

**Kelsale-cum-Carlton Parish Council written summary of oral submissions to
Issue Specific Hearing 5 [Landscape and Visual Impact and Design]
with additional comments. For Deadline 5, 23rd July 2021**



3. Landscape & Visual Impact Assessment (LVIA)

Kelsale-cum-Carlton Parish Council (KcCPC) want additional and better quality 'construction phase' visualisations depicting the changes throughout the construction period.

I would draw the ExA's attention to the inconsistency shown in the approach to ANOB's by referring again to the attached newsletter from our MP Dr Therese Coffey.

- a. **Scottish Power Renewables:** *"If approved, the proposal would have a devastating impact on the local area including elements of the AONB."*
- b. **Wangford Quarry:** *"Alongside local residents, I made strong representations at the Examination in Public in 2019 to protect the land ... within the Suffolk Coast & Heaths AONB situated".*
- c. **SZC:** *"The formal planning process for the construction of Sizewell C has now started and I have been contributing to the hearings. EDF made some significant changes to its approach following the pre-application*

consultation and whilst late in the day, I broadly welcome those changes. Particularly in relation to transport mitigation and the fact that they are now pursuing a predominantly marine & rail-led approach to bringing freight to site during the construction phase, rather than a road-led strategy.”

It begs the question as to why the AONB isn't 'front of mind' for the SoS Work & Pensions (previously Parliamentary Under-Secretary of State for Environment and Rural Opportunities at DEFRA) with regard to SZC?

7. Sizewell Link Road

Comments on Design Considerations, including night-time lighting effects:

- The design & location of the SLR causes issues for at least 3 Parishes, and numerous inhabitants.
- The SLR hasn't observed the requirements of users who will be inconvenienced as a result of poor design.

For example, the junction of the proposed SLR & Fordley Rd (South), for that is what it will become, cannot possibly have taken into account the nature of the road along its length and the uses and users of it.

Can the applicant provide the Parish Councils impacted with the design brief which was given to their design team and that has given rise to the disaster being proposed with impacts on residents, farmers and road users (biodiversity/ecology & landscape), potentially lasting in perpetuity.

- What specific measures is the applicant taking in their design, to harmonise the SLR in its surroundings, which cuts a swathe through agricultural land (making it less commercially viable) and the Ancient Estate Claylands LCT landscape. The poor-quality aerial photos, elevation and plans provide no idea of the end result. Can the Parishes be provided with full visualisation for the SLR, it is after all as big as the Main Development site?
- How is the applicant going to eliminate the potential anti-social behaviours of; fly tipping, vehicle laying-up, late liaisons, etc. caused by the 'stopping up' of stump roads. These are clearly products of the Applicants design needing resolution before they occur.

- What specific design considerations have been given to Fir Tree Farm and, Mile Hill Barn and other close proximity properties not in the bailiwick of KcCPC.
- What specifically is the Applicant proposing to do in its design to eliminate 'rat running' throughout Kelsale-cum-Carlton, particularly via:

Town Farm Road (designated Quiet Lane adjacent to the proposed western SLR roundabout and contractors' compound)

Fordley Road (designated Quiet Lane adjoining the proposed SLR)

Carlton Road (adjacent to the A12 with a roadside primary school)

Rendham Road (designated Quiet Lane adjacent to the B1119 thro' to the A12 opposite Carlton Road)

The Kelsale Village Conservation Area

All the remaining designated Quiet Lanes in KcC; Butchers Road, Lowes Hill, Rosemary Lane, Tiggins Lane, East Green, Curlew Green, Dorleys Corner and Theberton Road.

- KcCPC is deeply concerned in an area where Dark Skies are much valued that night-time lighting will be injurious to mental and physical health of residents (and visitors) who find it assists their well-being. This is in addition to impacts on biodiversity, for example bats, hedgehogs, Red Deer, etc.
- How does the Applicant propose to protect roadside and road adjacent nature reserves at North Green (x1), Tiggins (x2), A12 (x1)?

7. Update on Pretty Road bridge design alterations and implications for LVIA

KcCPC attaches its response to the recent consultation on Pretty Road bridge, as the ExA will note there are a number of Questions/issues raised.

7. Monitoring and additional mitigation suggestions

Comments on views and concerns of KcCPC are contained in our REP2-351. Additionally, we have a small number of properties that will be impacted and are very close to the proposed SLR Western Roundabout and/or construction compounds. To date these Parishioners have been offered no form of compensation, nor indeed any dialogue regarding mitigation of the potential impacts. We regard this as totally unsatisfactory and look forward to the Applicant making (albeit very late) strides to resolve issues that they seemingly have sought to ignore.

In a similar vein, the Applicant has yet to respond about the mitigation of the potential impacts of SZC construction traffic (noise, vibration, pollutants, etc.) on KcC A12 adjacent communities, specifically Curlew Green, Dorleys Corner and the western end of Carlton Road).

Finally, the migratory route of Red Deer (amongst other mammals) crosses the A12 close to the proposed western SLR roundabout to access for example Simpsons Fromus Reserve. Currently there appear to be no suggestion by the Applicant of how they propose to mitigate the potential impacts on this historic migratory route from the coast.

As background, some of the flatter, poorly-drained interfluves were used for large common pastures. Many of these were enclosed in the 18th and early 19th centuries and only their outlines survive as landscape features, however other interfluves were used for medieval and Tudor deer parks, e.g. Kelsale Park. This issue has been raised numerous times (and again at ISH7) but remains unaddressed by the Applicant.