



**Submission to Planning Inspectorate
Notes For Open Floor Hearing 1
On behalf of Marlesford Parish Council ([REDACTED])**

Regarding

**National Grid Electricity Transmission
DCO Application
For
The Sea Link Project (EN020026)**

[REDACTED]
**Chairman
Marlesford Parish Council**

[REDACTED]
Parish Clerk
[REDACTED]

5th November 2025

Introduction

1. Marlesford Parish Council objects to the National Grid Electricity Transmission Sea Link application in its current form. This Council supports all reasonable efforts to reach the goal of achieving net zero carbon emissions but is concerned that the application has been submitted prematurely and without full assessment of other options for the transmission of power generated offshore by East Anglia's wind farms and the onshore generation from Sizewell C (SZC).
2. Marlesford Parish Council is very concerned by the adverse cumulative impact of the Applicant's proposals alongside the existing impacts of SZC and Scottish Power Renewable's (SPR) Friston projects. Marlesford is severed by the A12 and whilst we are grateful for the mitigation committed to by SZC and SPR, it will do nothing to alleviate the increased volume of traffic passing through. Over 50 properties in Marlesford and Little Glemham are 20m or less from the A12 carriageway and they already experience noise and vibration as a result of existing traffic. This has an impact on residents' quality of life and affects mental health. This Council does not subscribe to the apparent argument of the Applicant that because its traffic is over a baseline of already increased traffic (particularly HGVs) being generated by SZC and SPR, the effect of its own traffic will be "negligible" or "minor". That will not be the perception of A12 residents in this village.
3. As a result of the Applicant's Sea Link proposals, together with other energy projects, Marlesford Parish Council believes that this part of Suffolk is paying a high price in order to deliver benefits which will have an impact on a national scale. We do not believe that the benefits to this area are balanced with the negative impacts. One topic that appears to attract little discussion is the vulnerability to attack of concentrating around 30% of the country's energy production on the East Suffolk coast. We are laying ourselves open to hostile attack and East Suffolk residents could be part of the "collateral damage" in the event of such an attack.
4. Base survey traffic data was captured by the Applicant during January and February 2024. These are not recognised "neutral months" and the data is thought to show traffic flows below those that would be expected in neutral months. There is therefore a built-in underestimate of current traffic in the area.

This part of Suffolk experiences significant holiday peaks in traffic flows during July and August. There is no recognition by the Applicant of the effect of seasonality but the combined effects of holiday traffic and the Applicant's traffic (plus that from other projects) will have a material impact on highway capacity.

5. In Marlesford, we are particularly concerned about the three junctions in the village that give access to the A12. Residents already experience difficulty in right turning from these junctions and despite the future mitigation being provided by SZC and SPR, the volume of traffic, even within the new 30mph limit, will make it even more difficult for vehicles to join the traffic flow on the opposite carriageway.

We have concerns that cumulative impact on the road network will potentially compromise the ability of the emergency services to reach incidents in a timely fashion.

Traffic flows of the magnitude expected are likely to lead to significant levels of fear and intimidation for residents along the Marlesford and Little Glemham sections of the A12. Pedestrians using footpaths adjacent to the A12 and all pedestrians, cyclists and horse riders who use minor, rural roads that become rat runs, will be adversely affected.

6. Turning to mitigation Marlesford Parish Council opposes the application in its current form and does not consider that the Applicant has done enough to mitigate the adverse impacts of its scheme. In the event that consent is granted and the scheme goes ahead, this Council requests that the Applicant be put under an obligation to provide the following mitigation:
- Contributions towards improvements to the A12 footpath between Marlesford Road, Marlesford and SZC's Southern Park and Ride.
 - Funding of road markings and other traffic calming measures in areas most impacted by the Applicant's project.
 - Funding for a programme of traffic monitoring already in place and being funded by SZC
 - Funding of signage on roads most vulnerable to rat running.
 - Eliminating Sunday and Bank Holiday working
 - Funding to help town and parish councils respond to NSIP DCOs and examinations.
7. Marlesford Parish Council is aware that certain matters of detail on the final scheme (if the project gets the go-ahead) will be required to be discharged by the local planning authority (LPA). We are aware that in the Sizewell C DCO there was no obligation on the LPA to consult with neighbouring town or parish councils on the applicant's proposals. We ask the ExA to put a positive obligation on the LPA to consult with neighbouring town or parish councils in a timely manner on any matters on which the LPA has the responsibility to discharge conditions.

And Finally, this Council has worked effectively and collaboratively with SZC and has participated in community discussions designed to deliver agreed mitigation and adapt certain aspect of the SZC project to better meet local communities' needs. If permission is granted for this DCO, we would ask that the Applicant is required to engage in an "All Energy Projects Forum" to ensure that all projects coordinate their developments where they overlap (for example on transport). Such a forum would help to dispel the public perception that projects are working in isolation.

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Chair
Marlesford Parish Council

5th November2025