

The Sizewell C Project

Written Representation from Farnham with Stratford St Andrew Parish Council

1. The parish councils of Marlesford, Little Glemham and Farnham with Stratford St Andrew have been campaigning for a bypass of the four villages for many years. The Sizewell C Project provided the opportunity for this to become a reality. After several public consultations EDF proposed a two village bypass to mitigate the effect of the sharp bend at Farnham. However, although the parish council is happy to have our two villages bypassed neither we nor some of our parishioners are happy with the proposed route which, we believe, will preclude the building of a future bypass for Marlesford and Little Glemham. And, unfortunately, Suffolk County Council failed to secure the funding to turn EDF's two village bypass into a four village bypass at the construction stage. There is also the issue of disruption and loss of environment for some residents which could be mitigated.
2. Notwithstanding the issue of a bypass the parish council feels that further consideration must be given to more marine and railway led provision for construction in order to relieve the already busy roads in East Suffolk. There is potentially a serious impact of an increase in HGV traffic on our tourism industry which has become even more important as more people are choosing to holiday in the UK rather than going abroad.
3. Our principle objection is to the route of the proposed bypass. We have highlighted our concerns to EDF and provided an alternative detailed option but we do not feel that our views have been properly considered or the proposed route adequately explained.
4. EDF has insisted on a route which we feel will most likely preclude the future joining up of a bypass of Marlesford and Little Glemham. These two villages have properties inches from the A12 and would benefit greatly from a bypass thus taking the hundreds of HGVs away from them. However, EDF have only mitigated for the effects of the tight bend in the village of Farnham which is not suitable for large vehicles. Suffolk County Council have accepted the need for all four villages to be bypassed and have retained the need in their future programming.
5. The Examining Authority's question A1.1.17 asks the applicant to explain why they concluded that congestion was only likely to occur at the bend and that the impact of Sizewell C traffic would not be sufficient to justify a bypass of all four villages. Question TT.1.45 identifies that the New Anglia Strategic Economic Plan (2014) states that a key transport priority with regards to the Sizewell C development is "a bypass of Stratford St Andrew, Farnham, Little Glemham and Marlesford to

keep HGV traffic off the A12 through these villages." The ExA has asked why only two of the villages are being bypassed rather than four and what consideration is being given to the alignment of the TVB with respect to the eventual alignment of a four village bypass envisaged in the Plan. The parish council has asked this question but has not received an adequate response.

6. The parish council has put forward an alternative route for the TVB which will take it away from the majority of properties surrounding the Grade II listed Farnham Manor and the ancient woodland of Foxburrow Wood. The alternative route which goes east of the wood rather than west is attached at Annex A. EDF has insisted that their route must avoid both Foxburrow Wood and Palant's Grove. It is correct that Foxburrow Wood is designated Ancient Woodland but Palant's Grove is definitely not. It was mistakenly classified as such in the 1990's but Natural England has since corrected that. It is scrub woodland that has been allowed to grow in the gap between the woods and has no historic or environmental value. In addition Natural England advises that a minimum buffer of 15 metres should be retained between development and an ancient woodland to protect tree roots although the Forestry Commission suggests this may need to be 30m to avoid the effect of air pollution. The ExA's question AQ.1.64 asks the applicant to address this.
7. Question AI.1.16 asks the applicant to respond to the criticism made by the parish council and other IPs to the proposed alignment of the new road including any change to the Ancient Woodland designation, the impacts upon the properties at Farnham Hall and the benefit of facilitating a future four village bypass. Also to ask the applicant to provide a larger scale plan of Plate 6.1: Four village route options with the proposed TVB route overlaid to aid comparison of those schemes.
8. The alternative route put forward by the parish council would be a cheaper construction option for EDF as it is largely at grade whereas the proposed route goes into a deep cutting with bunds. EDF has not revealed its hydrological assessment of the effect of this deep cutting. It has not paid adequate regard to ecological and landscape issues and its environmental assessment is deficient. One of the applicant's reasons for their route is that the parish council's alternative would add 24 seconds to a journey and that this is enough to prevent drivers using the new road. The council considers this to be nonsense and unsubstantiated. We calculated that on a 50mph road the additional 400m of road would add 18 seconds to a journey. EDF has now said the speed limit will be 60mph which would shorten the journey even further. The ExA has addressed this issue in their question AI.1.18.
9. With regard to the properties affected by the proposed route there are 19 residential and three business properties that would see this new A12

move closer to them. 14 of them will be adversely affected including the Grade II listed Farnham Manor and the five dwellings which fall within its curtilage. Five properties will be significantly affected.

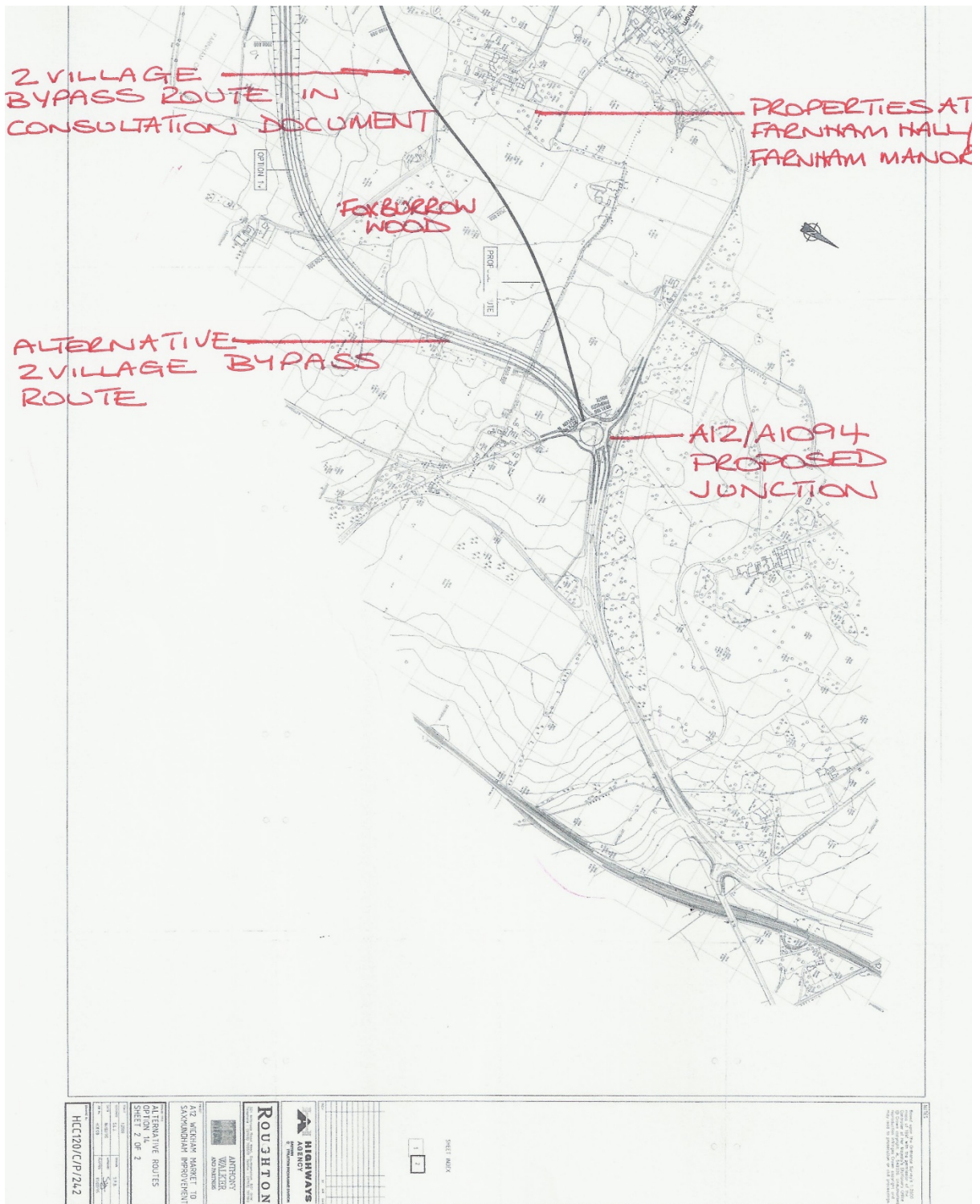
However, should the bypass go east of Foxburrow Wood, as suggested by the parish council, only three properties will be adversely affected (two of which will nonetheless be better off than with EDF's proposal) and of these only one dwelling will be significantly affected (a bungalow in isolated countryside that is only occasionally occupied).

10. The ExA's question A1.1.19 asks the applicant for a comparison of the distance of the two routes from residential properties in the vicinity; the numbers of residences in the various locations; the anticipated noise impact upon those residents and any impact upon heritage assets. Annex B shows a comparison of the existing A12 with the two bypass routes.

11. In addition Natural England has looked at the impact of the construction on protected species and stated that they were not given the opportunity to review the complete up to date survey information for each of the species at the pre application stage alongside the mitigation strategies. They have not therefore been able to comment on protected species mitigation. The ExA has raised various issues on these lines in their questions regarding Biodiversity and Ecology.

12. In conclusion the parish council does not feel that its alternative route has been properly considered and that the proposed route will unnecessarily affect the quality of life of the residents in the vicinity as well as precluding a future four village bypass to include Marlesford and Little Glemham.

Annex A



Annex B

Residential Dwelling	Parish	Residents / Occupancy	Existing A12	Bypass to West of Foxburrow Wood		Bypass to East of Foxburrow Wood	
			Distance to centreline	Distance to centreline	Change from existing A12	Distance to centreline	Change from existing A12
Yew Tree Cottage	Benhall	3	200 m	200 m	0 m	200 m	0 m
53 Friday Street	Benhall	3	245 m	245 m	0 m	235 m	-10 m
54 Stockhouse Cottages [Grade II]	Benhall	3	15 m	250 m	235 m	290 m	275 m
55 Stockhouse Cottages [Grade II]	Benhall	1	15 m	250 m	235 m	285 m	270 m
Old Police House	Benhall	2	25 m	285 m	260 m	325 m	300 m
51 Friday Street	Farnham	2	295 m	295 m	0 m	295 m	0 m
Farm Cottage, Friday Street	Farnham	2	255 m	235 m	-20 m	215 m	-40 m
Mollett's Farm	Farnham	5	255 m	205 m	-50 m	365 m	110 m
Walkbarn Farm Bungalow	Farnham		930 m	485 m	-445 m	40 m	-890 m
Farnham Hall Farmhouse	Farnham	3	660 m	110 m	-550 m	315 m	-345 m
Farnham Barn	Farnham	2	390 m	165 m	-225 m	565 m	175 m
2 Farnham Barn	Farnham	2	400 m	155 m	-245 m	560 m	160 m
Cart Lodge, 2A Farnham Barn	Farnham	2	415 m	140 m	-275 m	550 m	135 m
Farnham Manor [Grade II]	Farnham	1	390 m	195 m	-195 m	610 m	220 m
2 Farnham Hall	Farnham	2	400 m	180 m	-220 m	595 m	195 m
3 Farnham Hall	Farnham		405 m	170 m	-235 m	595 m	190 m
4 Farnham Hall	Farnham	1	415 m	165 m	-250 m	590 m	175 m
5 Farnham Hall	Farnham	2	420 m	155 m	-265 m	580 m	160 m
Booths Barn, 6 Farnham Hall	Farnham	3	425 m	145 m	-280 m	560 m	135 m
1 Hall Cottages	Farnham	1	370 m	180 m	-190 m	570 m	200 m
2 Hall Cottages	Farnham	1	370 m	180 m	-190 m	570 m	200 m
The Old Vicarage	Farnham	1	330 m	345 m	15 m	505 m	175 m
57 Pond Barn Cottages	Farnham		775 m	80 m	-695 m	160 m	-615 m
58 Pond Barn Cottages	Farnham		785 m	80 m	-705 m	150 m	-635 m
1 Hill Farm	Farnham		1010 m	370 m	-640 m	255 m	-755 m
2 Hill Farm [Grade II]	Farnham		1010 m	370 m	-640 m	255 m	-755 m
Business Property	Parish	Residents / Occupancy	Existing A12	Bypass to West of Foxburrow Wood		Bypass to East of Foxburrow Wood	
			Distance to centreline	Distance to centreline	Change from existing A12	Distance to centreline	Change from existing A12
Friday Street - Farm Shop	Benhall	-	235 m	215 m	-20 m	195 m	-40 m
Friday Street - Café	Benhall	-	185 m	170 m	-15 m	165 m	-20 m
Mollett's Farm - Accommodation	Farnham	13	275 m	225 m	-50 m	405 m	130 m
Notes							
1. All distances measured from centre of building to centre of carriageway. No account is therefore taken of overall road width, property footprint or the extent of surrounding private gardens / land.							
2. Number of residents / occupants stated where known.							
3. Proximity of the eastern bypass route to dwellings and businesses could be further improved by sensitive changes to the final A12 / A1094 roundabout location and precise bypass alignment as it passes Friday Street.							
4. Background colour coding: RED = less than 150 m / AMBER = 150 m - 199 m / GREEN = 200 m or greater							