



MOLLETT'S FARM

Deadline 7 Submission from Mollett's Partnership (trading as Mollett's Farm)

Summary of this document's contents:

This document contains our Deadline 7 submission to the Examining Authority, relating to the Sizewell C development application.

In it we comment on those aspects of the Applicant's revised draft DCO that still concern us, along with matters arising from direct interaction with the applicant's representatives.

We maintain our stance that the Applicant's DCO should not be approved in its current form.

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Abbreviations

For convenience the following abbreviations are used throughout this document:

CPO	Compulsory Purchase order
DCO	EDF's proposed Development Consent Order
DMRB	Design Manual for Roads and Bridges
ESC	East Suffolk Council
EDF	NNB Generation Company (SZC) Limited
ExA	the Examining Authority
FERN	Farnham Environment Residents & Neighbours association
FP	a public footpath
FTB	Francis Taylor Building
LPA	local planning authority
Mollett's	the trading partnership of Richard and Sasha Ayres
PMA	Private Means of Access
PRoW	public right of way
SRO	Side Roads Order
SCC	Suffolk County Council
TVB	Two Villages Bypass (for Stratford St Andrew and Farnham)
USP	unique selling point

1. General

We find ourselves, again, needing to re-iterate that the applicant has yet to materially address the many issues we have drawn to their attention during both pre-application 'consultation' phases and now the Development Consent Order (DCO) Examination process itself, which we say falls well short of the requirements which should be expected of them; particularly with regards to their obligations to prevent foreseeable harm to a significant tourism business with approximately 1,000 visitors a year. Some of the specific issues are re-visited below, which should nonetheless be read in conjunction with our earlier **Deadline 2 Written Representation [REP2-380]**, **Deadline 5 Written Representation [REP5-244]** and **Deadline 6 Written Representation [REP6-066]**.

We have retained the solicitors, Ashtons Legal, who can provide us with some legal expertise in Planning and Highways. We recognise that EDF's legal team is led by a most eminent QC, Mr Andrew Tait, Head of the chambers at Francis Taylor Building, Inner Temple. We understand that Suffolk CC is being represented by another eminent QC, Mr Michael Bedford, of Cornerstone Chambers, Gray's Inn and that he has promoted highway schemes for SCC through public inquiries (South Lowestoft Relief Road and Carlton Colville Bypass Phase 2, the B1115 Relief Road at Stowmarket and the Beccles Southern Relief Road). In this submission we raise issues which touch on matters of law, particularly as regards measures to secure a quiet road surface, but are confident that these eminent barristers are more than capable of advising EDF and Suffolk CC and assisting the ExA on the issues we raise.

We are being advised on valuation matters by Richard Heldreich who was previously a partner with leading firms (Donaldsons, G L Hearn) but for the last 17 years runs his own consultancy. His past work includes the Channel Tunnel Rail Link (HS1), numerous town centre and housing redevelopment schemes and together with extensive work on the promotion of CPOs and subsequent compensation. We are now being advised on noise matters by Mike Hewett, Principal Acoustician at Acoustical Control Consultants who was a regional director at the engineering consultancy AECOM for 13 years, a role which included direct involvement with the acoustic assessments for several DCO applications and road schemes.

We respectfully suggest to the ExA that there are particular issues with the inclusion within the scheme of a 'quiet road surface' for the bypass that need consideration, as explained later.

Again, with respect to the ExA, we need to repeat that we had been identified by EDF originally as an *"isolated farmhouse"*. That would have been true in the 1990s, although the farmhouse had become a residential property before then, but it is simply now not the correct conclusion. We bought the farmhouse in 2005 and

have added to our title the new driveway to the A12 and farmland (which is farmed under contract). However, our primary business is tourism.

2. ESC Local Plan references for Tourism

Mr Phillip Ridley of ESC has helpfully provided us with the following extract from the Local Plan:

- “6.1 The tourism sector is a substantial and important part of the area’s overall economy, which brings benefit to the quality of life and the wellbeing of communities. The area succeeds in attracting visitors for a variety of reasons, but the character and appeal of its landscapes, villages and market towns is of fundamental importance.*
- 6.2 Tourism supports businesses, facilities, town centres and community life across the plan area. Destinations throughout the plan area are popular for holidays, overnight stays and with residents of the district, nearby areas and further afield. Sustainable growth in tourism can promote a better understanding and appreciation of the natural, built and historic environment, which in turn will help to maintain these finite resources for future generations.*
- 6.3 Visitors to the former Suffolk Coastal area are attracted by the character, culture, history, festivals, music, art, film, food and drink, clean beaches and spectacular coastline, river valleys, and the outstanding countryside and wildlife found across the plan area. Capitalising on these strengths will enable the area to continue to attract year round tourism trade.*
- 6.4 Tourism is an important part of the economy of the former Suffolk Coastal area, contributing 12% to total employment across the District in 2017. The **Suffolk Coastal Economic Impact of Tourism Report 2017** identifies that over 6.3 million tourist trips were recorded generating a total of £325 million total tourism value across the plan area. The **Ipswich Economic Area Sector Needs Assessment (2017)** identifies that growth is expected to be seen within the ‘Hospitality and Leisure’ sector of the economy. Tourism is an important part of this sector reflecting both the cultural and natural environment across the plan area.*
- 6.5 The former Suffolk Coastal area offers a diverse range of tourism experiences to satisfy all tastes. The strength of the tourism offering in the peak summer months have created a seasonal tourism environment and it is important to exploit opportunities which support the tourism offer all year round. Weaknesses include low pay and productivity in the sector along with gaps and inconsistencies in the overall offer made to visitors alongside strong competition from other local, national and international locations.*
- 6.6 The **East Suffolk Business Plan**, the **East Suffolk Tourism Strategy** and the **East Suffolk Economic Growth Plan 2018** strive to build on the strength of the tourism economy and set out aims for increasing visitor numbers outside of the main tourist season including delivering and supporting cultural and sporting events. Supporting the industry is of great importance but it must not be at the expense of the sensitive natural and historic assets and attractions that draw people in to the area.*

6.7 *Popular tourism destinations include locations within the Area of Outstanding Natural Beauty (AONB), Heritage Coast, forests, estuaries, seaside towns and historic villages. This could result in some places and communities experiencing potential significant adverse impacts such as loss of natural habitats or overcrowding. The **Local Plan** seeks to reduce these impacts whilst increasing the volume and value of tourism trade and extending the tourist season to support compelling destinations and visitor experiences."*

We, at Mollett's, are a thriving tourism business and help to fulfil **Local Plan** objectives. We ask the ExA to note that our visitors often walk to the Friday Street Farm complex to shop, so contribute directly to the trading viability of that operation. In fact, visitors can come to our premises and never get in the car again, enjoying the amenities of our property and walking further afield, to Foxburrow Wood, into the two villages and in the area generally. The rural nature of our setting makes Mollett's such an attractive place for our customers, and is one of the important criteria that draws them here; a noisy environment no longer sets us apart from some of our competition, and means we are unable to offer an aspect that was once so attractive.

Far from being an *"isolated farmhouse"*, as originally identified by EDF, we are an important part of the local economy (as detailed in Section 8 of our **Deadline 2 Written Representation [REP2-380]**). Our situation gives rise to particular concerns about noise, from having a new road in a different location and in much closer proximity.

3. Report by Acoustical Control

At Deadline 2 we submitted a report, which is attached again for ease of reference (see **Appendix E** below). Mr Hewett has had an opportunity to consider proposals made to us by EDF by letter dated 20th August 2021 (and similarly to other members of **FERN** in the Farnham Hall area). He has also had an opportunity to speak by telephone to EDF's acoustics expert Mr Mike Brownstone of Resound Acoustics and was present for a meeting with EDF representatives and ourselves and our other advisers on 2nd September. His comments are in the attached letter dated 3rd September (see **Appendix D** below) and are addressed later in this submission.

4. Recent Discussions with EDF

We felt quite optimistic after our meeting with EDF 6 weeks ago but once more have been disappointed. We have now been advised that EDF has taken away key messages from our meeting on 2nd September but it rather feels as though we have to keep on making similar points, when the solutions are quite obvious – a larger bund, a linear footpath and a landscaping belt.

Meetings are taking too long to arrange and do not give enough time to get through the issues. This DCO process is becoming thoroughly unfair on us as house and business owners. Indeed, we feel that natural justice is being denied us and our human rights not being acknowledged.

As well as incomplete discussions on other matters, we have yet to receive any answers on our drainage and irrigation concerns.

We are not seeking to be difficult – quite the reverse – but there has not been, to date, a real willingness to confront our issues and we keep having to spend more and more on advice, albeit with now highly experienced experts.

5. Current Position for Mollett's

We regret that we are still in the position where we have to say that the scheme design is inadequate. It fails to address crucial issues, not least that mitigation is simply inadequate. For us, compensation is not an adequate remedy. In the absence of an acceptable position, EDF simply cannot say that the public interest is best served by proceeding with an un-amended scheme when it causes unacceptable and foreseeable harm to a thriving tourism business. Our position remains that, unless the scheme is modified acceptably, the ExA are requested not to recommend the DCO proceed in its current form.

We note the ExA's question to the applicant **ExQ2 LI.2.31**:

Two Village Bypass – Mollett's Partnership

Mollett's Partnership have requested the following additional mitigation measures:

- (ix) A bund parallel to the route of the proposed Two Village Bypass to screen their business and parts of property
- (x) Visual and screening noise attenuation fencing around the eastern construction compound
- (xi) Additional soft and hard landscaping to absorb the bypass into its setting

Are these requests considered necessary in terms of mitigation?

Our original proposal to meet the above was illustrated with a plan in our **Deadline 2 Written Representation [REP2-380]** – now reattached as **Appendix A** below.

We find it impossible to see how the Applicant can address our situation without providing these facilities for proper noise mitigation and absorbing the TVB road scheme (including bunding) into the landscape. The reality is that, to date, the applicant has not addressed the issue of noise properly nor provided adequate measures to address the foreseeable harm to our business and home. Given what our noise expert has now demonstrated EDF cannot simply say that they have covered this in previous in previous answers, because they have not.

If EDF simply will not amend, that begs the question as to whether it has chosen the correct alignment. The Parish Council's alignment was drawn to match EDF's standards (e.g. radii). It is therefore more than surprising that EDF cannot design that alternative to an acceptable standard. We appreciate that they do not want to build it but, that being the case, it is incumbent on them to get things right for their preferred alignment.

6. EDF's Contracts with Landowners

It has become evident to us that contractual arrangements appear to exist between EDF and Mr Latham and Mr Blyth (both neighbouring land owners) but we are not clear what has been disclosed to the ExA. Referring to the map provided to us by EDF (see **Appendix B** below), it has been explained that proposals for parkland type trees in the area next to the southern approach ramp for the FP 3 overbridge will be within an area under the control of EDF (and presumably either acquired already from Mr Latham or under contract to acquire). Since this land is in a direct line of sight southwards from our property, we hope it will be explained to the ExA precisely what form of control EDF have and whether the entire area shown solid green and yellow will be retained in their control or passed to SCC or possibly back to Mr Latham, even if only in part.

We are not clear whether Mr Latham has retained a right of access to the remainder of his field to the north. It is not clear that EDF are providing him with a new Private Means of Access, unless this is being done by agreement. Apart from this year and last, that field has been left fallow for very many years. As we know from the land we have farmed, it is desirable that one has a suitable area for economic farming, whereas Mr Latham will be left with quite a small area.

Clarification of EDF's intentions for the area that EDF has "*control of*" by the approach ramp for the FP 3 overbridge would be desirable but it was helpfully explained to us by EDF's landscape representatives that (again, referring to EDF's map at **Appendix B** below) the solid green represents an area for dense tree planting and subsequent thinning, to form a tree belt some 10-15 metres wide (and extending to the southern end of Pond Wood). We understood the yellow area to be intended for sporadic parkland type trees (to replace veteran trees to be lost to the scheme). We presume that EDF will agree with SCC that SCC will take responsibility for the planted area on the side slope of the approach ramp, which is being slackened off to accommodate more planting, bearing in mind that the side slope is a feature supporting a highway (i.e. the realigned FP 3). The ExA are asked to note that EDF has taken the point that bringing those approach ramps down to ground level would be detrimental to whatever additional noise protection is being achieved and that EDF have promised to look at a continuous bund with the approach ramps taken up the side slopes, or dispensing with the northern approach ramp altogether.

Mr Blyth has farmland that will be annexed on the western side of the TVB but with no access other than by foot. His Private Means of Access to that portion of farmland will be completely lost. Quite what use is intended for him by EDF is simply unclear but we assume that severance compensation will reflect the fact that there will be no practicable farming use and the residual value extremely low, if anything at all. If he has accepted a suitable price for the reduced value, that is a matter for him but we would point out that a necessary consequence of the scheme is that severance and loss of farming utility.

The end result of the scheme is that both farmers are left with much reduced and severed land holdings on the western side of the TVB, which provides ample opportunity for EDF to enhance their bunding and landscape proposals.

We hope that the ExA will accept that undertaking a proper balance of the planning issues means looking objectively at what a TVB should deliver and not be constrained by what EDF may have agreed privately with landowners in the past. It is simply illogical, for example, for EDF to accept the need for enhanced planting in the area it already has “*control of*” and not accept that such enhanced planting should not be continued further north, instead of artificially stopping where it does. EDF is not providing any further visual protection for No 2 Farnham Barn (and The Cartshed) nor Farnham Barn, which are all part of the historic farm complex surrounding the listed building, Farnham Manor. The importance of this historic farm complex when examined against the NPPF tests has been addressed by Charmain Hawkins of Brighter Planning as part of the FERN submissions.

7. General Comment by Richard Heldreich

It is clear that opportunities for the Ayres as claimants to ensure that they are treated equitably by EDF, as the acquiring authority are very limited. The fact that there is no land taken by the TVB scheme restricts severely the compensation options available to them and as such protect the business from the degrading aspects of the scheme. EDF clearly wish to minimise the land-take required to deliver the scheme but in doing so have ensured that the impact on a successful countryside business has been un-tempered and furthermore the recent proposals tabled by EDF are inadequate in that respect.

Clearly the fact that the holiday letting business at Mollett's Farm was not identified properly until the latter stages of consultation will have had a significant effect on the decision making within EDF in relation to mitigation works to the detriment of Mollett's Farm. Ironically previous iterations of village bypass schemes here have always sought to provide necessary mitigation for Mollett's Farm (see **Appendix C** below), when it was indeed 'just' an isolated farmstead, prior to the establishment of a successful tourism business. It is therefore perverse that this has been somewhat overlooked this time around.

The opportunities to seek compensation for damage to the business and asset values are limited to either **Section 10, Compulsory Purchase Act 1965** or **Part 1, Land Compensation Act 1973**. These relate to claiming compensation for diminution of property value from either the construction phase or the subsequent use of the scheme respectively. Neither can truly be regarded as being adequate for compensating the business operating from Mollett's Farm given their restriction to the asset value rather than business disturbance.

EDF's desire to hide behind the statutory process and not to engage in any of the aspects of current best practice as utilised in other current major infrastructure projects does them no credit. It is the duty of any acquiring authority to assist those parties affected by their scheme and to ensure that the impact, losses and damage to commercial viability is mitigated as best as can be reasonably ensured. This most definitely has not been the case to date.

It should be recognised that compensation is simply not a wholly adequate remedy in this case and that mitigation should be utilised to its fullest extent. In fairness, EDF have agreed to look at their proposals again, however there remains concern as to whether this will go far enough.

8. Quiet Road Surface

At what is a very late stage in the DCO process, EDF are considering a “quiet road surface” although without a known specification as of now.

We understand from SCC that its preference is to reduce noise through bunds with landscaping but that it does support quiet surfacing during the construction period of the Sizewell C power station, although there is no agreed mechanism yet secured.

A quick trawl around the Internet discloses that a quiet road surface is to be used on the Wendover Bypass for HS2 works, and that **Highways England** is looking at noise barriers, free double glazing and quiet surfacing for over 1,000 areas close to motorways and major A roads. We assume that there is sufficient technical knowledge around that to allow EDF to produce a specification to be agreed with SCC, including the **Manual of Contract Documents for Highway Works** and that both parties will submit agreed proposals to the ExA.

It would be helpful to us and others in **FERN** to know precisely how any such commitment is to be delivered, and maintained. We query whether this will be written into the DCO as an obligation on EDF, as if a planning condition, and subject to enforcement action by ESC as LPA, or left to the **S106** agreement and a mechanism for SCC to give approval to a final and detailed design, as a condition of them taking on the TVB as a maintainable highway.

We ask therefore that the ExA consider with the applicant and the Councils how a commitment to a quiet surface would be secured effectively and further ask for a technical explanation as to how long the surface would last with Sizewell C traffic. A press report for the Wendover Bypass suggested a 10-year life but if the Sizewell C traffic is extraordinary (within the meaning of **Section 59 Highways Act 1980**, for example) then it must be reasonable for SCC to seek at least one replacement surfacing during the lifetime of the Sizewell C works, at EDF's expense. Again, we ask the ExA to enquire as to how that would be secured.

As we understand it, the intention is that, as soon as the TVB is opened to public traffic, it would be as a maintainable highway and to be maintained under SCC's statutory duty under **S41 Highways Act 1980**. As we understand SCC's position, they would not commit to a quiet surface to be maintained forever and our advice has been that that could be an unacceptable fetter on their powers under **Sections 41 and 58**. It would appear therefore that a quiet surface would be provided for only a limited time and not be of permanent benefit for people such as ourselves. In business terms and for domestic residences, we and others would have to plan for 'ordinary' traffic noise, unrelieved by a quiet surface. Traffic on the TVB will be for all time.

So, even if a quiet road surface is agreed and secured for the short term, adequate mitigation is required to cover the period from when the quiet road surface is no longer in existence.

If the obligation to provide a quiet surface was in the **S106** agreement and the rights of third parties were not excluded, then people such as us at Mollett's would have some basis for seeking enforcement of the obligation. If not in the **S106** agreement or we were excluded from benefiting (see the **Contracts (Rights of Third Parties) Act 1999**), our legal position would be very weak. For those of us in **FERN** who need to benefit from noise reduction, the attraction of a quiet noise surface is quite short term in reality and we would be very much better off if, for the indefinite future, we had a large enough bund to protect against noise, as is SCC's apparent preference anyway. The advantage of a quiet surface is limited in time, given what we understand to be SCC's position as local highway authority. A larger bund is an opportunity to future-proof this scheme that should not be missed.

We are pleased to see the ExA's question to the Applicant, SCC and ESC **ExQ2 LI.2.31**:

Quiet Road Surfacing

(i) What additional acoustic benefit might be expected if this surface were to be used for the Sizewell Link Road and the Two Village Bypass?

(ii) Would a different maintenance regime from a standard road be required in the event this surface were to be adopted to maintain the acoustic benefits it may bring?

(iii) Is this now being factored into the discussions?

(iv) In the event that quiet road surfacing were to be offered how would this be secured?

This is because we are also concerned at the deterioration in effectiveness of a quiet road surface as it degrades. If the Applicant provides projections as to the noise-mitigating benefits of a quiet road surface, could we ask the ExA to ensure that these figures do not represent only the 'best case' scenario of when the surface is first applied, but take into account the 'real world' properties of a partly-worn surface and/or a surface at the end of its life.

9. Noise and Other Impacts on Mollett's

The ExA are asked to note that we did not seek to be heard at the ISH on Noise because we had had proposals from EDF which were to be explained at a meeting, which took place on 2nd September and included our own noise consultant. EDF accepted that further work was required.

Instead of our house, gardens and holiday accommodation being around 260-275 metres from the existing A12 (running at 30-50 mph) the 60 mph TVB will be only approx. 170-230 metres, with attendant noise, smell and fumes, and lighting. The situation in our camping paddock is even worse, with the respective distances changing from circa 395 metres to only 70 metres. Noise is of particular concern, especially given those of our customers who will be in tented accommodation they will be extremely susceptible to noise.

Unfortunately, EDF have failed to understand properly what was in our consultant's initial report (see **Appendix E** below) and we contend have not applied the advice in DMRB properly.

Applied too simply, the DMRB methodology produces a skewed result for our property and seriously underestimates the significant impact; it is necessary to go beyond a basic analysis, to identify properly the major alteration in the landscape and understand noise impact in the context of the specific sensitivity of the receptors in our property.

EDF's analysis of our situation is not in accordance with the DMRB and needs re-examination. As identified by our consultant in his follow-up letter dated 3rd September (see **Appendix D** below), EDF's latest proposals for a bund along the western side of the TVB have design flaws, in allowing 'gaps' and thereby reducing the effectiveness of the noise (and visual) screening. To be fair, EDF has agreed to re-examine this. An option for FP 3 is to take the approach ramps up and down the side of a continuous bund and perhaps delete the northern approach ramp altogether. We will come back to FP 29 later.

However, the key point is that what EDF are proposing so far, is, acoustically, simply inadequate. The barrier likely to be required to reduce the sound from the new road to a level that will counteract the increased significance of effect resulting from the specific context of the site will need to be larger than the proposed 2 m above grade.

It is simply not the case (as we were asked to accept at the meeting on 2nd September) that we are adjacent to a new road at a depth of 4.5 metres. That may be the level near the FP 3 overbridge but then the road

ascends to grade at the Friday Street roundabout, whereas due east of the farmhouse and accommodation at Mollett's the road will be at approx. 2.4 metres below existing ground level. This observation is in itself irrelevant anyway as EDF's own modelling of the road in the cutting indicates that the resulting sound levels are too high once the context of the Mollett's site is properly considered.

EDF have promised us cross-sections to show actual depths at various locations and to reconsider various aspects. We were deeply dismayed to hear from Mr Richard Bull that *"our expectations have to be managed"* when the reality is that it is EDF which have to show that they have taken proper account of DMRB and produced a design which does properly take into account the impact the alignment of the TVB (from south to north) and the significantly detrimental effect it has on our property in terms of noise, as well as visual impact (which are intertwined). We await with some hope revised proposals but were deeply disappointed that some 6 weeks after our last meeting there had not been more creative thought on the part of EDF.

10. Technical Issue on FP 29

Where FP 29 crosses the TVB, it is both a public footpath and a Private Means of Access. It is the old driveway from the A1094 to Mollett's Farm. The whole route is used regularly by our visitors and it is a means of access between the agricultural land owned by Mr Blyth and the land at Mollett's Farm that Mr Blyth contract-farms on our behalf.

Having the TVB across it obliterates one of our USPs but we would rather that our visitors can get to the Friday Street complex in safety and not risk their lives attempting to cross a heavily trafficked 60 mph road. The same must surely go for ramblers.

We would accept a linear footpath along the western side of the bund and up to the Friday Street roundabout as an acceptable replacement route for a PMA and an FP, not the unsafe at-grade crossing.

11. Footpaths and the PRoW network, with Connectivity to Mollett's

We understand that FP 3 will be severed by the TVB and the logic behind an overbridge to maintain some continuity between east and west; Foxburrow Wood is a popular destination.

However, we do not follow the logic of expecting people coming south from FP 4 having to climb up to the overbridge and then descend to return to FP 3 and go west towards the church and the village. Given that there will be a temporary footpath at grade, making that permanent at the base of the slackened off slope all the way from FP 4 to would mean that people coming south continue at grade until the southern end, near the walled garden of Farnham Manor and then choose to go up the southern ramp to get across to the Foxburrow Wood side or go west along the Farnham Hall access road towards the church and the village.

Having both the northern and southern access ramps come down to a point at grade reduces the effectiveness of a continuous bund and that effectiveness would be better maintained anyway by the approach ramp being taken up the side slope on an angle. We are grateful that EDF's landscape representatives agreed to look at this again.

Mr Latham has provided a circular walk around his field to the north, bordering our property. That is not a PRoW. Our visitors have been able to exit our paddock at the south-east corner and get to FP 4 via Mr Latham's circular route. Given that we have over 1,000 visitors a year having access to the circular route and then the PRoW network, it would be good to have continuity and we are grateful again that EDF's landscape representatives agreed to look at this again, with a view to taking legal advice as to how it might be accomplished within the DCO process.

The at-grade crossing for FP 29 further north creates another 'gap' in EDF's proposed noise bund. We will enquire of SCC but we suspect that their PRoW officers may simply not have known that many of our over-1,000 visitors use FP 29 to get to the Friday Street complex to shop and come back (thereby avoiding using a car). That is one of our USPs which will be lost as a consequence of this TVB route. Struggling down a 2.4 metre cutting slope and trying to cross a 60 mph road and then struggling up another side slope will not be an inviting prospect and even less so the return journey laden with shopping, and especially if accompanied by children and/or dogs. For ordinary walkers the prospect is no more inviting, particular when one considers the difficulty now in crossing the A12 from the northern end of FP 29 to get to the footway on the northern side or go up the minor road to the Benhall walled garden. One can wait for easily 10-15 minutes or more. That situation will be replicated on the TVB alignment but worsened because of the Sizewell C construction traffic. An at-grade footpath crossing is a serious design flaw.

We have argued for a linear footpath all the way from the Farnham Manor walled garden to the Friday Street roundabout. What matters will be having a pedestrian route on the western side of a bund and getting to a splitter island on the TVB-arm of the roundabout, so that pedestrians can cross safely and get to Friday Street or come back down the eastern side of the TVB to re-join FP 29. What should be paramount is the safety of pedestrians, not an artificial and desperately unsafe crossing of a fast road with heavy traffic.

EDF have conceded a pedestrian crossing on the Saxmundham-bound arm but that only gets pedestrians to the north side of the A1094. That is fine if people are walking to the Car Boot sale from the opposite side of the roundabout but the Friday Street complex is a 7 days-a-week destination. We often see ramblers with backpacks who have come down from Saxmundham; the Friday Street café is an ideal stopping point. Given that FP 29 exits onto the south side of the existing A12, an ideal solution would be a new footway along the verge and likewise on the south side of the A1094 to the Friday Street complex.

What we are in essence saying is that EDF and the Councils should look at the reality of the intended walking situation, allow properly for the attraction of the Friday Street complex and make provision which involves people crossing at splitter islands where traffic speeds are much reduced on the roundabout. There would be the incidental benefit of not having a 'gap' in a noise-protecting bund on the western side of the TVB.

It does not seem to matter to us if any new pedestrian route is within Highway boundaries as opposed to an independent highway of footpath status. The issue is one of signposting, not status.

12. Appropriate Mitigation

Whilst the meeting with EDF on 2nd September did not go on long enough, we were very pleased to hear the Dalcour Maclaren representative say that mitigation was key.

The quantum of compensation is not a matter for the DCO process but the basis upon which compensation might be determined is. It was helpful therefore that EDF agreed to a further online meeting to discuss this, which was offered on a without prejudice basis on our part. It seemed to us that decisions on scheme provision would be better informed if there was a discussion on compensation scenarios.

The key point we wish to make (as before) is that we are not some distant business that might be affected but our business will be right next to a new Bypass and in a radically changed environment which is quite likely to mean this thriving tourism business cannot survive without appropriate mitigation.

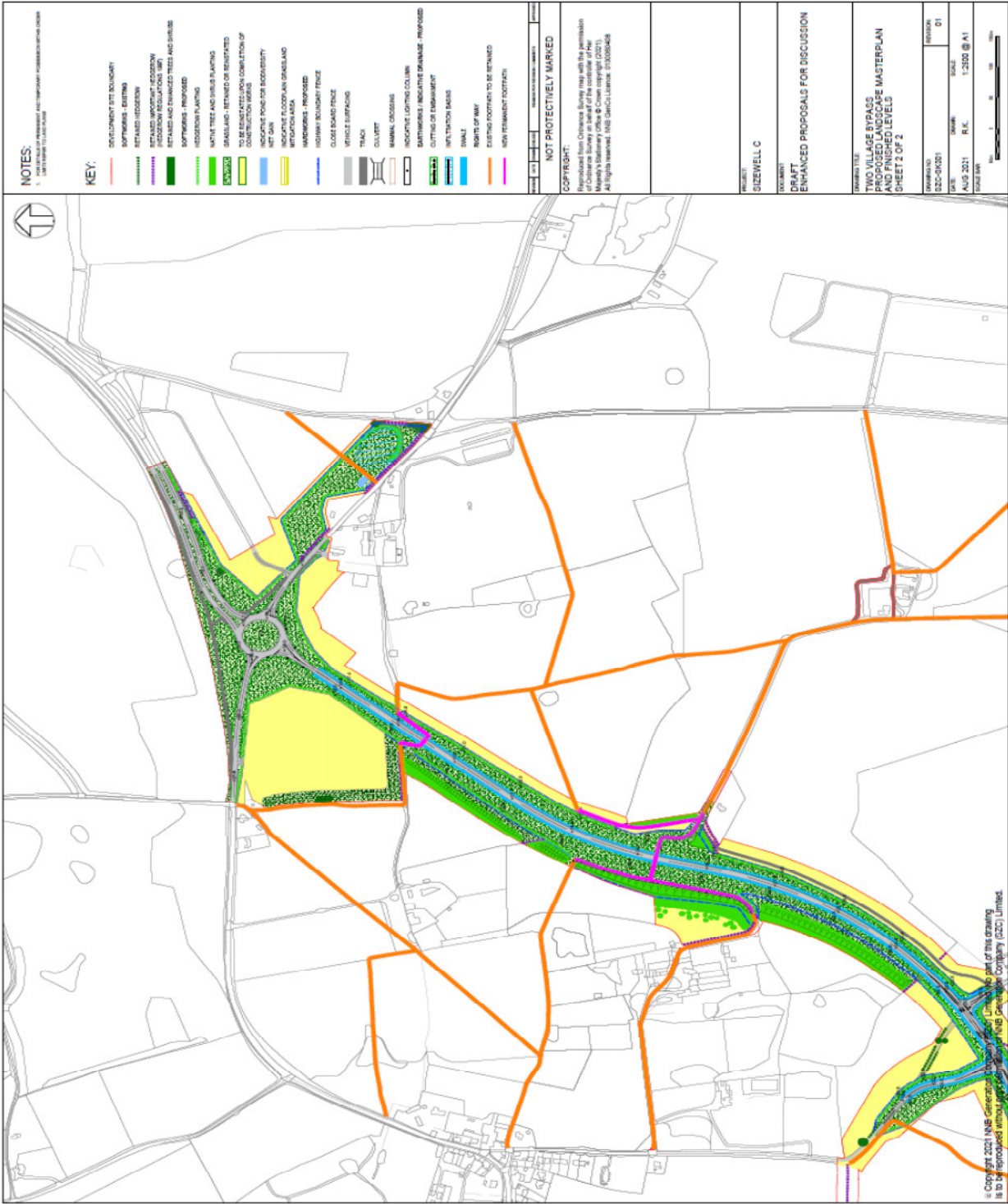
Our sight-line is directly south, so the presence of the TVB will be obvious, as will the noise if not mitigated well enough. We are at greater distance from the reservoir that was constructed further to our south but that has given us an immediate experience of what construction works involve. In addition, a close personal friend has property right next to the Little Hadham Bypass in Essex so we also have that experience to draw on. We have yet to hear what EDF will do about business loss during construction and thereafter but eagerly await revised bunding and landscaping proposals from them, which we have been promised, as of this submission date, are being worked on.

As confirmed by our own noise expert, EDF needs to understand that the noise impact on our property has been under-estimated. EDF has modern computer aided design but all we have had is image based drawings without anything much by way of detail and dimensions, apart from oral description at the meeting, it appears that EDF have to give express consent before proper design details can be released to us and yet the DCO process is moving ever more swiftly to a conclusion. In particular, no cross-sectional drawings or 3D drawings have yet been produced so we and the ExA are unfairly handicapped in consideration of the issues.

It is evident, however, that a continuous bund should be provided on the western side of the bypass, not just for our benefit but also for affected properties in the Farnham Hall area, with no 'gaps'. EDF needs to re-visit its appraisal and develop it further, as required by the DMRB and explained by our noise consultant. Once it is appreciated that the impact on our business and home is greater than previously recognised, then the need for a higher permanent noise barrier becomes obvious. EDF have given consideration to greater protection to the south, at the southern ramp for FP 3. Not only do we need a larger bund coming north but the

landscape belt being provided in the vicinity of that southern ramp needs to be continued further north, all the way to the construction compound.

We have yet to have an explanation of what exactly is proposed for the construction compound, why and with what effect, not only for the two year construction programme but in the longer term as and when it is handed back to the landowner.



Appendix C – Highways Agency 1995 Landscaping & Earthshaping Plans





Appendix D – Acoustical Control’s Rebuttal to EDF’s Comments on Noise



Acoustical Control -
Acoustic Follow-up

This embedded document has also been provided separately and is entitled “**Acoustical Control - Acoustic Follow-up Letter B5393 L (2021-09-03).pdf**”

Appendix E – Acoustical Control Report on Noise



Acoustical Control -
Acoustic Review Rep

This embedded document has also been provided separately and is entitled “**Acoustical Control - Acoustic Review Report B5393 R (2021-05-11)**”