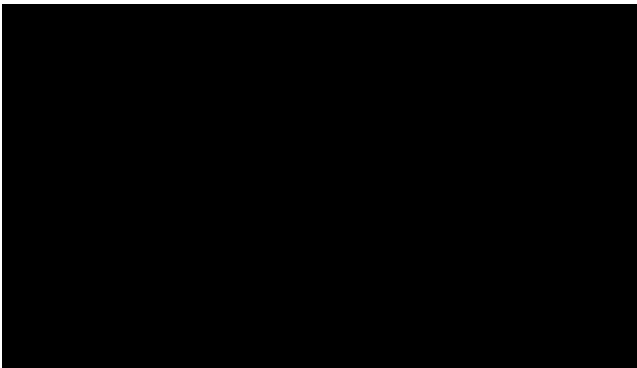


From: [REDACTED]
To: [SizewellC](#)
Subject: FW: Deadline 1 Marlesford PC (and others) Comments on Applicant's Draft ASI
Date: 12 May 2021 14:16:28
Attachments: [Review of Southern Park and Ride Landscape Issues FINAL 2021-03-03.pdf](#)
[DEADLINE 1 Marlesford Response to EDF Proposed Site Visits.pdf](#)

Dear Sirs,

I omitted to put our IP no on my e mail below. The Marlesford PC IP no is 20025903.

Richard Cooper



From: Richard Cooper
Sent: 12 May 2021 12:52
To: SizewellC <sizewellc@planninginspectorate.gov.uk>

[REDACTED]

Subject: Deadline 1 Marlesford PC (and others) Comments on Applicant's Draft ASI

Dear Sirs,

We ask that a Councillor from both Little Glemham and Marlesford attend when the ExA make their visits to these two villages.

We also ask that a Councillor from Marlesford is in attendance when the ExA make their visit to the proposed Southern Park and Ride site.

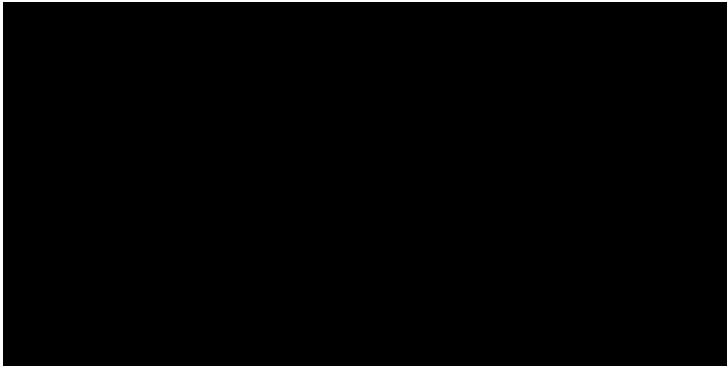
Attached to this e mail you will find the Marlesford Parish Council comments on EDF's proposed itinerary for the ExA ASIs. Please note that the views of Hacheston, Campsea Ashe and Little Glemham Parish Councils are also represented in this submission.

Also attached is a review of landscape issues relating to the Southern Park and Ride and this document should be read in conjunction with our comments on the Southern Park and Ride ASI.

Please advise if you need any further information.

Kind Regards,

Richard Cooper



From: Richard Cooper

Sent: 12 May 2021 12:32

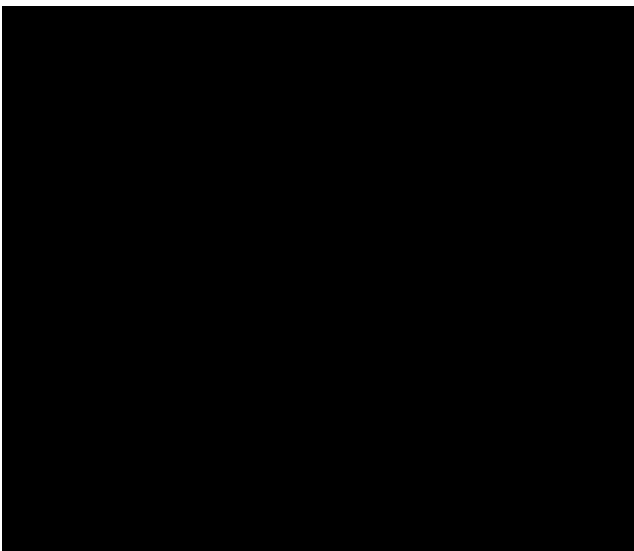
To: SizewellC <sizewellc@planninginspectorate.gov.uk>

Subject: Attendance at Issue Specific Hearings IP 20026620 IP 20025903

Dear Sirs,

I confirm that I will wish to speak at some of the Issue Specific Hearings, both as the representative for Marlesford Parish Council (IP 20025903) and on my own behalf (IP 20026620).

Kind Regards,



DEADLINE 1 SUBMISSION BY MARLESFORD PARISH COUNCIL (With comments on behalf of Little Glemham, Hacheston and Campsea Ashe Parish Councils)

Comments on Draft Itinerary for the Accompanied Site Visit

Based on Tables 2.3 and 3.1 in Applicant's Proposed Itinerary.

LOCATION	APPLICANT POINTS OF INTEREST	MARLESFORD AND LITTLE GLEMHAM PARISH COUNCIL COMMENTS AND PROPOSALS
Table 2.3		
Two Village Bypass		
	<ul style="list-style-type: none"> Meeting point at Riverside Centre, Stratford St Andrew (TVB MP) View of A12 current operation. 	<p>Marlesford and Little Glemham support the principle of Applicant's proposed bypassing of Stratford St Andrew and Farnham on the basis that it will divert traffic (and resulting air pollution) away from the two villages and will overcome the bottleneck of the "Farnham bends". However, we are unable to agree with Applicant's proposed alignment for the Two Village Bypass (TVB) and we support the proposals by Farnham with Stratford St Andrew Parish Council, Farnham Environment Residents & Neighbours (FERN) and others for a more easterly alignment for the TVB. This is for two principal reasons which we hope the ExA will be able to appreciate when they look at the current alignment of the A12 and Applicant's proposals:</p> <ul style="list-style-type: none"> The current proposed alignment causes harm to the greatest number of residents of Farnham with Stratford St Andrew – see additional comments below. The current alignment almost certainly precludes the future connection to a bypass of Little Glemham and Marlesford – see additional comments below. If such a bypass were considered in the future, even if technically feasible, we believe that the alignment proposed by Applicant for the TVB would rule out an extension on the basis of cost. <p>We ask the ExA as they view the location, to consider (whilst acknowledging that a Four Village Bypass (FVB) is not part of Applicant's proposals) the advantages of delivering a FVB as part of the SZC proposals as a solution to the traffic issues faced by Little Glemham and Marlesford.</p> <p>We ask the ExA to note the incompatibility of the TVB route with a FVB.</p>
	Two Village Bypass Walkover	

<p>- Pick up at Riverside Centre, Stratford St Andrew (TVB MP), drive through villages and all exit bus at Friday Street Farm (TVB1).</p> <p>- Walk route North to South:</p> <ul style="list-style-type: none"> o Friday Street Farm (TVB1) (via access track if permission granted, towards Mollett's Farm connecting to E-137/029/0). o Mollett's Farm (TVB2) (then connect back to E-243/006/0, passing Palant's Grove and Foxburrow Wood). o Foxburrow Wood and parts of Palant's Grove (TVB3) (along south of Foxburrow Wood, connect to E-243/003/0 towards Farnham Hall). o Farnham Hall and surrounding properties (TVB4) (connecting to access road, south of Farnham at the Old Vicarage). o The Old Vicarage (TVB5) (turn south past Nuttery Belt to Pond Barn). o Nuttery Belt (TVB6), travelling back towards Nuttery Belt, taking RoW E-243/001/0 on the west side of Nuttery Belt, then: <ul style="list-style-type: none"> ▪ Option 1 (requires landowner permission to use 	<p>We draw the ExA's attention to the Relevant Representation of Farnham with Stratford St Andrew Parish Council in which the Council says, "We are wholly dissatisfied with APPLICANT's intransigence in continuing to single-mindedly pursue a bypass route to the west of Foxburrow Wood, to the exclusion of a more easterly alignment which has the support of our residents, this parish council, our County Councillor and others".</p> <p>We strongly urge the ExA to consider a route to the east of Foxburrow Wood as this would not only divert the TVB route further from the Farnham Hall and Old Vicarage residential cluster, but it would also facilitate a better alignment for a Four Village Bypass.</p> <p>We refer the ExA to the comments made by FERN in their response to Draft Itinerary for the Accompanied Site Visit in relation to the cluster of properties in the Farnham Hall area. Contrary to the impression created by APPLICANT in their application when they refer to Farnham Hall, it in fact comprises eleven dwellings.</p> <p>We ask the ExA to particularly note the acute angle at which the TVB swings westward at Nuttery Belt in order to join the A12 close to Parkgate Farm. This southern 1/3 of the TVB will make connection to a bypass of Little Glemham and Marlesford highly problematic, if not impossible.</p>
--	---

	<p>accommodation access track): continue until reaching access track which connects to Park Gate Farm and Tinker Brook, if permitted by landowner (TVB7). This route will cross over the River Alde to the north of where two village bypass would cross the river.</p> <ul style="list-style-type: none"> ▪ Option 2: walk back to the road towards the Old Vicarage for pick up, either at Old Vicarage or to Farnham, view St Mary's parish church in Farnham, and drive to Park Gate Farm. o Park Gate Farm (via Tinker Brook) (TVB8), noting junction with A12 and proposed location of the roundabout. 	<p>The traffic in summer along the A12 through all four villages can become highly congested. The solution of adding two roundabouts to the route of the A12 (Parkgate Farm and Friday Street) will, we believe, add further to that congestion and we ask the EXA when they view traffic at this point and at Friday Street to consider this potential congestion.</p>
Southern Park and Ride	<ul style="list-style-type: none"> - On the drive to southern park and ride, stop over at Glemham Hall. - Note Little Glemham and Marlesford on the A12. 	<p>We would ask that a Councillor from both Little Glemham and Marlesford accompany the ExA when they visit the two villages.</p> <p>We hope that the ExA do more than simply "note" Little Glemham and Marlesford as they drive through on the A12. We would suggest to the ExA that they take the time to stop in the two villages and properly observe the current levels of traffic (as they will already have done in Stratford St Andrew – which is more likely to be bypassed). We particularly draw the ExA's attention to the difficulties for pedestrian's crossing the A12 in both villages and for vehicles turning right from unimproved junctions, private dwellings and businesses. The ExA should note the current lack of adequate footpaths on some parts of the A12's route through the two villages</p>

		<p>and the absence of safe crossing places. The ExA should note the generally unimproved nature of the A12 as it passes through the two villages and we hope this underlines to them the urgent need to deliver a FVB, the need for which was first identified in the late 1980s and was approved in 1995 before funding was withdrawn in 1996 due to government spending cuts.</p> <p>When looking at the minor roads that access the A12 in the two villages, we ask the ExA to consider the implications for “rat running” by drivers wanting to find alternative routes when the A12 itself becomes congested.</p>
	<p>LVIA viewpoints (landscaping) – refer to ES Volume 4, Figure 6.4 [APP-392].</p>	<p>We would ask that a Councillor from Marlesford accompany the ExA when they visit the Southern Park and Ride.</p> <p>Marlesford Parish Council maintains its objection to the Southern Park and Ride (SP&R) in its proposed location on the basis that it will be a major intrusion into an otherwise rural landscape. Its prominent position on a ridge between the two Special Landscape Areas of the Rivers Ore and Deben makes the proposed site particularly inappropriate.</p> <p>We welcome the fact that the ExA will be visiting the SP&R site and would ask them to consider the points made below.</p> <p>Marlesford, Hacheston, Campsea Ashe and Wickham Market will all contend that LVIA viewpoints have been omitted from the Applicant’s LVIA for the Southern Park and Ride (SP&R). In order that the ExA can take these omitted viewpoints into account we list them below by parish (Wickham Market will be making their own representation and including omitted viewpoints that relate to Wickham).</p> <p>A review of landscape and visual aspects of Applicant’s DCO application (as it relates to the Southern Park and Ride) was commissioned jointly by all four villages. The review (carried out by The Landscape Partnership) will be attached with this representation in order that the ExA can more fully consider the omissions referred to below and other perceived deficiencies in the landscape plans for the SP&R.</p> <p>All map references below are from OS Explorer Sheet 212.</p>

		<ul style="list-style-type: none"> • Campsea Ashe - Brick Kiln Cottages 323 566 From public footpath Hacheston 7, which commences on Station Road adjacent to Brick Kiln Cottages, views across agricultural land are available into the body of the site. In addition to this viewpoint, it is believed that between 25-30 properties on the north side of Mill Lane in Campsea Ashe will be able to see the SP&R site – particularly at night. We ask the ExA to consider the view from these properties towards the SP&R. • Hacheston - The Rookery and nearby properties 311 581 From localised windows in properties in the vicinity of The Rookery and the B1116, views are available up the valley side into the western part of the site. • Marlesford - Marlesford Hall 323 586 From most points within Marlesford Park, the site is screened by intervening vegetation and/or the roll of the topography. However, looking back towards the park from the bridleway on the western edge of the site, there is a clear line of sight to the Grade II* listed Marlesford Hall on the opposite valley side and orientated so that its principal elevation fronts the direction of the site. It is likely, that at least the upper portions of the site, at the top of the opposite valley side, are a component of views from the Hall. • Public footpath Marlesford 1 321 585 From public footpath Marlesford 1, which rises up the valley side to the west of Marlesford Park, the eastern edge of the site would be visible, although the footprint of the site would be hidden by the roll of topography. Such viewpoint would be experienced from a similar elevation and aspect to Marlesford Hall. <p>The Applicant has consistently stressed its desire to leave behind legacy landscape features once the SP&R is removed. We will pursue this matter further both with Applicant, East Suffolk Council, Suffolk County Council and in Issue Specific Hearings. However, we ask that the ExA particularly look at boundary hedges and screening and how the approach to the proposed SP&R could be more effectively screened on the approach to it on the A12 (north bound) slip-road.</p> <p>As the ExA will be aware, the SP&R will be lit at night. In particular, we draw the ExA's attention to paras 2.5.14 – 2.5.17 in the Landscape Partnership's review where the impacts of lighting are considered. We ask that the ExA make a night-time visit to the SP&R and surrounding villages in order to witness the dark skies enjoyed by them and to consider the likely impact of SP&R lighting on dark skies.</p>
	Drive through Wickham Market, note B1078 junction, as well as	The villages surrounding Wickham Market use the village as a service centre for a range of important facilities including doctors' surgery, pharmacy, dentist, and supermarket. All users of these facilities currently experience

	parking between Border Cot Lane and River Deben bridge noting street.	congestion, not only on the B1078 between Border Cot Lane and the River Deben bridge, but also on the approaches to the village centre. We will leave our neighbours in Wickham Market to comment in more detail, but we urge the ExA to very closely observe the current congestion on the B1078 <u>and</u> B1438 between Border Cot Lane and the village centre.
	Drive through/visit Lower Hacheston (before getting back on to A12).	Our neighbours in Campsea Ashe have grave concerns about the capacity of the B1078 heading east from the A12 junction. The road passes through Lower Hacheston, Campsea Ashe and thence on to Tunstall and Snape. We would ask the ExA to look particularly at the nature of this road and its capacity in the event of congestion on, or closure of the A12 as the B1078/B1069 is a designated relief road and at least six points along the route through Campsea Ashe and Tunstall, there is insufficient width to allow the passing of two HGVs. We would urge the ExA to make a site visit to the B1069 between Tunstall and Snape and consider its suitability as a designated relief road if cross-country traffic increases as a result of the SZC build.
Table 3.1		
East Suffolk Line	Campsea Ashe	During their visit to Campsea Ashe to view the East Suffolk Line in the village, our fellow Campsea Ashe Councillors ask the ExA to take into account that 70% of homes in the village are located within 300m of the railway line and they feel that noise issues in a quiet rural night environment will have a much greater impact than APPLICANT has stated in their ES.

Cllr Richard Cooper
Lead for Marlesford on Sizewell C

