

Middleton-cum-Fordley Parish Council
Sizewell C Q & A Session
Wednesday 12 November 2025

Questions

- 1 What percentage of your mitigation has been local? **100% as allocated to areas that host construction sites and impacted communities.**
- 2 Are you going to clear up the derelict road signs? **We have a specialist team who are out daily looking at road signs, maintaining, and legally compliant. This includes ensuring road signs are clean and cleared when not in use.**
- 3 Before SZC started, a SZC representative stated at a Middleton Parish Council Meeting that all SZC traffic would travel on the A14, A12 and B1122 roads only and if they deviated from these predesignated routes they would no longer work for SZC, as all vehicles would be fitted with trackers. Is this still the case? I have seen 3 Silverton vehicles and a T J FEW vehicle working for SZC travelling along the B1069 from Knodishall to the A1094 and again on 22/9 a T J FEW vehicle was travelling along the B1120 in Peasenhall. On 30/9 in the morning a T J FEW vehicle was traveling along the B1069 from Knodishall to the A1094 and in the afternoon 3 OVENDEN vehicles were travelling towards Woodbridge at Rendlesham. We know they work for SZC as these vehicles are constantly going to the SZC site, and we had never seen them in this part of Suffolk before SZC started. **Yes, all HGVs and vehicles over 3.5 tonnes are tracked. Vehicles mentioned above are Scottish Power Renewables, this is part of their designated route to Friston.**
- 4 SZC is adamant it is going to reposition the B1122/B1125 junction and extend the B1125 to the new Relief Road with a Link Road at great expense and will increase traffic, a rat-run through Middleton village, so my question is why has Westleton had variable speed cameras installed and Middleton has not? In my opinion the B1125 from the B1122 junction, should be 30mph all the way to the north side of Westleton which could be done by repositioning the variable speed camera south of Westleton to this junction. **The SZC DCO includes a permanent reduction of the speed to 40mph on the B1125. We continue to work with Suffolk County Council and the police to review speeding restrictions.**

The 90-degree bend on the B1125 just after you enter Middleton from the B1122 is dangerous as speeding motorists cut this corner so they don't have to slow down, so with the increase in traffic the chances of an accident will only increase. I have also been overtaken opposite Middleton Garage which is dangerous due to the blind exit from Tosier Chocolate Factory. At the SZC meeting on 8 October it was suggested that Middleton residents should monitor the B1125 through the village using a handheld speed camera and reporting speeding vehicles to the Police, this is not the answer to the increase of traffic due to SZC building this new Link Road, this is just pushing SZC responsibility on to Middleton Parish Council. I understand the residents of Theberton want the new Link Road installed to stop speeding vehicles travelling through their village, but this Link Road will only increase traffic a rat-run through Middleton, Westleton and on to Blythburgh. Recently the speed limit on the B1125 has

been reduced from 60mph to 50mph on this narrow winding rural road, I normally drive at 35mph, and I could get up to 40mph near Westleton, but then its 30mph with average speed cameras. From the junction of the B1122/B1125 to the north side of Westleton should all be 30mph and perhaps this could persuade drivers that the A12 is a better option. **Traffic monitoring data being reviewed via Transport Review Group and will be presented during the next forums along with forecasts on how roads would operate if the B1125 is not linked to the Sizewell Link Road.** In advance of the forums we have attached forecasts which includes outlines of how we are working to mitigate use of the B1125 including blocking access at Blythburgh.

Could someone explain why is it quicker to drive on rural narrow winding country roads through four villages from Leiston on the B1122 and B1125 to Blythburgh than it is to drive through one village (Theberton) on the B1122 to Yoxford and a wide mainly straight A12 road to Blythburgh? Perhaps it has something to do with all the speed reductions on the A12, as most of this stretch is 40mph and 30mph whereas the B1125 is now 50mph and 60mph, with only 2 small sections of 30mph.

The speed restrictions on the B1122 have been applied as this is the proscribed route for HGV and Sizewell C buses.

Could someone explain what is the use of the new Link Road? Yes, the Link Road ties the B1125 to the new Relief Road, but all I have to do now is turn left from the B1125 and travel on the B1122 toward Leiston or turn right through Middleton Moor to Yoxford, the time difference will between traveling on either the B1122 only or the Link Road and Relief Road will only save one or two minutes, so why build it? **Following 10 years of consultation, community feedback B1122 could not cope with SJC traffic, the Sizewell Link Road is in effect, a bypass for Middleton and Theberton and Eastbridge and provides a direct link from the A12 to Leiston and Sizewell. Please refer to the latest traffic forecast report attached.**

- 5 I have just read the latest Sizewell Community Newsletter that SJC are slapping themselves on their backs for investing in ultra reliable full fibre broadband for residents and businesses in Leiston, Aldeburgh, Saxmundham and Halesworth. But I ask what about the villages that have to put up with the constant daily disruptions and devastation caused by SJC like East Bridge, Middleton, Yoxford, Darsham, Wickham Market? Why haven't they been given ultra reliable full fibre broadband? I admit Leiston is at the coal face, so to speak, of the SJC project and deserves investment, but Aldeburgh, Saxmundham and Halesworth are not affected by the SJC project. **BT has responsibility for this, we continue to put pressure on the providers to roll out an improved network.**
- 6 Please share with us your plans for landscaping around the SLR. **We will be outlining the landscaping of the Associated Development sites at the Community Forum on 19th March**
- 7 Before the SJC DCO was submitted to the Inspectorate, we were promised in the soften up meetings arranged in our village hall, that the standards of behaviour of all staff working for SJC would be held to the highest order. That would include all delivery staff too. In that case can you explain why your staff

see fit to use the layby and the entrance to our land as a public toilet? The OS reference for this entrance is 416674. Along the A12, SZC has appended notices to laybys stating NO SZC vehicles to park in these stopping areas. No similar advantage has been conferred upon stopping places along the B1122. I am not happy to entertain your staff using our land for toilet relief. On further enquiry it seems your lorry drivers are indirectly encouraged to use facilities off the SZC construction site. Indeed, they are forbidden to get out of their lorries whilst onsite. It would be very easy to construct a small rest site just inside the area off Lovers Lane so that drivers could obey the call of nature without seriously offending local residents, who already have to put up with the mess that SZC has brought to the area. In the mornings, a local 14yr old girl has to wait for her school bus adjacent to this field entrance. Is it right that she has sight of the disgusting behaviour of your SZC staff? The best solution would be to block off the whole layby with your water filled rectangular cones. I understand that the layby on the west side of Theberton B1122 is now regularly used by SZC workers as a WC stop. This needs to change too! **We are working on setting up temporary facilities at the Park and Rides in Darsham, Wickham Market and at our Temporary Construction Area which will be operational shortly, this will give space for HGV drivers to have TACO breaks away from the road network.**

***HGV TACO (Tachograph) regulations require drivers to adhere to strict rules regarding breaks and driving hours to ensure safety and compliance.**

- 8 In the early days of public consultation we were told that all delivery and construction staff vehicles would bear a blue badge at the rear, so that any misbehaviour by drivers could be identified and reported. At a recent count of your vehicles coming away from the SZC site, less than 50% of heavy lorries carried these blue badges. Can you explain why you have not bothered to keep this promise? Surely badge identification should be a condition of entry to the SZC site. A promise is a promise! Promises by a company such as SZC funded by the taxpayer should not be broken as if they are pie crusts – easily broken when convenient. We think a blue badge should be appended to the front of vehicles. Having nearly being put into a ditch by one of your lorries travelling well over the white line, I would have stood some chance of identifying the miscreant if a front worn badge was apparent. Try reading a rear facing blue badge in the mirrors of your car! **Blue badges are applied to Light Good Vehicles and SZC 4x4. Yellow signs are situated in front of HGVs once leaving FMF. The Sizewell C operations team are reviewing signage on our vehicles and will update the future transport forums.**
- 9 I think plans should now be submitted to the PC regarding landscaping and restoration after the SLR has been completed. To make up for the ill feeling caused by SLR construction, local residents should be invited to join a committee set up by SZC to plan these important topics. Residents should also be invited to comment upon tree choice and siting. Some residents would be pleased to join in with the planting of trees and their future care. A repetition of the A14 tree disaster caused by the neglect of the constructors is not wanted here. Is all this agreeable to SZC? **We have a team of ecologists who will be overseeing the landscaping of all associated developments, which will include native Suffolk flora. Over the coming months, we will be sharing landscaping strategies for all sites and will happily consider community participation. We will be outlining the landscaping of the Associated Development sites at the Community Forum on 19th March.**

10 The only conclusion we can logically reach as locals is that - despite all original promises to the contrary - the B1125 is expected to be used from the north as an alternative to Sizewell C traffic remaining on the A12 until the Yoxford SLR turning. What other reason can there be for the improvements to the B1387 (I will not countenance that this is simply for the ease of traffic travelling on to Walberswick) and the southern extension onto the SLR?

Whatever the reasons, the turning onto the B1125 at the northern end is being closed to protect Blythburgh and the extension onto the SLR is, we have been advised, to protect Theberton from traffic otherwise turning left onto the B1122 at its southern end.

Please refer to attached forecasts and decision the recent comprehensive review.

My question is: Given all the above, why then, are Middleton and indeed Westleton not being afforded the same care?

Please refer to attached forecasts and decision the recent comprehensive review. The adjustments to the B1125 will benefit all communities along the road and whilst ensuring that accessibility is maintained.

11 If the new link road is designed to take Szc traffic off existing local roads, what is the purpose of directly linking it to the B1125. This will increase traffic on the B1125, thus partially defeating the object of the relief road, and make it increasingly difficult to turn right from Rectory Road onto the B1125.

Please refer to attached forecasts and decision the recent comprehensive review.

12 I'm not a young person who might potentially benefit from a much-vaunted job at Sizewell, nor am I a local builder, landlord or landowner (prepared to sell) who stand to make substantial income from the Sizewell C project. All I get is major inconvenience in my daily life every time I leave Middleton. Heavy traffic, diversions and delays, seeing the local roads used as rat-runs for Szc workers and witnessing the ruination of the once-quiet countryside, is the distressing backdrop to my life now. This is all being imposed on me against my will. Why does Ed Milliband's promise of cheaper electricity for people affected by pylons not apply to people like me who will have to endure far more? The 'community support' offered by Szc is an insulting sop to try to keep us quiet, from people who either do not understand or do not care about the 'impact' they are having on our lives. **Your comments have been noted.**

13 I have previously raised the point that, unless drivers of vehicles connected to their work at Sizewell are identified in some way, how do we know where the increase in traffic on our local lanes stems from? Sizewell lorries really don't need a sticker as they are easily identifiable but the recent increase in private vehicles driving at speed around our villages needs to be analysed in order to devise ways of controlling their routes. This should apply to anyone with Szc connections, not just long-term contractors. As they are obviously proud of their new project I cannot see why they would resist. Perhaps a sticker in a different colour for these vehicles? **HGVs will display a sign in the front of the cabs once leaving the FMF to site. LGVs have the blue plaque at the back of their vehicles. Private vehicles will not be identified as workers for Szc. We promote the**

designated route to reach their allocated parking area. We have traffic monitoring in place on the B1125 in which the most recent data has been shared. We will continue to gather data and report back to the community.

I have many other questions, complaints and observations but thought I would stick to these two points at present.

- 14 Why have 50 mile an hour signs been put up above "narrow road" plus and "bend" signs? Isn't this encouraging drivers to travel at 50 miles an hour when it should, in my opinion, be 30 miles per hour. Haven't SJC ruined enough of our countryside without encouraging dangerous driving as well? **Comments have been noted. The signage is erected to advise of speeding limits for that road.**
- 15 The exit of traffic onto the B1122 from Mill Street and in particular when turning right was supposed to be covered with safety warning signs which were supposed to have been in place by now. Why has there been a delay AND can an accurate time frame be given as to when this will be in place and fully operational. **These signs are now in place, the delay was due to a supply chain issue regarding supply and demand.**
- 16 The removal of mature trees, historic enclosure hedges and vegetation is supposed to be replaced with new plantings albeit in different locations. When is this to be done and more importantly what programme is being put in place to ensure that all the plantings survive? The project at Hinckley has shown that 90% of their new planting has died due to non-maintenanceis our project likely to achieve the same percentage rates as this tick box exercise and what steps are being taken here to ensure 100% or as near as is possible survival rate. **There is a planting and maintenance strategy, with a commitment to replacing those that do not establish and a five-year maintenance plan to ensure success.**
- 17 I am not a resident of Middleton Westleton or Theberton but am asking who decided that a link from B1125 to the Sizewell Link Rd was a benefit to these villages. I myself who travels through Theberton to Westleton regularly would not agree that it would be of benefit. The link road is a sad necessity but the B1122 and B1125 should remain separated from the Link Rd in order to maintain some sort of normality to the area.

Changes are enormous enough as it is and the residents should be allowed to put it to the vote whether they indeed want this. I feel they do not. I certainly do not.
Comments have been noted.
- 18 Leiston Road Lovers Lane Layout

The following (below) was said to me by a neighbour, and we can confirm that we saw a number of elderly drivers totally confused by the change in road layout. One elderly driver went down the wrong side of the road in an attempt to turn around. What made this worse was the SJC Orange worker who was on the roadside ignored the gentleman's request for assistance in direction.

We have continually reviewed the temporary road arrangement whilst the level crossing train lines are constructed and adjusted as appropriately and ensuring

the road network is legally compliant. The B1122 (Abbey Road) configuration will be returned to normal from 19 January.

*Why was the road at Leiston made so difficult to follow? We went wrong the first time we came to it and ended up going down Lovers Lane. There were no clear signs, and the turn was not obvious to get to Leiston. It seems the same everywhere that signs don't make sense!" **Signage has been installed to advise of the new temporary road layout. The B1122 (Abbey Road) configuration will be returned to normal from 19 January**

19 Blocked Roads

The following came from a resident who was trying to return home and was blocked by a worker.

"Every time there is a road closure, but access is permitted for us who live down the road we've had to argue with the people because they don't want to let us go through even though we live here. There seem to be some right jobsworths!" Our teams are there to help assist with access requirements. **We have shared with the project leads and requested that help is given as and when any future closures happen.**

20 Drainage ponds

Just why are there so many drainage ponds being dug around the SLR? We have sandy soil here. In some places I've seen four drainage ponds marked around points on the SLR which seems excessive in places that have never flooded. **The Attenuation ponds to assist with drainage and to reduce the risk of flooding.**

(Said to me by a long standing resident living alongside the B1125.)

21 B1125 / SLR extension

"What is the point of putting an extension on the end of the B1125 to join the SLR when all it's going to do is encourage and increase the traffic down this road from Blythburgh so as to avoid the A12? I'm told it's about traffic numbers but I've lived here for 30 years and know B workers use this road early morning and early evening to and from B. Now we've seen the increase as it is when there is an outage at B but these are either those white trucks with the blue sticker or private cars with orange suited occupants. Sizewell said at the consultation meetings that no traffic would use these roads, and it turns out they are!" **To clarify, this was regarding HGVs and buses that do not use the B1125. The B1125 is an important connectivity road in the East Suffolk region. Please see attached traffic forecasts report for B1125.**

(Said to me at the Community Forum.)

22 Lay-by urinal

If the lorry drivers have to abuse the lay-bys as toilets it must mean that SZC are not providing them toilet and washing facilities which is a basic right. Why has this not been done? **We are working on setting up temporary facilities at the Park and Rides in Darsham, Wickham Market and at our Temporary Construction Area which will be operational shortly, this will give space for HGV drivers to have TACO breaks away from the road network.**

23 Eastbridge Road sapling removal

Ten years ago, SZC planted up the field alongside Eastbridge Road with saplings so as to shield the accommodation blocks from houses along this stretch of the B1122. Those maturing saplings have all been removed! A seemingly pointless exercise in mitigation.

A section of trees and shrubs along Eastbridge Road, originally planted about 10 years ago to screen our Temporary Construction Area, was removed in error.

We take our environmental responsibilities extremely seriously and share the community's disappointment that this occurred.

Our team is now developing a plan to replant similar-sized trees and shrubs over the winter to offset lost growth. These will be carefully monitored and maintained for years to come to ensure they thrive.

24 In response to Councillor Thorpe's question at the recent Community Forum about the replacement tree planting, SZC staff stated that they would be planting *"at the right time of year which means there is no need for a watering plan"* for the newly planted saplings. I find it hard to believe that is advice given by any nursery or supplier of trees - it does not require expert horticultural knowledge to appreciate that saplings need several years monitoring before they have established decent root systems and can be 'left to their own devices'....nor do I believe SZC can predict weather behaviour patterns that might ensure sufficient regular rainfall meaning no top ups are necessary for new plantings to thrive.

Could you please reconsider this simplistic view of after-care for new tree plantings and ensure there is a sensible budget in place to cover suitable maintenance so that we actually get to see a landscape return? Aside from being a complete waste of time and money, I personally don't feel swathes of dead saplings offer anything better than the completely barren landscape we currently have to live with following the removal of so many mature trees in this area. **Team of ecologist leading on the planting and landscaping strategy includes a five year maintenance commitment**

25 Obviously I am hoping that by the time of this meeting there will have been progress with regard to discussions & analysis about the B1125 proposed extension to the SLR - but just in case there has not - can we have an update of where things stand at this particular moment?

- Who do you envisage will be the beneficiaries of the proposed extension?
- What is being looked at for more traffic calming measures through Middleton - will we be able to have an enforced 30mph speed limit to improve safety here as you have done elsewhere?
- Will you look at other options too and if so what are they?
- What other measures are you looking at for deterring traffic at the northern end of the B1125 to stop traffic still rat-running down here after the Blythburgh end is shut off?

Please tell us something to demonstrate that you are listening to local communities and willing to act when necessary to ensure our safety.

Please refer to attached forecasts and decision the recent comprehensive review.

26 The plan to join the B1125 to the SLR appears to value connectivity over the safety, given the projected increase in users and current speed limits which include stretches of 50mph on this narrow, winding B road.

Who is intended to benefit from the additional connectivity given there are joining points very nearby?

Can SCC highways explain how they support this encouragement of increased users on safety grounds?

Please refer to attached forecasts and decision the recent comprehensive review.

Statements

Without getting into the trees (which we fully support) we see the key issue still one of protecting Middleton as in Westleton. For that we also need average speed cameras. This has in our opinion been made worse as we are between the restricted speed B1122 and of Westleton - so we are relief to "frustrated" drivers and that adds to the concerns. (We have many commuters to Sizewell that adds to current and future traffic volumes).

We are also very concerned that any attempt to increase speed between present B1122 and the Sharp corner as you enter Middleton - will add to the existing issues with safety at that corner. (Many don't go that way even today due lack of visibility and cutting at speed). Looking at the length of road between the B1122 and the Middleton 30 limit it is only today less than a quarter of a mile. We believe it all should be 30 mph from the B1122 for the safety of the B1125 when reaching Middleton and that any average speed cameras should cover that section as well.

Like others have expressed at recent meetings with SZC we also believe it would be wrong to extend the B1125 to the New Link Road - as that would increase traffic on the B1125 and greatly add to the safety issues expressed above. If the B1125 is extended - then the need for an extension of the 30mph limit covered by cameras becomes even more of an issue.

Age Demographic

Sizewell need to take into consideration the age demographic in this part of East Suffolk. Those of us over the age of 80 will not see the completion of C nor will we see the land brought back to how it was before the start.

It's not just the site itself but the outlying areas such as Friday Street and the Relief Road and what was the turn off at Yoxford. So the feeling of depression only becomes worse as the build continues and the land we have lived with for so many years is removed from us. Sizewell have made us feel powerless to prevent the destruction that seems overkill and thus our depression deepens.

I live on the B1125, at the Gables, next to Middleton Garage. In common with others living along this road, I feel strongly that traffic is increasing to an unacceptable level, particularly at morning and evening rush-hours. Linking our road to the SLR will increase it still further and turn our road into a rat-run for traffic from the north.

Not making the link to the SLR will put a stop to this.

Traffic will then follow the roads designed to cope with it, namely the A12 and the SLR.

This simple step will save Blythburgh, Westleton and us in Middleton from the dangers and inconvenience of an increase in traffic.