberton and Saxmundham sleep? • Each train takes 50 Lorries off the road- that has to be the way forward.
Suffolk County councillor and Felixstowe Town Council	The real work is being done in 2 long weekends at Christmas and Easter so rail can be dealt with promptly with less impact?
Trimley St Martin Parish Council	Felt that people had a significant impact from weekend working in the work that happened there [dualling line].
Facilitator	Innocence Farm or Seven Hills- freight parks will be in the road led and hybrid options Trimley.
Trimley St Martin Parish Council	Prefer the rail led strategy. Environmentally wholly unattractive if Innocence Farm is developed.
	Detailed information about a jetty?
	Table 7 – sub-question
Theberton and Eastbridge	To build something and rip it up seems very unsustainable – would prefer D2. None of the farmers are keen to lose their land and they would probably prefer to have it back. Income losses would need to be offset. None of the residents of Theberton want to be sandwiched between 2 roads. So firstly they don't want it but then if it has to be there would it be to a lesser standard if it's removable-

	perhaps it's just a private road not public? Need more time to talk to Theberton residents. Local people are distraught.
Trimley St Martin Parish Council	<ul style="list-style-type: none"> • Road-led and integrated solution make the establishment of the freight distribution facility at Innocence Farm and Seven Hills all the more likely to occur. • Trinity College want Innocence Farm to be brought into the equation-catastrophic effects on traffic in and out of Felixstowe. • Traffic leaving the facility has to go up and back – trombone effect. • Possibility of a road bridge over A14? If Innocence Farm was the one local people had to have- then a bridge would be needed before the Innocence Farm site could be used. Bridge is in the Local Plan.
	Table 8
Ufford Parish Council	The integrated strategy is pleasing that we don't effect the costings but why does integrated only go to 5 trains? It hasn't gone far enough from the road led opportunity.
Yoxford Parish Council	EDF Energy not happy to do any improvements in terms of numbers of trains and sidings and they see the rail strategy as high risk. The integrated strategy makes more sense for the road and rail taking extra loading. It's too big the wrong place and the detail is flawed at Government level. Integrated rail gives some of the road mitigation.
Yoxford Parish Council	Yoxford point of view we have to have a link road in the right place that needs to be left afterwards. All traffic along B1122 is not acceptable. Justify the numbers for the A1120. It will end up being a cut through from Stowmarket and affect every village along the way. EDF Energy have not thought enough about the impacts of the traffic! They say about 400 movements a day for cars and small vans each way.
Wrentham Parish Council	Wrentham has not formulated a particular view. Overall impacts of the HGV traffic the additional workers and the cumulative effects is a concern.
Ufford Parish Council	The tourists do not come to Suffolk for traffic jams they want to see the countryside.
Yoxford Parish Council	<ul style="list-style-type: none"> • Accumulative affect is just too much. • Integrated option doesn't go far enough. • Need D2 link road and rail strategy. Not sure the current relief road is the right place?
	Table 9
Woodbridge Town Council	<ul style="list-style-type: none"> • Fear that road led strategy will increase pinch points on A12 around Woodbridge, particularly with other developments planned/known. Other energy projects, residential developments, Ipswich Northern Relief road etc. • Cumulative impact of road schemes, need to address one scheme at a time. Needs to be a strategic approach. SCC is trying push ahead with its own road schemes whilst also trying to deal with SZC, need to be taken one at a time.
Aldringham Parish Council	Road system isn't capable of taking one planned scheme, let alone all known schemes. Mitigation delivery is needed upfront.
Woodbridge	Significant concern over how much use of park and rides there will actually be.

Town Council	Particularly if there is going to be a park and ride at LEEIE. How can use of north and south park and rides be enforced?
Woodbridge Town Council and Aldringham Parish Council	Residents will suffer as soon as works start, so there must be incentive/mechanism to ensure park and rides are used. Must be policed – no fly parking!
Aldringham Parish Council And AONB	Road led approach opens up likelihood of more housing development which will then create further issues.
	Table 9 – sub-question
Aldringham Parish Council	Depends what people in the area want. Difficult to tell without knowing how it will work and be maintained in long term.
Woodbridge Town Council and Aldringham Parish Council	Long term maintenance needs to be secured for life of development.
Woodbridge Town Council	<ul style="list-style-type: none"> • Future transport policies will change. More roads generate more cars to fill them which will be a negative. • What is the potential for a new station at Leiston? Could be part of SZC scheme?