

The two interdependent issues about which I have continuing concern, in respect of the DCO application which if consented, will potentially negatively impact upon me and the community of Marlesford during the 9-12 years construction period are The Southern Park and Ride and The A12 AND Pedestrian Safety.

THE SOUTHERN PARK AND RIDE:

The proposed location between Hacheston and Marlesford on a high ridge in an agricultural area granted special land scape status I consider to be inappropriate both from the perspectives of visual and environmental impact. Within this context I am particularly concerned about the potential of LIGHT POLLUTION. I would like to have as far as is practicable, reassurance that the proposed mitigation measures with respect to Lighting as set out in para 6.5.4 (1) are sufficiently robust so as to prevent this and so protect and preserve DARK SKIES.

A12 PEDRESTRIAN SAFETY:

This issue needs to be considered within the context of an already congested single lane carriage way road no longer fit for purpose of the cumulative impact of Scottish

Power Renewables traffic in the construction of EA1N and EA2 Wind Farms. Even if as now proposed, and indeed "pledged" in SZC May Community Newsletter that 60% of construction materials would be delivered by "rail and sea" and "our proposals mean , the maximum number of HGV vehicles on any one day will be reduced by 30%" This still needs to be viewed in the light of an already congested road. Account also needs to be taken of the Sizewell C ancillary traffic.

The following situation which I describe has obvious implications for traffic management and pedestrian Safety and can be regarded as a public health issue.

The stretch of road about which I have particular concern, is one mile from the proposed Park and Ride site between the B1078 (my house) and Bell Lane , both of which provide north and south access on and off the A12. The latter junction is problematic to all road users including pedestrians. My house is situated the Farm /cafe and shop and the Old Mill Antique Warehouse and a Farm Machinery Business. The South Bound Bus Stop and lay by is immediately to the right of the Old Mill and the North bound directly opposite my house.

Key problems are excessive speed in a 40 mile limit combined with an uneven flow and bunching" of traffic . In the first instance this appears to be particularly so in the case of north bound traffic , possibly due to not all drivers adjusting to a single lane after the Wickham Market by-pass. Of late, I have also observed south bound traffic to be speeding, possibly due to delays further north. The road is now monitored by mobile Police safety cameras.

The actual flow and volume and flow of traffic from about 7am on wards until late morning and again until late afternoon can be heavy and does not facilitate easy crossing.

I cross the A12 most days at varying times in order to access a footpath across a field opposite. I now find it necessary to wear high visibility. clothing , not just at lighting up time. I find that crossing takes great care and patience , especially when crossing from the north bound side, because in ordr to get a clear view of south bound traffic due to the bend in the road, It is necessary to step into the bus lay-by. I have observed north bound vehicles drive through the lay-by in order to under take vehicles turning into a property on the right

I believe the circumstances Which I have described are dangerous, but particularly so for Pedestrian who may have mobility or visual impairment. During weekends with more people crossing the road, with young children, some in push chairs , in order to access the commercial outlets, there is grater risk of injury. It is only by the Grace of God that there has not been an accident. This view is supported by the Suffolk Police and Crime Commissioner who described the A12 thus " it poses a significant danger to all road users, including pedestrians and cyclists alike".¹ . I am encouraged that Marlesford and Little Glenham Parish Councils together with Suffolk County Council are discussion with the applicant on A12 mitigation measures funded through the s106. I await to hear what will be included in the measures.

I see this step, together with the proposed two Village BY-Pass, merely a short term interim solution. , in the light of the above problems, which would increase by additional Sizewell C traffic.

The latter would not benefit the Villages of Marlesford and Little Glemham with respect to the A12. I realise that a Four Village By -Pass is not in EDF proposals, but I cannot see how the project can effectively be delivered with it, other than at great social and environmental cost. A similar view is expressed by The Suffolk And Police and Crime Commissioner *ibid* 2.

References:

- 1 Consultation Document Vol 4 Chapter 6 landscape and Visual.
2. Suffolk Police and Crime Commissioner. Letter of Support Four Village Bypass on A12 in Suffolk. To Marlesford parish council 2021