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[REDACTED]  
Spatial Planning Manager  
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Sarah Holmes  
Lead Member of the Examining Authority  
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27 November 2025

Via E-Mail to:

[SouthEastAngliaLink@planninginspectorate.gov.uk](mailto:SouthEastAngliaLink@planninginspectorate.gov.uk)

Dear Ms Holmes,

## **SOUTH EAST ANGLIA LINK (SEA LINK) PROJECT (EN020026) – DEADLINE 2 SUBMISSION**

As raised at the Preliminary Meeting, National Highways' review of the Transport Assessment (6.3.2.7.A ES Appendix 2.7.A Transport Assessment Note, document APP-122) highlighted an issue of concern to National Highways.

As the statutory highway authority for the Strategic Road Network, National Highways has a legal responsibility for its safe and efficient operation. The junction between the A14 and the A12 to the East of Ipswich is part of the SRN and is on the route identified by the Applicant for construction traffic. Although not located in close proximity to the site, the Applicant forecasts a significant increase in vehicles using the interchange to access the construction site for the development.

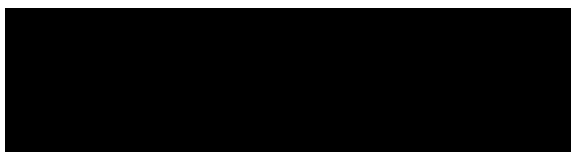
Table 7.3 Forecast Peak Daily Construction Vehicle Movements at the Seven Hills Interchange shows a forecast increase of 102 vehicular movements between 07.00 and 08.00, and of 101 vehicular movements between 18.00 and 19.00. National Highways would normally require a junction to be modelled where there is a forecast increase of at least 30 vehicles during the peak hour.

The Applicant concludes in paragraph 7.3.9 that the Seven Hills Interchange does not need to be modelled as the large increases in traffic are expected to fall outside the peak hours (08.00-09.00 and 17.00-18.00). Further, the TA notes (in paragraph 7.3.11) that, “since the trips on the SRN are less than on the LRN and as the effects on the LRN are shown to be not significant there will be no significant impacts on the SRN”.

Notwithstanding these points, National Highways seeks further, evidenced assurance from the Applicant that the SRN in this location will not be adversely impacted by construction traffic arising from the development. The interchange is already congested and an increase in movements of approximately 100 vehicles, even in the peak shoulders, could be material. The Applicant is also asked to consider the cumulative impact at the junction, with other planned developments in this location and the proposals for a significant highway improvement of the A12, which would include amendments to the junction, and could be built to a similar timescale as the development. The A12 scheme is being promoted by Suffolk County Council and is currently at the consultation stage of a planning application.

National Highways is keen to engage with the Applicant and its transport consultants to resolve the matter as soon as is practicable.

Yours sincerely,



Spatial Planning Manager (East)