

From: [REDACTED]
To: [SizewellC](#)
Cc: therese.coffey.mp@parliament.uk; [REDACTED]
Subject: David and Belinda Grant of [REDACTED]
Date: 20 June 2021 16:43:45
Attachments: [Second Annex 2.pdf](#)
[Figure 2.2 \[REDACTED\] as dissected by SLR.pdf](#)

Hello,

A brief note to personally thank the Team from the Planning Inspectorate who took time to join the Accompanied Site Inspection visit on the afternoon of Wednesday 9th June.

We felt that the visit, as presented by the Applicant, was out of balance. During the visit, the Applicant's representatives chose to point out their recently proposed changes which were not even accepted by PINS until 18th June; nine days later.

In our D2 submission to PINS on 2nd June, we attached (Second Annex) a copy of our consulting engineers Create's proposals and brief technical drawings demonstrating a viable method of keeping Fordley Road open to the local community by passing **below** the proposed Sizewell Link Road (SLR). This is in preference to the Applicant's proposal to access directly to/from the SLR onto Fordley Road thus providing no benefit to local community traffic, but definitely providing vastly increased traffic access from the SLR (rat-running) and severing the Fordley residents from their parish of Middleton cum Fordley.

Our proposal to keep Fordley Road open by going under the SLR has the support of Middleton Parish Council following their recent meeting on 8th June.

We found it distressing that the Applicant chose to be selective in terms of making no mention, nor consideration of our option during the site visit, but they did make copious reference to the amendments accepted by PINS on 18th June.

As private individuals, we simply do not have the resources to manipulate situations and information in like manner; thus we are vastly disadvantaged.

The Applicant first put forward the proposal for the SLR on 4th January 2019. Nearly two and a half years later, we have received nothing from the Applicant as to how we, as a working farm, gain access to over half of our arable acreage being severed by the SLR - please see drawing attached. Our primary source of water for farming activities lies north of the SLR whilst farming machinery is stored securely south of the SLR just two examples of operational severance thus far ignored by the Applicant.

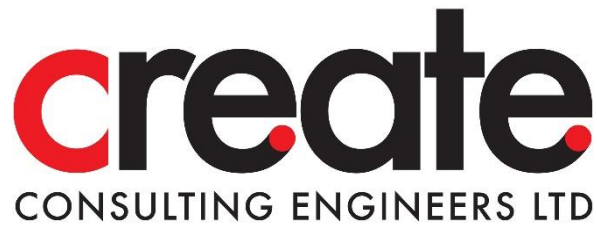
Can we please ask you to instruct the Applicant to engage meaningfully with us on both subjects as a matter of urgency?

You may also wish to instruct the Applicant to provide topi/cad plans on the Fordley Road/SLR junction (as we/Create propose) so that we may all better visualise the benefits, including Mr and Mrs Lacy at [REDACTED]; only the Applicant has access to the data required to produce these.....

Thank you in advance for your help and understanding

Best regards,
David and Belinda Grant

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



TECHNICAL NOTE

Date: 1 June 2021

File Ref: NP/CS/P21-2187/03TN

Subject: Grant Family – Deadline 2 Response

1.0 DEADLINE 2 - SUBMISSION

1.1 Create Consulting Engineers have been appointed by the Grant family to provide a written response at Deadline 2 in line with the Planning Inspectorate timescale.

1.2 The purpose of this submission is to make the Inspector Panel aware of the following:

- Consider the issues raised by Mr. P Zanna on behalf of the Grant family at the open floor hearing (OFH) on Wednesday 19 May 2021;
- Highlight the severance of the Grant family home to Middleton and other important habitations as a result of the SLR; and
- Highlight fundamental concerns regarding the effect of the Sizewell Link Road (SLR) on the Grant family's home, specifically in relation to:
 - Noise
 - Lighting
 - Dust
 - Visual impact
 - Farm viability

1.3 Reference is made to the SLR Plans for Approval Parts 1 and 2, along with the associated Technical Documents provided by the Applicant and all necessary updates as of 31st May 2021. These include:

- SZC_Bk2_2.10_SLR Plans For Approval Part 1 of 3
- SZC_Bk2_2.10_SLR Plans For Approval Part 2 of 3
- Transport Assessment EN10012-002581 and Appendices / Updates
- Noise Assessment EN010012-002069 and Appendices

- Lighting Management Plan EN010012-001803
- Landscape and Visual Impact EN010012-002075
- Air Quality Assessment EN010012-002072

1.4 There are several other topic areas which the Grant family have highlighted as concerns with the SLR.

1.5 However, Create are aware that other parties, specifically Suffolk Council as the Highway Authority, will be addressing the following and therefore at this stage no further comments are made:

- Route alternatives and the lack of transparency for choosing the current SLR alignment.
- SLR alignment.
- SLR legacy benefit.

1.6 However, Create and the Grant family do reserve the right to provide additional information on these points should SCC or the Highway Authority fail to adequately challenge these points.

2.0 OPEN FLOOR HEARING - SEVERANCE

2.1 Following the presentation by Mr. P Zanna at the OFH, the Inspector Panel requested plans which highlight the areas of concerns. These are provided in the following sections.

2.2 The Grant family own and actively farm land within the SLR DCO area and are directly affected by the DCO and associated works, specifically the Sizewell Link Road. The family home is [REDACTED] a listed Grade 2 building, which is accessed and connected to Middleton via [REDACTED].

2.3 The location of Fordley Road and Littlemoor Road, in relation to [REDACTED] (Grant family home) is shown on Figure 2.1 below. The Hall and associated buildings form a working farm and rely heavily on the connection to the B1122, Middleton and other surrounding villages.

2.4 [REDACTED] extends to approx. 325 acres in total of which 250 acres are arable cropped with the balance of 75 acres consisting of woodland, over 20 ponds, pastures and conservation areas. Since 2019, [REDACTED] has held awards from the Suffolk Agricultural Association for 'Best Small Farm' in Suffolk and a special award for 'Best Conservation'; something of which the Grants are very proud and reflect many years of hard work and investment in their land.

2.5 Figure 2.2 below shows how the proposed SLR dissects [REDACTED]; the resultant loss of acreage, 15% of the total arable area, and severance will impact negatively in the farm's viability.

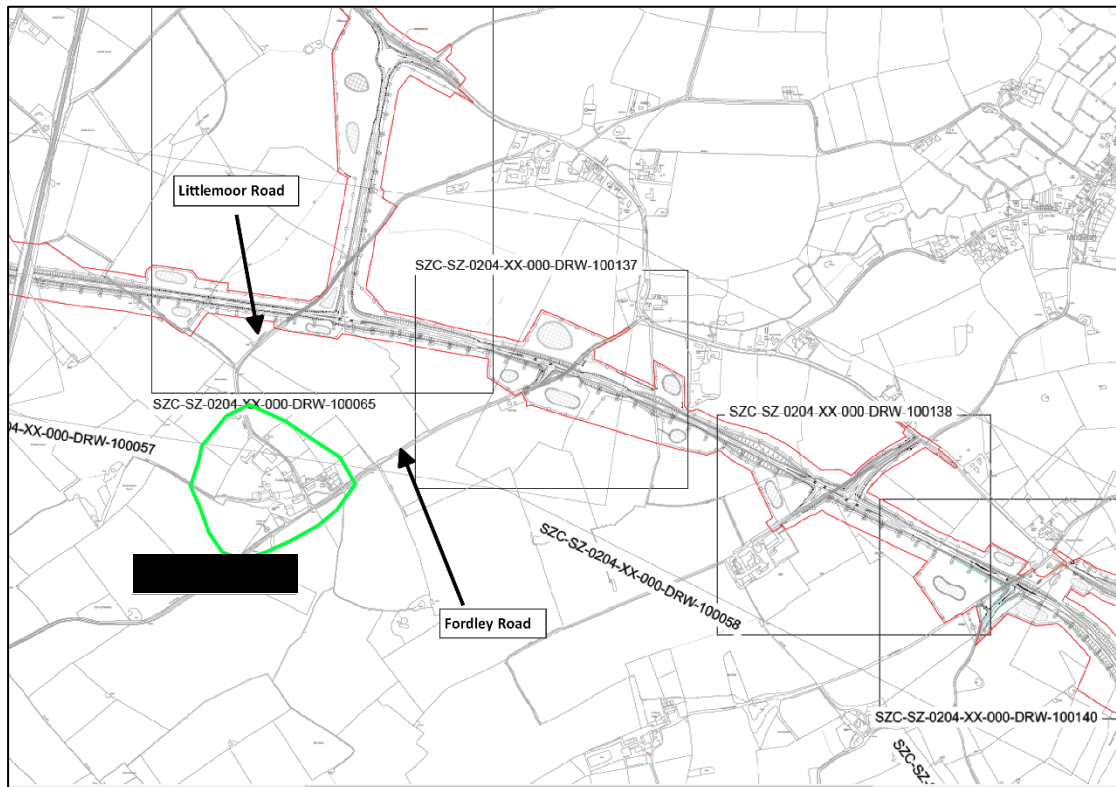


Figure 2.1 – Site Context

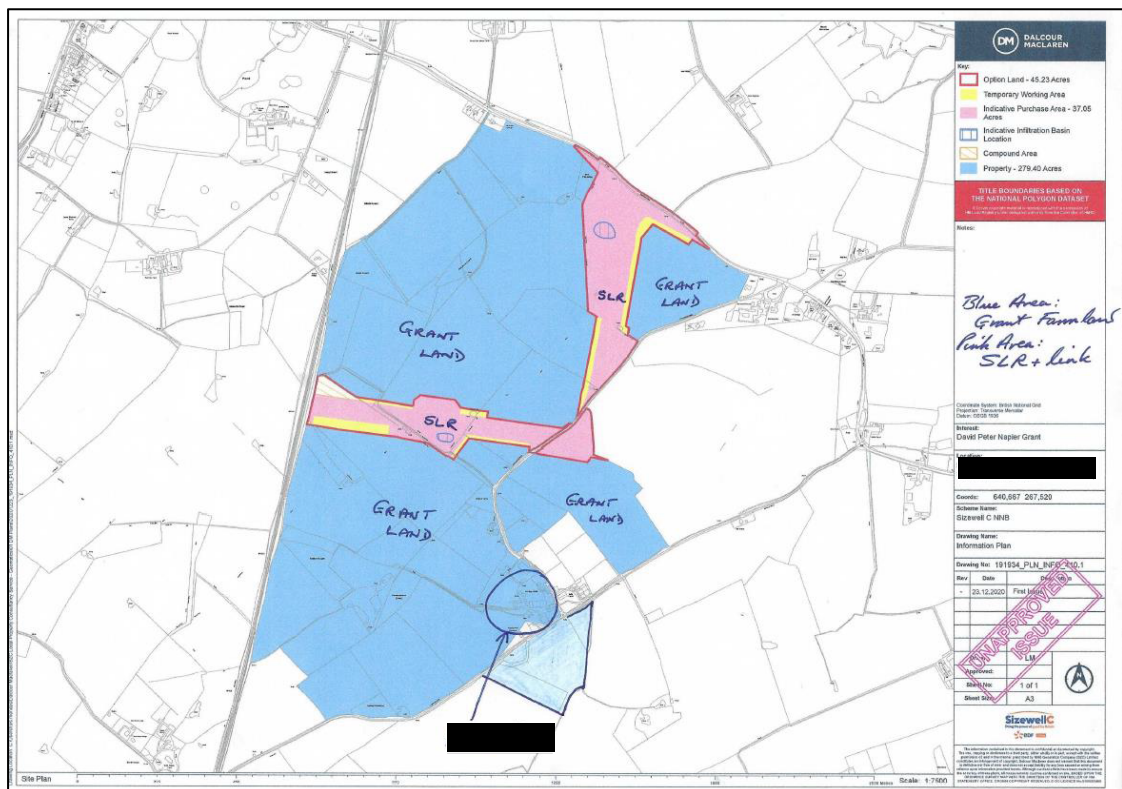


Figure 2.2 – [Redacted] Dissected by SLR

2.6 Considering the Grant's farming operations and family home, this is made worse by the proposed closure of Littlemoor Road. As a result, the following important points are highlighted:

- The closure of both Fordley Road and Littlemoor Road offers no direct connection from 50% of the Grant's farming operations to other land parcels north of the SLR. The Grant family and all other residents along Fordley Road are completely severed from important village facilities at Middleton, such as the Church, farm shop, pub and other important community services.
- The closure of Fordley Road and Littlemoor Road completely restricts the Grant's ability to access their farmland without lengthy diversion, road registration or even replacement of farm vehicles and equipment will be essential and add considerably to costs. The water supply for the farm's sprayers is located close to the B1122 north of the SLR. The Applicant has not engaged to offer mitigation solutions.
- The alternative access / diversion, on top of being lengthy, will at time's involve large / slow farm machinery using the SLR. Create do not consider the SLR a safe alternative given the Fordley Road / SLR junction proposed by the Applicant.
- The Applicant is proposing a ghost island junction to Fordley Road south from the SLR, the design standards applied to the junction are substandard and take no account of the wider impact and legacy benefit.
- The current proposal will, inevitably, see the Applicant's and their contractor's traffic 'rat running' along Fordley Road, south from the SLR to the A12, something that Create and the Grants had been led to believe that the Applicant was keen to avoid. This was clearly demonstrated and witnessed on April 21st whilst the Applicant's agents, Dalcour Maclaren were onsite and the A12 was diverted onto Fordley Road as a diversion caused a blocking of the road for a period of time.

2.7 From a review of the technical information, there is a lack of transparency by the Applicant over the current traffic levels on Fordley Road, the options for retaining Fordley Road and the traffic which will use Fordley Road with the southern connection in place direct from the SLR. All of which point to the solution currently proposed by the Applicant being flawed and wrongly promoted.

2.8 Taking account of the points described above, Create consider the closure of Fordley Road is fundamentally flawed, severing a number of residents from important services, disrupting the Grant's, and other local farming operations and creating a potential rat run to the A12. All of which fail to deliver the legacy benefits promoted by the Applicant.

2.9 Create consider there is an opportunity to provide a permanent legacy, should the SLR be approved; by retaining a direct connection along Fordley Road and the removal of any connection from the SLR to Fordley Road south. The benefits of this are clear:

- Maintains direct connectivity for Fordley Road residents to important community services
 - Maintains Fordley Road only for true local traffic
 - Maintains slow moving agricultural traffic on Fordley Road
 - Removes a potential safety concern at the Fordley Road junction with the SLR
 - Removes any risk of rat running traffic.
- 2.10 Create have considered solutions which maintain the Fordley Road link whilst considering the potential watercourse constraints. Appendix A provides two indicative solutions which retain the Fordley Road link.
- 2.11 These solutions are by no means fully worked up, however, they demonstrate there is a solution available with no technical constraint which cannot be overcome.
- 2.12 As a result, Create and the Grant family request that the Applicant reconsiders the Fordley Road link and remove any connection with the SLR, thus retaining Fordley Road for local traffic use only.

3.0 OPEN FLOOR HEARING - FORDLEY HALL DIRECT IMPACT

- 3.1 Create have reviewed the technical information supplied by the Applicant, including noise, visual impact, lighting and air quality, in particular. In all cases it is not clear that the predicted traffic from the SLR onto Fordley Road south has been considered. As a result, the direct impacts on the Grant's family home and farmland have not been accurately considered and could be much worse
- 3.2 Create have therefore provided some observations on the Environmental Statement, although as stated, Create feel the current information underestimates the actual impact. It should be noted that there has been no engagement by the Applicant with the Grants regarding mitigation of all the three principal headings shown below since the launch of proposals for the SLR in January 2019.

- **Noise** – limited background noise monitoring appears to have been undertaken at [REDACTED]

From what has been monitored, the survey suggests noise levels are very low, with values below 25dB. The predicted noise levels from the construction and operational phases state in Table 4.15 of the Noise ES chapter show values between 35 – 57 dB.

Such values are expected to be significant and therefore require mitigation measures should be provided, no mitigation is currently planned or proposed for [REDACTED]

- **Air Quality** – The Grants currently enjoys very good air quality, which is not greatly influenced by traffic levels, or dust impacts. The Air Quality ES chapter suggests the Grant’s property and outside space are outside of the scope of influence, and therefore, there is no perceived change in levels during the construction or operational phase.

The Applicant has failed to take into account the extremely good background air quality levels, the outdoors recreation space, paddocks and tennis courts which are in frequent use by the Grants and the percentage change to both dust and emissions levels.

Create, therefore, request a wider study is completed to accurately consider the direct impact on the Grants property and usable outdoor space, with mitigation provided, as necessary.

- **Visual Impact / Lighting** – the Applicant highlights the effect of the SLR at [REDACTED] as medium, however the ES chapter fails to consider the direct line of sight to the SLR from the outdoors space the Grants enjoys, or the Listed Grade 2 residential dwelling itself.

In both cases the the visual effects of the SLR, which is elevated circa 1.5m above ground level as it passes [REDACTED], has not been accurately considered. Little consideration is given to the B1122 / SLR link connection and the effect of lighting at the Grant’s dwelling or outdoors space.

Mitigation measures are considered necessary to mitigate against the direct impact of the SLR.

- 3.3 The above highlights a number of flaws in the information supplied by the Applicant. As a result, Create request further investigations are completed by the Applicant to consider the direct effects of the SLR during the construction and operational phase on the Grant’s residential and outdoor space.
- 3.4 Given the unique setting and background levels noted by the Applicant, Create would expect either online mitigation measures or direct measures within the Grant’s property to adequately protect the family home and outdoor space from the direct SLR impact.
- 3.5 A further area of concern for the Grants is the threat posed to their small, but well-respected commercial shoot; the SLR will destroy three or four drives and totally undermine the continuance of this traditional country pursuit which has been carried on at Fordley Hall for over 75 years; the shoot also provides seasonal employment to many local people. Again, the Applicant has not engaged, nor proffered any form of mitigation.

4.0 CONCLUSIONS

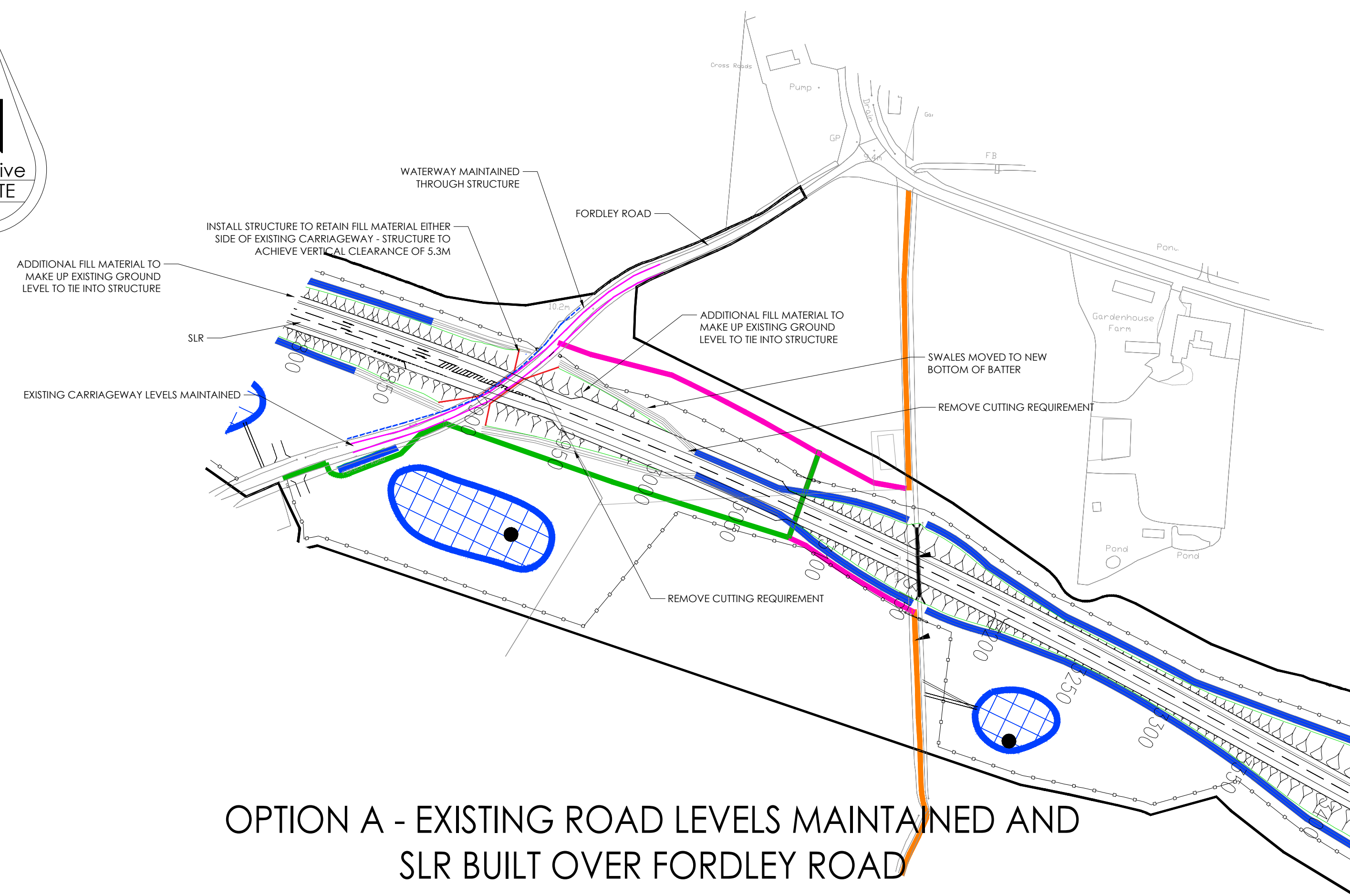
- 4.1 The purpose of this note is to consider the direct effects of the Sizewell Link Road on the Grant family's home, farming business, outdoor space and land interests.
- 4.2 Create have shown that the SLR / Fordley Road junction proposal is not safe for a number of reasons.
- 4.3 Create requests the Applicant revisits the Fordley Road link with a view to removing the SLR junction.
- 4.4 To offer a permanent legacy benefit to the local area, Create have provided an indicative solution to retain the Fordley Road link. On merit, the technical constraints can be overcome to retain this important local connection.
- 4.5 Create have reviewed a number of technical reports which consider the Grant family's direct landholdings and home. It has been shown that a number of important areas have been missed which could have misrepresented the final impact outcome.
- 4.6 This could potentially lead to the introduction of a number of mitigation measures.
- 4.7 As a result, Create request further information from the Applicant to allow a more comprehensive direct impact assessment to be completed.

Note By: Paul Zanna - Technical Director

Appendix A Fordley Road Link Options

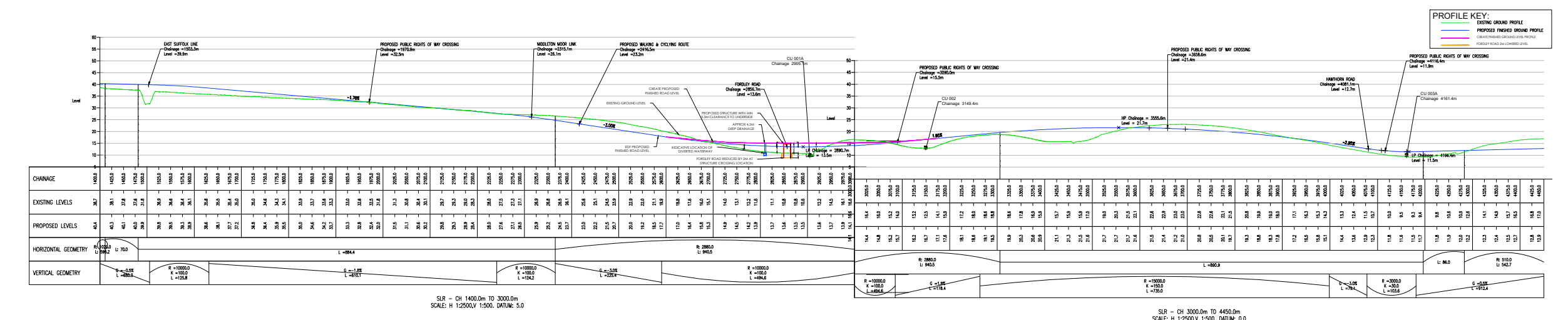
APPENDIX A

Fordley Road Options	Details	Proposals
Option A – Maintain current finished road levels.	Maintain the existing road level of Fordley Road, build up ground profiles either side of the road and construct a structure over the road with 5.3m clearance to mitigate the need to permanently close off Fordley Road at the junction with the Sizewell C Link Road (SLR).	<ul style="list-style-type: none"> • Maintain full north / south access on Fordley Road • No need to construct a new 100m long slip road as per EDF proposal • No need to construct turning head on EDF proposal • No need to divert waterway as per EDF proposal • Tying into existing elevated ground levels approx. 100m/200m either side of the structure (see magenta line on long section). • Remove cutting between CH 3075 & CH 2940 • Additional filling required between CH 3000 & CH 2660 • Up to 3.5m fill above EDF proposed FRLs (but fits in with ground profiles either side) • 5.3m clearance structure / abutments and wingwalls required • Traffic flow could be maintained throughout project duration (short closure to lift / construct structure) • Existing drainage network could be maintained • Eliminate need for turning traffic / HGVs from Fordley Road onto SLR – therefore increased safety for Fordley Road Traffic
Option B – Lower Fordley Road by 2m.	Lower Fordley Road by 2m at the junction with the SLR and construct a structure with 5.3m clearance to mitigate the permanent closure of Fordley Road north/south access. Ground profiles to be built up either side of the road.	<ul style="list-style-type: none"> • Less fill earthworks than Option A but would require cutting between CH 3075 – CH 2975 • Fill earthworks required either side of structure to build up ground profiles • Maintains full north/south access on Fordley Road • No need to construct a new 100m long slip road as per EDF proposal • No need to construct turning head on EDF proposal • Traffic flow not able to be maintained during construction due to road lowering (unless build adjacent to current road offline) • 5.3m clearance structure / abutments and wingwalls required • Surface water network will be installed to accommodate lower levels and possible flood prevention • Pumping station likely needed to control surface water (electrical supply and outfall to be source) • Waterway will require diverting (approx.. 4m deep drainage beneath SLR) • Approx. 160m of carriageway to be lowered to 2m at lowest point to meet acceptable longitudinal highway gradients • Eliminate need for turning traffic / HGVs from Fordley Road onto SLR – therefore increased safety for Fordley Road Traffic
Current EDF Proposal	Cut off Fordley Road at the junction with the SLR and make access to the north of the SLR redundant from Fordley Road. Diversion requiring a 2km diversion route to access north side of Fordley road.	<ul style="list-style-type: none"> • Cut off Fordley Road north of SLR • 2km diversion route created requiring northbound or southbound Fordley Road traffic to use SLR to access north side of Fordley Road • Cut and fill earthworks to build up ground profile • Earthworks to build up slip road • Divert waterway beneath SLR • Construct a turning head north side of Fordley Road to allow traffic to turn around • Cut off traffic flow along Fordley Road during construction phase




OPTION B - ROAD LOWERING & SLR BUILT OVER FORDLEY ROAD

OPTION B - INDICATIVE LONG SECTION

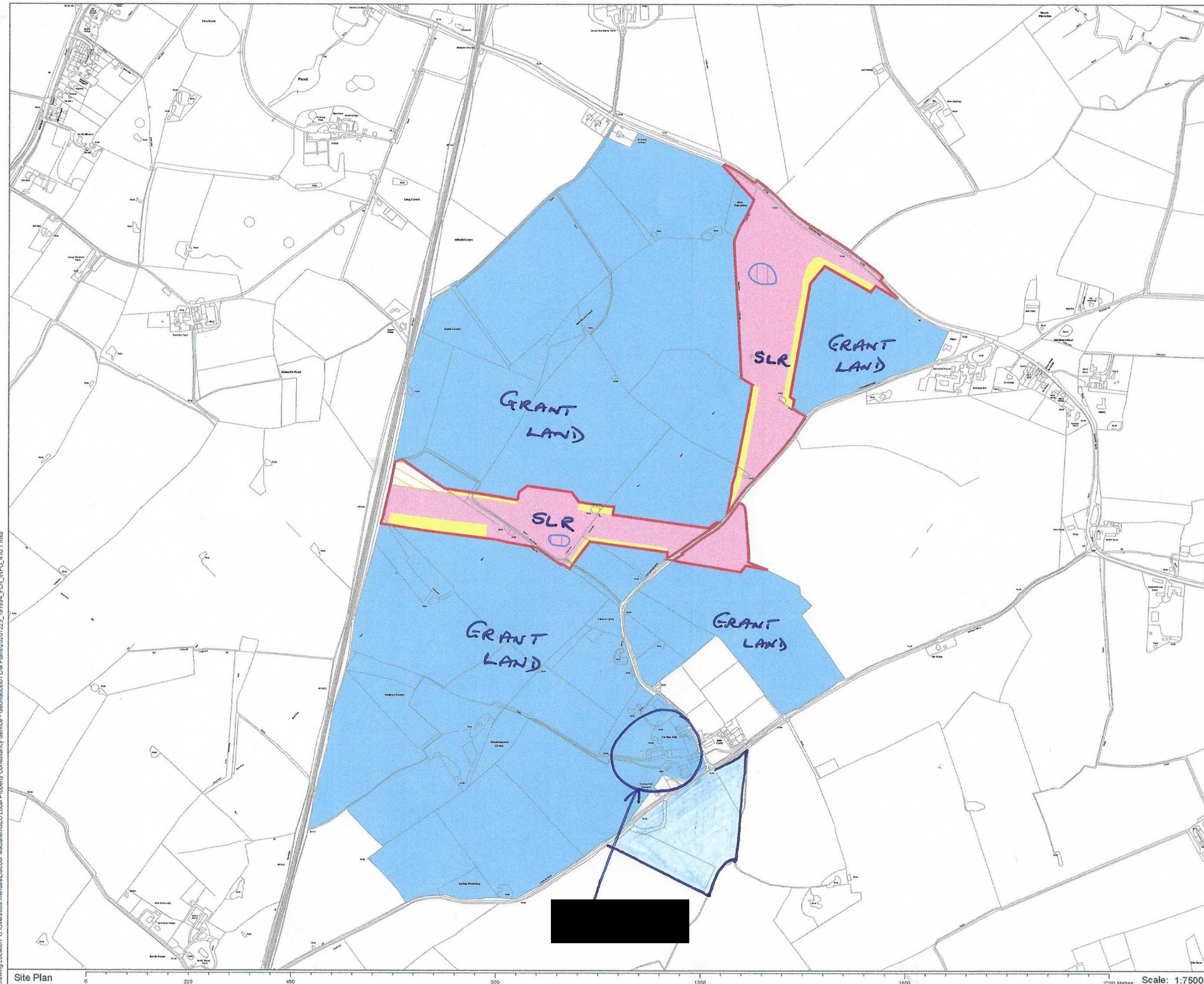


OPTION A - INDICATIVE LONG SECTION

PROJECT SIZEWELL C LINK ROAD		DATE 19.05.21		DRAWING STATUS INFORMATION		 create CONSULTING ENGINEERS LTD
DRAWING TITLE FORDLEY ROAD OPTIONS		SCALE(S) 1:2000 @ A1		DESIGNED SC DRAWN SC		
				CHECKED PZ APPROVED PZ		
		JOB No P20-2187				
		DRAWING No 03_001				
CLIENT DAVID GRANT (MIDDLETON)				REVISION A		

DO NOT SCALE ORIGINAL SHEET SIZE - A1 Landscape

Drawing Location: C:\Users\luis.mendes\Documents\Dalcoir MacLaren\SCZ Local Property Consultancy Service - Geomatics\01 DM Plans\2020\1223_191934_PLN_INFO_410.1.mxd



- Key:
- Option Land - 45.23 Acres
 - Temporary Working Area
 - Indicative Purchase Area - 37.05 Acres
 - Indicative Infiltration Basin Location
 - Compound Area
 - Property - 279.40 Acres

TITLE BOUNDARIES BASED ON THE NATIONAL POLYGON DATASET
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Notes:

Blue Area:
Grant Farm land
Pink Area:
SLR + link

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936

Interest:
David Peter Napier Grant

Location:
[Redacted]

Coords: 640,667 267,520

Scheme Name:
Sizewell C NNB

Drawing Name:
Information Plan

Drawing No: 191934_PLN_INFO_410.1

Rev	Date	Description
-	23.12.2020	First Issue

UNAPPROVED
ISSUE

Drawn by: LM

Approved: [Signature]

Sheet No: 1 of 1

Sheet Size: A3

North Arrow



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