

**Kelsale-cum-Carlton Parish Council written summary of oral submissions to Issue Specific Hearing 13 on Landscape, Visual Impact, Design and Terrestrial Heritage with additional comments For Deadline 8, 24th September 2021**



**Landscape, Visual Impact, Design and Terrestrial Heritage**

**Night time lighting effects**

Dark skies are highly valued in our Parish and as a consequence there are very few streetlights. We are therefore at a loss to understand how installing streetlights at a new roundabout of the A12 where there is currently no lighting cannot be said to significantly increase light pollution and have a material impact on our 'dark skies'. Our residents look at the night sky for the stars and also for events such as Perseid Meteor showers. Stargazing is good for mental well-being, and there is no cost to the planet for such an activity.

We would also draw attention to recent comments made by Lord Deben that "pressures to urbanise the countryside are largely antagonistic to dealing with climate change" Street lighting is not always necessary and that rural authorities should resist its installation.

The Applicants proposals include tall light standards at the roundabout joining the A12/ S link Road. The proposals say some lighting is necessary for safety purposes but we request that lighting design ensures lights have the least spill possible and are illuminated for the shortest possible period and only when absolutely necessary. Also, that they are designed to only cast light down to minimise light pollution, and that the design takes into account the nocturnal requirements of bats etc.

## **Suitability of Proposed landscaping scheme**

I looked up the word landscape in the Oxford English Dictionary just to double check I hadn't misunderstood. It confirms it is everything you can see when you look across a large area of land, and especially in the country the woods and fields that are typical features of the English landscape. In an urban landscape. It refers to bleak/barren/rugged landscape of the area.

A resident asked how much design actually went into the Link Road beyond simply meeting the statutory requirements. This is a point brought more to the fore by current Nautilus non-statutory consultation which suggests a 2025 start for their project, a project lifespan in excess of 3 years and which would include a 5-hectare site to build a converter station 24 meters high (again with water the developer doesn't have) with one potential site being near the proposed Pretty Road Bridge. As you are aware this Bridge is being put forward as a design solution to enable connectivity/access to service centres for local communities as a consequence of the poor siting of the Link Road.

Local communities are and have always been interconnected by single carriageway roads following historic routes. These were not designed for speed; they were simply designed to maintain connections with neighbouring Parishes taking into account local landscape, and to enjoy the surroundings. Those neighbouring Parishes the Applicant will sever as a result of their choice of location of the Link Road and a 60-mph speed limit.

This is not a road that has been designed with the user communities in mind beyond the Applicant, who wants it as a route to site that also facilitates access to free backfill. Our paper after Issue Specific Hearing 5 (REP5 -230) outlined the view of the Parish Council that little imagination, little design and little time has been spent on trying to create something that really works for local communities. I will not repeat all the issues raised in that paper here today, but do ask the ExA to reflect on it.

Because design and landscape have clearly not been the primary driver in this proposal for the Link Road, there are additional in-built issues such as rat running through nearby Parishes, anti-social behaviour, and access issues to facilities which have now been created for residents. But what is evident is the lack of thought /creativity on the integration of the Link Road Scheme into the environment. The appalling lack of detail on the plates and maps provided doesn't assist and neither does the narrative.

The location of it between 2 Conservation Areas (Yoxford & Kelsale), in a broader area that has had Quiet Lane designations agreed, further cementing the network of lanes connecting Middleton-cum-Fordley, Theberton & Eastbridge and Kelsale-cum-Carlton just demonstrates how user need has not been designed in. A reduction in the speed limits should be considered for the benefit of all the Parishes connected to the SLR.

So rather than looking at the road in isolation, the knock-on impact on other roads must be considered. If not, I guess we will all need to use 'reasonable endeavours' to cross the road, and hope our hedgehogs and other mammals have their running shoes on. A more positive action by the Applicant would be to respect the needs of all residents, the users of the Public Rights of Ways and the wildlife of the surrounding area and implement a maximum 40mph speed limit for the entire length of the SLR.

The Parish Council want to understand whether the planting proposed in the landscape design takes into account the funding required to maintain this into the future (ie including and beyond the construction phase.) This is particularly important as it takes some while to establish new planting here due to the dry summers and occasionally wet winters. You can rarely 'plant' and leave nature to water it if you want planting to thrive.

As a host to part of the SLR we have been informed by the Applicant it is their firm belief once people get accustomed to using it, it will become the preferred safe direct route to Leiston, Sizewell Beach & Minsmere from the A12, albeit according to their own figures less than 30 people wanted it retained. As a footnote, the Applicants assertion is dependent on traffic wanting to go to Leiston from the South continue up the A12 beyond Friday Street, Saxmundham and indeed Kelsale-cum-Carlton to the Link Road rather than using local roads with the knock-on impact on road miles and consequently pollution. I would also suggest that those visiting the coast for leisure activities are more likely to choose pretty, meandering local roads and enjoy the journey before they arrive at the destination.

### **Additional monitoring and mitigation suggestions**

There are still no mitigation suggestions for our roadside communities (which I have listed previously) from the potential impacts of SZC traffic, including those most directly impacted adjacent and adjoining the roundabout, let alone the impact of displaced traffic who would normally have used the A12.

We still do not feel there is a satisfactory answer to mitigate the potential impacts on Red Deer who have a migratory route across the A12.

A suggestion we do have is that Sat Nav companies are asked to update their software to include the Quiet Road network, at the earliest possible opportunity, and definitely prior to commencement of any work. For example, in the coming months.

A further suggestion is that speed enforcement is by Average Speed Cameras on the SLR throughout its length which would also potentially provide for some funding towards maintenance of it for Suffolk County Council Highways.

Thank you for listening.