

From: [REDACTED]
To: [SizewellC](#)
Cc: [REDACTED]
Subject: DL 7 Submission Grant Family/Fordley Hall Farm SIZE-AFP042 and SIZE-AFP062
Date: 03 September 2021 16:59:20
Attachments: [SLR Questionnaire 2021 \(Perm or Temp\).pdf](#)
[2187_03_001_Sizewell Link Road Fordley Road Options.pdf](#)
[Fordley Road SLR Options.pdf](#)
[DM email re Site Meeting on Severance 2.9.2021.pdf](#)

1. **SLR – Temporary or Permanent?**

SCC are against permanence; ESC see revenue potential in permanence.

As requested by the Inspectors at the recent ISHs, we firstly confirm that, at Consultation 4, the Applicant requested feedback regarding the permanence issue; this was well shrouded within several hundred pages, nor highlighted on the Applicant's pre-populated Response Form. At Consultation 5 the SLR had become 'permanent', with no justification to support that decision by the Applicant; the Applicant simply stating that the responses received were 'not conclusive'. When pressed for detail, the Applicant stated that it had had 161 responses, only 41 of which 'expressed a view' and that 68% ie: 28 respondents wanted the retention of the SLR post construction.

Our neighbouring farmers (Nat & India Bacon of Theberton Hall Farm) agreed that we should, independently, try and get a better picture of things by targeting the communities most affected by the SLR, namely Middleton, Theberton, Kelsale and Westleton.

Attached you will find a sample of the pre-paid questionnaire/response card that we circulated during March/April 2021 with local Parish Council magazines and also by hand, together with a synopsis of the results.

We had a total of 221 responses; 200 (90%) were in favour of the SLR being removed and the land reinstated post construction. We believe this survey to be far more indicative of local residents opinion.

The Inspectors are welcome to examine the database used/gained, but we are aware of GDPR constraints and several respondents wanted to be sure that their names were not given to the Applicant.

Permanence of course negates the replacement, by the Applicant, of the 70,000 loads of backfill being taken from SLR construction for foundation work on the Main site development.....

2. **SLR/Fordley Road junction**

We still await a supported argument from the Applicant as to why they have discounted the repeated requests of the vast majority of residents on Fordley Road that we should continue to enjoy northbound access within the parish of Middleton cum Fordley to the village of Middleton with its church, village hall and pub.

The Applicants proposed junction severs our community and worryingly allows access from the SLR onto Fordley Road which unquestionably will be abused by SZC traffic at peak times and shift changeovers (rat run).

We attach photos taken when the A12 was blocked by an accident and Fordley Road was used (with the help of satnav systems) to divert traffic onto B1122 to access either Leiston or Yoxford – we were gridlocked for nearly two hours....

For the sake of completeness, we attach the technical drawings prepared by our consulting engineers, Create, together with Option Criteria proposing an underpass to allow Fordley Road to go under the SLR but not allow access to SLR traffic.

We felt that this feasible, practical solution maintained access to the communities of Middleton, Fordley and Kelsale as well as blue light emergency services as required.

These were given to the Applicant and we have **never** received a formal response with

supporting data; we firmly believe that additional cost of construction to the Applicant is the only barrier and we ask that the Inspectors demand a quantified response from the Applicant as to their logic for rejection and justification for allowing SLR/SZC traffic access onto a single carriageway country lane which is part of the local 'Quiet Lanes' system.

It is noted that the Applicant has now agreed to construct a bridge over the SLR in Theberton for Pretty Road traffic. Theberton has a lower number of residents than Middleton cum Fordley; one again assumes that cost is the driver.

3. **'Engagement by the Applicant' (or lack thereof)**

This issue has been the subject of continued frustration by all parties affected by the Applicants project proposals – we could cite a multitude of examples over the period January 2019 up to today.

The Inspectors asked us to provide examples - a classic is attached in an exchange of emails over the last three weeks leading up to an on site meeting here at Fordley yesterday afternoon.

4. **Savills and Create Reports**

Under separate cover, you will today have received submissions from both Savills and Create who are both representing our interests and we ask you please to read all three documents as one consolidated cry for common sense to prevail.

Thank you for your time in reading this, but also many thanks for your continued attention to detail so often witnessed throughout the Hearings; it is greatly appreciated and we feel less alone in our anguish.

Sincerely,

David and Belinda Grant

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]





David Grant

From: David Grant
Sent: 01 September 2021 20:32
To: Joshua Clarke-Davis
Cc: Michael Horton; Jonathan Smith; Belinda Grant
Subject: RE: SZC - Plans

Josh,

To receive these drawings at 6.35pm the evening before our meeting simply emphasises the crass disrespect which you and your Client have for us.

On 16th August our Agent, Mike Horton confirmed our meeting tomorrow with you and clearly stated/requested....."in the afternoon on the understanding that the appropriate representatives from EDF attend to discuss the landscaping proposals with David and Belinda presumably Richard and Ruth who were on our call . Please circulate beforehand the proposals so we have reasonable opportunity to consider them . Please can the scale of the drawings be sufficient for us to interpret them easily. As raised in our call and as important we also need an engineer on site to explain the underpass drawings as its vital we fully understand them before returning to you. Please confirm as soon as possible" .

I do not know why you have only confirmed today, nor do I understand why you have not shared/sent the drawings you now attach long before this evening – one is dated July '21 and the other, 2nd August; today is 1st September; maybe you disrespect time as well people.

You say you will provide additional plans for screening/mitigation either this evening or tomorrow morning; in your email to Mike and I dated 25th August you committed... "We will provide plans and information prior the meeting as requested to allow chance to review these in advance".

You are aware from my email to you of 24th August that I am in meetings in Ipswich tomorrow morning; again you emphasise your disregard for us in that I will have scant opportunity to study whatever you now send.

I am not prepared to put up with what is either your own, your firm's, or your Client's total lack of efficiency and failure to fulfil your repetitive empty promises. As stated at the recent Hearings, your actions simply underpin our assertion that you do no more than pay lip service to the concept of 'engagement' with people such as ourselves, whose lives you have now disrupted for over two and a half years.

I shall be attaching a copy of this email dialogue to our DL7 submission on Friday to highlight and demonstrate the issue to PINS.

PINS asked me to support my statement with evidence at DL7; inadvertently, you have now saved me the job!

Finally, as previously requested, please ensure that any drawings that you bring tomorrow are of sufficient size (A3) to be fully legible.

See you at 3.00pm

Regards, David

From: Joshua Clarke-Davis [redacted]
Sent: 01 September 2021 18:35
To: David Grant <david.grant@fordley.com>
Cc: Michael Horton <MHorton@savills.com>; Jonathan Smith <Jonathan.Smith@dalcourmaclaren.com>
Subject: SZC - Plans

Hi David,

In advance of our meeting tomorrow afternoon, please see attached plans, for completeness, of the underpass being looked into.

Mark Beaumont of WSP will be in attendance to explain the details of this tomorrow.

I will provide additional plans in respect of screening and mitigation this evening or tomorrow morning, which Ruth will then be able to explain and expand on in the meeting.



W dalcourmaclaren.com

/// applies.shrugging.parsnips



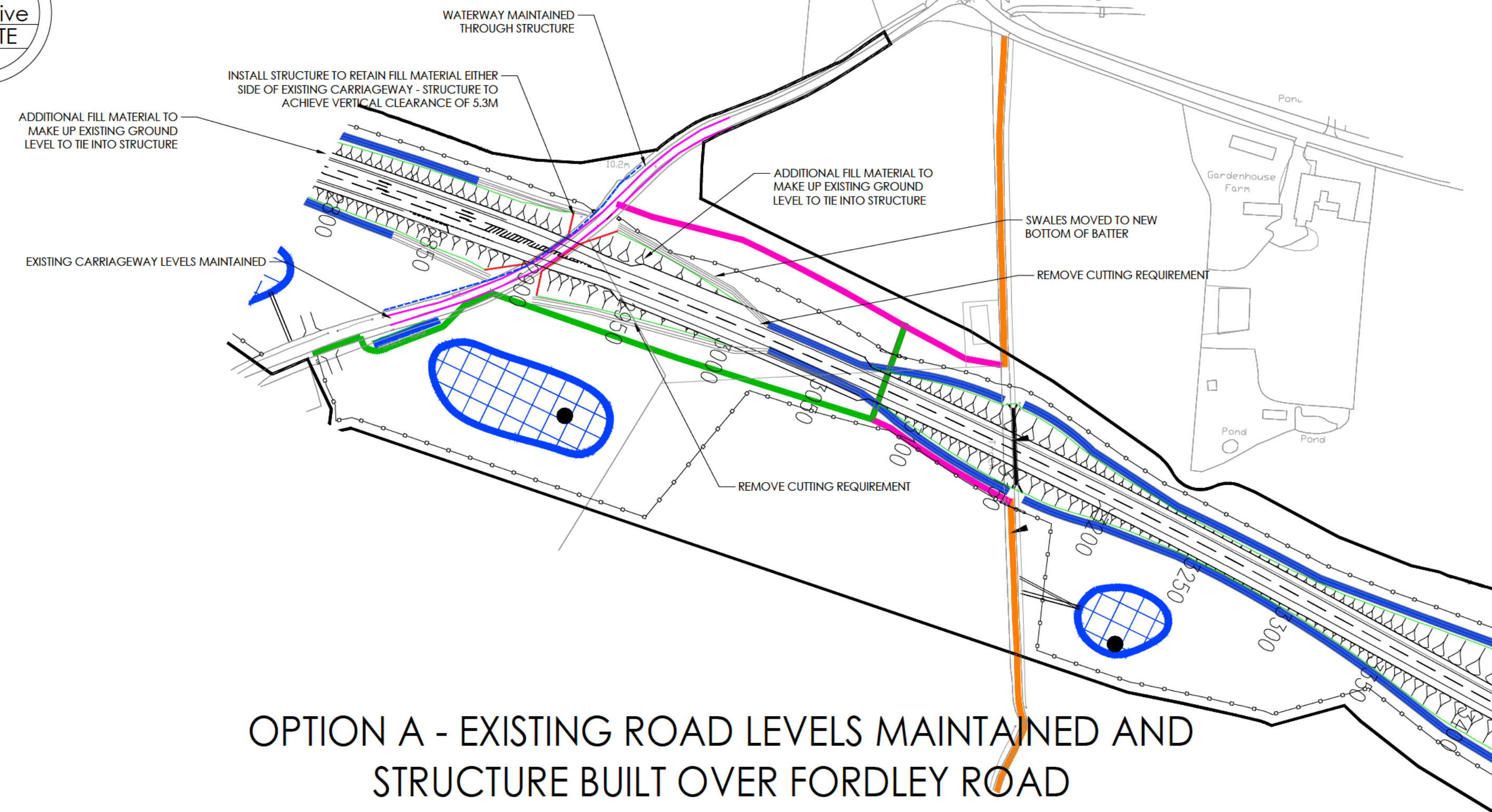
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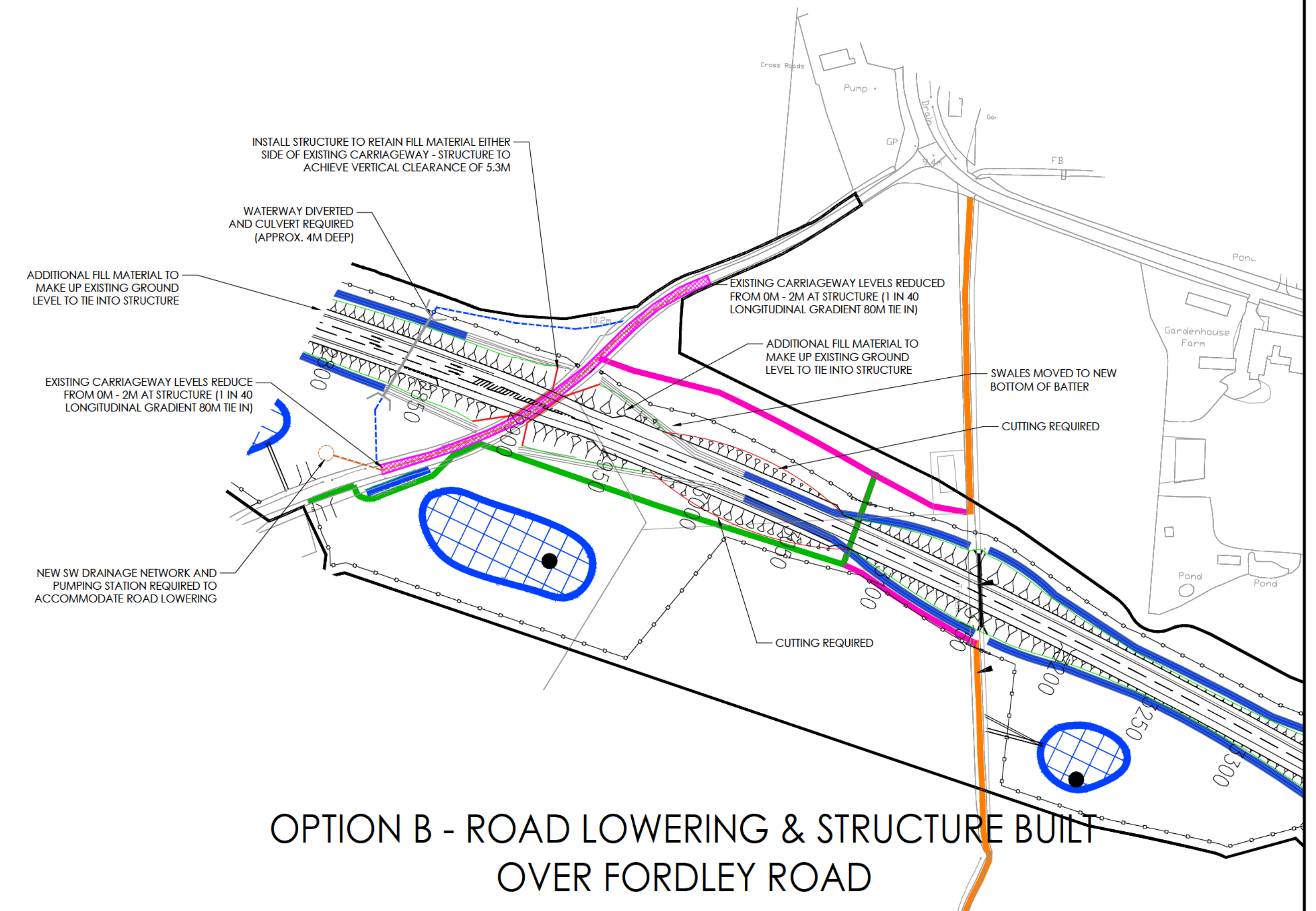
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Before printing, think about the environment.

Fordley Road Options	Details	Proposals
Option A – Maintain current finished road levels.	Maintain the existing road level of Fordley Road, build up ground profiles either side of the road and construct a structure over the road with 5.3m clearance to mitigate the need to permanently close off Fordley Road at the junction with the Sizewell C Link Road (SLR).	<ul style="list-style-type: none"> • Maintain full north / south access on Fordley Road • No need to construct a new 100m long slip road as per EDF proposal • No need to construct turning head on EDF proposal • No need to divert waterway as per EDF proposal • Tying into existing elevated ground levels approx. 100m/200m either side of the structure (see magenta line on long section). • Remove cutting between CH 3075 & CH 2940 • Additional filling required between CH 3000 & CH 2660 • Up to 3.5m fill above EDF proposed FRLs (but fits in with ground profiles either side) • 5.3m clearance structure / abutments and wingwalls required • Traffic flow could be maintained throughout project duration (short closure to lift / construct structure) • Existing drainage network could be maintained • Eliminate need for turning traffic / HGVs from Fordley Road onto SLR – therefore increased safety for Fordley Road Traffic
Option B – Lower Fordley Road by 2m.	Lower Fordley Road by 2m at the junction with the SLR and construct a structure with 5.3m clearance to mitigate the permanent closure of Fordley Road north/south access. Ground profiles to be built up either side of the road.	<ul style="list-style-type: none"> • Less fill earthworks than Option A but would require cutting between CH 3075 – CH 2975 • Fill earthworks required either side of structure to build up ground profiles • Maintains full north/south access on Fordley Road • No need to construct a new 100m long slip road as per EDF proposal • No need to construct turning head on EDF proposal • Traffic flow not able to be maintained during construction due to road lowering (unless build adjacent to current road offline) • 5.3m clearance structure / abutments and wingwalls required • Surface water network will be installed to accommodate lower levels and possible flood prevention • Pumping station likely needed to control surface water (electrical supply and outfall to be source) • Waterway will require diverting (approx.. 4m deep drainage beneath SLR) • Approx. 160m of carriageway to be lowered to 2m at lowest point to meet acceptable longitudinal highway gradients • Eliminate need for turning traffic / HGVs from Fordley Road onto SLR – therefore increased safety for Fordley Road Traffic
Current EDF Proposal	Cut off Fordley Road at the junction with the SLR and make access to the north of the SLR redundant from Fordley Road. Diversion requiring a 2km diversion route to access north side of Fordley road.	<ul style="list-style-type: none"> • Cut off Fordley Road north of SLR • 2km diversion route created requiring northbound or southbound Fordley Road traffic to use SLR to access north side of Fordley Road • Cut and fill earthworks to build up ground profile • Earthworks to build up slip road • Divert waterway beneath SLR • Construct a turning head north side of Fordley Road to allow traffic to turn around • Cut off traffic flow along Fordley Road during construction phase




OPTION A - EXISTING ROAD LEVELS MAINTAINED AND STRUCTURE BUILT OVER FORDLEY ROAD



OPTION B - ROAD LOWERING & STRUCTURE BUILT OVER FORDLEY ROAD



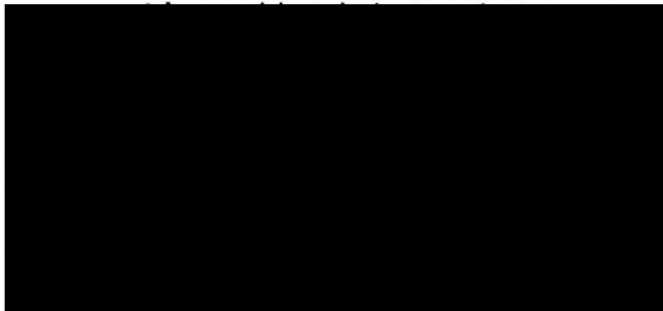
PROJECT SIZEWELL C LINK ROAD		DATE 15.05.21		DRAWING STATUS INFORMATION		 create CONSULTING ENGINEERS LTD
DRAWING TITLE FORDLEY ROAD OPTIONS		SCALE(S) 1:2000 @ A1		DESIGNED SC	DRAWN	
		JOB No P20-2187		CHECKED PZ	APPROVED PZ	
				DRAWING No 03_001		
CLIENT DAVID GRANT (MIDDLETON)						

www.createconsultingengineers.co.uk

1. OVERLAY OF EDF DRAWING LAYOUT OBTAINED FROM SIZEWELL C PROJECT 2.10 SIZEWELL LINK ROAD PLANS PART 1 OF 3 PLANS FOR APPROVAL.
2. CONCEPTS OUTLINED ON THIS PLAN ARE INDICATIVE ONLY AND SUBJECT TO FURTHER INVESTIGATION.
3. THIS PLAN IS FOR INFORMATION ONLY.
4. ALL DIMENSIONS SHOWN ARE APPROXIMATE IN METERS.



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You have a choice... Make your view count...

We write to you as a fellow local resident and as someone directly affected by the impacts of the Sizewell Link Road (SLR).

As you are probably aware, EDF want to build a new road (shown in orange on the map below), to transport freight to the proposed Sizewell C nuclear power station construction site.

This link road provides no long term benefit for the area, cuts off vital transport links and communities, destroys countryside and productive farmland. The need for the road is temporary.



We would like to hear your view on this. Please could you let us know whether you would rather see the SLR reinstated to countryside and farmland, or left as a road after the construction of Sizewell C (if it happens).

We appreciate you taking the time to provide us with this information, which we will only use for this simple survey. We will treat all personal details as confidential.

Thank you

Nat Bacon, Theberton and David Grant, Fordley.

Do you support the removal of the Sizewell Link Road post construction of Sizewell C?

Please mark your preference with an X:

☐

Yes, I would like to see the SLR removed after construction of Sizewell C

☐

No, I would like the SLR to remain after the construction of Sizewell C

Name:.....

Address:.....

.....

- Alternatively email your response to: SizewellLinkRoadSurvey@gmail.com
- or go to <https://forms.gle/P8mPW64UPYXD3tJd8> to state your preference on this simple yes / no question.

From: Katy Farenden [REDACTED]

Sent: 15 April 2021 10:48

To: Nat Bacon <[REDACTED]> India Bacon [REDACTED]

David Grant

Subject: Updated SLR Results 15/04/2021 1000

'YES' = SLR to be removed/reinstated

'NO' = SLR to remain permanently

TOTAL	
Yes	No
200	21
90%	10%

Middleton Only	
Yes	No
55	4
94%	6%

Note: 162 'other respondents' were from Theberton, Kelsale, Westleton etc

Full details attached.

Kind Regards

[REDACTED]

Farm Secretary
Ward Farming Ltd

[REDACTED]

W: www.wardfarming.com