

-David Mackie

Sea Link Issue Specific Hearing- Traffic- Inspector invited me to put my point into writing.

1. I am an Aldeburgh resident and spoke in a private capacity unrelated to roles from which I am retired.
2. All traffic in and out of the town (except that from Thorpe Road where the landfall is proposed) has to go through Aldeburgh roundabout which the Applicant identifies as *S-RJ11: A1094/B1122 Leiston Road/Church Farm Road roundabout* in [EN020026-000239-6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.pdf](#). The Applicant proposes to use the roundabout for HGV routes to Accesses 5 and 6 and to the landfall within the town. [8.9 EA1N Outline Construction Traffic Management Plan](#)
3. As the A1094 reaches the roundabout and its four exits, there is a pedestrian crossing as people, particularly children, from the town's less affluent roads cross to reach the Primary School, Community Centre, Hospital, playground and open spaces, Library and, immediately opposite, Tesco and the Coop. The road also has to be crossed to reach the town Surgery.
4. The Applicant does not disclose to the Inquiry that the Scottish Power Decision (which the town considered greatly underestimated the dangers) found that its scheme alone, before any Sea Link vehicle might arrive *'will have adverse transport and traffic impacts during construction, particularly during transport of AIL and in respect of HGV on the A1094 and at Aldeburgh,'*¹.
5. Despite transport and traffic impacts thus being 'adverse' at the outset, the Applicant concludes that some severance risks are High(p51)but others are Negligible(p53), Negligible and Low(p54) [EN020026-000239-6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.pdf](#) - see Table 7.18 onwards. This measurement of 'severance' becomes at Table 36 (p80) an assessment of likely affects in terms of Magnitude and Significance by which every single factor becomes 'Negligible'. I suggest that 'Adverse'

¹ Full quote *the Proposed Development will have adverse transport and traffic impacts during construction, particularly during transport of AIL and in respect of HGV on the A1094 and at Aldeburgh, but that provided that robust and effective controls are in operation, these adverse impacts are capable of being satisfactorily managed and minimised; however, these impacts will nevertheless cause harm, albeit temporary, and are therefore of medium significance and negative weight in the planning balance.* [EN010078-010060-EA2 Recommendation Report Vol1 Ch1-17.pdf](#)

before Sea Link cannot become 'Negligible' with the arrival of their HGVs. This cannot be right and implies that assessment of other sites may be unreliable.

6. **Nature and quality of traffic.** I lack the Inspectors' expertise in evaluating the detail of the Applicant's traffic assessment but this appears to overlook the importance of emergency traffic. Aldeburgh's IP15 postcode has one of the most elderly permanent populations in the UK (Ons census). In the summer there are 15,000 of all ages in town. Aldeburgh Hospital does not take emergencies; the nearest A and E hospital is 24 miles away in Ipswich and the A094 is needed to reach it. (The average distance from home to a hospital for emergency care is 5.4 miles according to the Nuffield Trust website.) If the application were granted, how would the public be protected?

David Mackie 14 /11/25

PS I have deleted online references from Para 6, given your guidance but will be happy to provide them.