

We attach our Written Representation for Deadline 1A.

Our oral presentation prepared for OFH3 we referred to the Suffolk County Council ('SCC') Major Road Network Improvement ('MNRI') project and that it would be submitted for planning approval on 14th November 2025. We understand the project was submitted on 15th November 2025 with detailed supporting documents, but the application and documents are not currently published on the SCC Planning Portal. We seek agreement from Examiners that we may submit an additional written submission once that application is published.

Interested Party No [REDACTED]
Written Representation No 1
Transcript of Oral Presentation at OFH 3 6 November 2025

My name is Robin Sanders. I'm representing Woodbridge Town Council. Woodbridge is a market town principally east of the A12, supporting a wider community both east and west of the A12. There are two large secondary schools and four primary schools, attended by a substantial number of pupils living west of the A12. Our local concerns are with regard to traffic, safety and the local economy, but we are also concerned about other communities and environmental impact close to the project site.

Woodbridge received an A12 bypass in 1933 due to its highly constrained narrow streets. The A12 remains the only principal road route from the A14 to access East Suffolk. Whilst that road was built in 1933 it has only been improved locally, the biggest one being in 1985 when part of Martlesham bypass widened it. In the intervening 40 years less significant improvements have occurred at two roundabouts, the B1079 and the A1152. The single carriageway A12 between Seckford Hall Road and the B1079 roundabout remain, the latter constrained by development.

The B1079 roundabout is operating beyond capacity at peak times and increasing outside those times. Long queues develop back onto the A12 Martlesham Bypass and onto the northern part of the A12 Woodbridge bypass. All the entry legs onto the B1079 roundabout and the A12 exit south are affected. This has become markedly worse. We see traffic and A12 traffic queues southbound are now blocking the B1079 roundabout regularly.

Suffolk County Council has been developing the £63 million A12 major road network improvement (MRNI) scheme, but this is yet to be submitted for planning but that is planned for this coming Friday, the 14th of November.

Determination of that planning application will be around mid-March 2026 at the earliest. The current programme is for the works to commence in January 2027, with completion rather optimistically. programmed for December 2027. These dates assume

- no delay in the planning determination
- approval, and
- on tendering for the works the tendered sum comes within the available sum that Suffolk County Council have.

We acknowledge if this scheme proceeds to completion, there will be an improvement, but there remain considerable concerns, based on the details we saw at the consultation in 2024, that the B1079 junction will remain at or beyond capacity at peak when taking into account the projected Sizewell C, E1 and E2 traffic.

The addition of further traffic from Sealink, Lionlink and various other approved schemes were not catered for in the traffic predictions.

Interested Party No [REDACTED]
Written Representation No 1
Transcript of Oral Presentation at OFH 3 6 November 2025

Approval of Sealink will cause A12 to have even more traffic on this route, and unless traffic is restricted to very early hours and late in the evenings.

The Sealink applicant in its published documents, has not made any assessment or evaluation of the impact of traffic and roads between the A14 and the A12 at Farnham. Despite the above, it purely states in its AS-008 document that the completed scheme “would increase the capacity of the highway network to accommodate construction traffic.”

Further, the applicant makes no statement on mitigation or management of traffic during, and or after, the A12 MRNI construction if it occurs, or during its own construction if it doesn't.

Woodbridge greatest concern that if there is no A12 improvement, but equally, if the A12 improvement does occur when we'll have at least one year of roadworks on the A12.

In mid-November 2023, we experienced the impact of such roadworks. We had emergency gasworks on the edge of the A12 on its single carriageway section narrowing the carriageway. Large volumes of vehicles entered the town. Chaos reigned. The town was gridlocked. We cannot sustain that for a year.

There are strong desires in Woodbridge and in the surrounding area that the Sealink applicant acts in a responsible way, and in some ways, like Sizewell C.

- restrict HGV to solely the use of the A12,
- Provide bus transport for workers from Ipswich or the Martlesham Park and Ride,
- encourage use of public transport, and additionally
- positively discourage or preferably ban LGVs and staff cars using the A1152 and the B roads that lead up to Snape through Tunstall. These vehicles will also go through Woodbridge on the B1 438.

Woodbridge is also concerned about the safety of the main site access of the A12 at the B1121 junction, due to the short slip road and poor sightlines, but also because we are concerned that major works at the adjacent Benhall rail bridge will impact railway train services from Woodbridge. This is a busy line.

Finally, but importantly, there is concern about the environmental impact of crossing the river Fromus. That is a particularly fine example of a shallow Suffolk valley of high environmental and landscape quality that cannot be replicated.

We seek that Sealink puts in sensible, reasonable and appropriate mitigation.