

The Sizewell C Project

Deadline 6 – responses to the ExA's second written questions and comments on additional information/submissions received

From Farnham with Stratford St Andrew Parish Council

Al.2.2 The Applicant's response to ExQ1 Al.1.18 [REP2-100], indicates that the average journey time for the Parish Council's alternative route would be some 20 seconds longer than the DCO route. (i) Please explain why that difference would have any impact upon journey choice? (ii) Given the anticipated congestion at the Farnham Bend is the Parish Council alternative alignment not likely to be attractive to the majority of drivers notwithstanding the additional 18 seconds of average travel time compared to the existing A12 route?

The parish council does not accept that an additional journey time of 18-20 seconds will impact on drivers' choice of route. The applicant has not put forward any evidence to suggest this will be the case.

Al.2.3 The DL5 submission of FERN, rebuts the suggestion that the gap between Foxburrow Wood and Palant's Grove is not wide enough to accommodate the alternative route being over 100m wide. The Applicant has provided a detailed response to ExQ1 Al.1.16 and Al.1.22 in relation to the criticism of the selected route for the Two Village Bypass. Please respond/comment further in relation to the width of the required corridor; the impact that impinging on the 15m buffer to Foxburrow Wood and Palant's Grove ancient woodland would have upon those trees; and any implications arising from the fragmentation of the CWS.

The parish council does not accept the applicant's reasoning for their route of the bypass and believes the decision is primarily financial as our proposed route is slightly longer than theirs. We have proved that Palant's Grove is not designated Ancient Woodland and there is therefore no reason why the new road cannot go through it. In addition fourteen properties will be affected by the proposed route, some of them significantly whereas our proposed route will only affect three properties and only one significantly.

If the applicant does not change their route then there must at least be mitigation for the affected properties in the way of quiet road surfacing, additional bunds and mature planting.

The parish council supports the submission put forward for Deadline 6 by Mollett's Partnership, trading as Mollett's Farm.

In particular we support the need for:

Bunding on the west side from Farnham Hall to Friday Street for noise attenuation;

A linear footpath along the western side from the proposed footpath diversion to Friday Street with a Private Means of Access if necessary;

A landscaping belt to the west of the linear footpath to address the scar of the new road; and

Noise attenuation fencing around the compound and, post completion, fencing and landscaping along the existing A12 and the new road to shield the area from the traffic noise and light pollution from the Friday Street roundabout.

We are concerned about the set boundaries of the TVB which do not include Mollett's Farm land which means they will not be able to claim adequate compensation even though the new road will undoubtedly affect their tourist business. There seems to be a very different approach for the residents in the Farnham Hall area even though Mollett's will be just as adversely affected by the TVB.

The parish council is also concerned that the applicant had not recognised the business aspect of the company and had identified it only as an isolated farmhouse. This has now been addressed although mitigation and compensation has not.

We also point the ExA towards the High Court decision on the A303 Stonehenge tunnel as Mollett's Farm have non-designated heritage assets