



# MOLLETT'S FARM

## Deadline 10 Submission from Mollett's Partnership (trading as Mollett's Farm)

### Summary of this document's contents:

This Submission represents our final comments for Deadline 10, taking account of comments to the Examining Authority by interested parties at Deadline 8 and Deadline 9 and to update the ExA as to further discussions with the Applicant and Suffolk County Council.

In short, some further progress has been made but the issue of noise impact is unresolved, as are certain other matters.

These are set out more fully in this Submission.

*v2 – contains the correct attachments in Appendix D*

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## Abbreviations

For convenience the following abbreviations are used throughout this document:

ASI	Accompanied Site Inspection
CPO	Compulsory Purchase order
DCLG	Department for Communities and Local Government
DCO	EDF's proposed Development Consent Order
DMRB	Design Manual for Roads and Bridges
ESC	East Suffolk Council
EDF	NNB Generation Company (SZC) Limited
ExA	the Examining Authority
FP	a public footpath
LPA	local planning authority
Mollett's	the trading partnership of Richard and Sasha Ayres
NIMBY	opposition by residents to proposed developments in their 'back yard'
PMA	Private Means of Access
PRoW	public right of way
SRO	Side Roads Order
SCC	Suffolk County Council
TVB	Two Villages Bypass (for Stratford St Andrew and Farnham)
USP	unique selling point

## 1. Introduction

1.1 We, at Mollett's Farm, have found ourselves in a very difficult situation, where, through no fault of our own, we are going to be immediately and adversely affected by the impacts of the alignment for the TVB in the DCO but compensation under the Compensation Code is not an adequate remedy.

1.2 We maintain that we have been placed in this horrible position through a serious mistake made by EDF in identifying us as an *"isolated farmstead"* (**Appendix A** below contains a non-exhaustive list of occasions when we have made this clear). If this error on EDF's part had not been made, then the Order limits could have been extended so that proper mitigation measures could have been put in place and, if land had been taken from us for the purposes of the scheme, the impact on us and in particular our business could have been addressed properly.

1.3 Our representations have made it clear that Mollett's Farm is a successful tourism business, with over 1,000 visitors a year. Our success depends not only on the quality of the accommodation and facilities provided but the fact that we offer a tranquil setting in a quiet country location, with easy access to the multiple attractions in this part of Suffolk. Our guests have the ability to be 'car free', since they can access the public rights of way network easily and shop on foot in safety at the Friday Street Farm shop complex or visit the café there.

1.4 Where, in the special circumstances for us, the Compensation Code provides no adequate remedy for the acute localised impacts, there is an enhanced onus on EDF to do everything it can to mitigate the harm caused to us. Owing to the inadequacy of its proposed land take, EDF is trying to utilise the land available to it within existing DCO limits for landscaping and at the same time trying belatedly to graft on acoustic attenuation. The suggested schemes to date simply do not reduce noise to the requisite level, which is uncontested as to need. We attach to this submission a copy of a letter received from our acoustic engineer on 11<sup>th</sup> October (see **Appendix B** below), commenting on EDF's letter to us of 7<sup>th</sup> October, and in which he continues to raise concerns regarding the mitigation offering for Mollett's Farm.

1.5 We do not exaggerate when we say that our particular business could face total extinguishment; our tranquil setting will simply be shattered without adequate mitigation. Trading as normal through the TVB construction phase is going to be exceedingly difficult for us, if not impossible. We have given thought to how our business could change after opening of the TVB but any change will be difficult without the right level of acoustic mitigation being put in place against road noise.

1.6 At considerable expense, and despite the fact we believe we should never have been placed in this situation, we have instructed our own acoustic engineer. It was us that made EDF aware of its error and we have tried hard to engage with EDF to produce a satisfactory mitigation scheme that would allow us to attempt to keep our business going after the TVB construction period. Frustratingly, despite our attempts to engage, EDF has simply failed to provide us with the level of detail our acoustic engineer needs to assess the noise impact properly and therefore work out the best design solution for the acoustic works.

1.7 There is simply no equality of arms in this DCO situation. There is still unmitigated residual significant adverse harm to us. This DCO process has taken an enormous toll on us personally, in terms of stress, anxiety and health, as well as expense.

1.8 National planning policy is clear that schemes must be designed to mitigate harm; nuisance caused by noise is a material planning consideration. **Part Five** of the Government's **Overarching National Policy Statement (NPS) for Energy (EN-1)** recognises how detrimental noise issues can be for those impacted. The **NPS** states:

*“Excessive noise can have wide-ranging impacts on the quality of human life, health (for example owing to annoyance or sleep disturbance) and use and enjoyment of areas of value such as quiet places and areas with high landscape quality.”*

1.9 **Paragraph 5.11.8** of **EN-1** it further states:

*“The project should demonstrate good design through selection of the quietest cost-effective plant available; containment of noise within buildings wherever possible; optimisation of plant layout to minimise noise emissions; and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission.”*

1.10 **Paragraph 5.11.9** further states:

*“The IPC should not grant development consent unless it is satisfied that the proposals will meet the following aims:*

- *avoid significant adverse impacts on health and quality of life from noise;*
- *mitigate and minimise other adverse impacts on health and quality of life from noise; and*
- *where possible, contribute to improvements to health and quality of life through the effective management and control of noise.”*

## 2. Noise

2.1 The situation regarding noise has progressed a little since **Deadline 9**, though the mitigation currently being offered still does not adequately address the impact of noise on Mollett's Farm.

2.2 At **Deadline 8** we repeated the faults we had previously identified with the methodology employed by EDF to assess the significance of effects of noise on Mollett's Farm and questioned what acoustic input there had actually been into the design of the mitigation package. At a meeting on site prior to the deadline we asked a series of questions and made some requests for information to enable us to better understand what had been done and assist in developing the options. These questions and requests were summarised in our **Deadline 8 Written Representation [REP8-245 & REP8-246]**. We had received no responses by **Deadline 9** but have now received answers to most of the questions. Our **Deadline 9 Written Representation [REP9-037]** contained a critique as to how noise impact should be assessed. We have not, however, received all of the information requested. This lack of information has left us unable to properly assess the latest proposals.

2.3 However, it was clear that the process used by EDF did not give appropriate consideration to the specific noise sensitivities of Mollett's Farm when considering the impact and effect of noise from the TVB on our business. To summarise the specific points of context raised in the previous submissions:

- Mollett's Farm is not just a residence; it is a private tourism business dependent upon its reputation for tranquillity. It therefore has a significantly increased sensitivity to noise compared with a residence.
- The layout of the business has evolved to take advantage of the tranquillity of the land to the south and mitigate the effect of noise from the existing A12 to the north. It therefore has a significantly greater sensitivity to noise coming from the south than noise coming from the north.
- The wind-rose for the area shows that wind is more likely to blow from a generally southern direction than a generally northern direction. EDF's proposals would therefore result in a significant change to the landscape which would be expected to result in an increase in significance of effect for the TVB located to the south.

2.4 Our team has considered these characteristics in detail and concluded that, in their professional judgement, these factors increase the sensitivity of Mollett's Farm to noise from the proposed TVB route to the south by around 5 dB<sub>LA</sub> compared with noise from the existing road to the north. Therefore, the process used by EDF effectively underestimated the impact on Mollett's Farm by around 5 dB<sub>LA</sub>.

2.5 In its letter to us of the 4<sup>th</sup> October in response to our **Deadline 8** questions [[REP8-246](#)], EDF makes reference to the need for a 5 dB<sub>LA</sub> reduction and does not challenge it. We can therefore assume that it has accepted the outcome of our analysis of the impact on Mollett's Farm even though it is still raising a few points to challenge some of our specific observations.

2.6 The letter of the 4<sup>th</sup> October also described the process by which the mitigation proposals that EDF intend to propose at **Deadline 10** had been developed. It stated that EDF had initially assessed acoustic mitigation based upon a 4.5 m high barrier along the entire length of the new road from the proposed footbridge to the roundabout. EDF then, however, states that it did not consider that it can deliver such a barrier but gives no reason for this. There do not appear to be any obvious acoustic or structural reasons for this but, in the absence of any information from EDF on the reasons, we are unable to test the robustness of this statement.

2.7 Instead, EDF are proposing a 3 m high barrier along the same length of road comprising some sections of bund and some sections of acoustic fencing. This is a development of an earlier set of proposals, with improvements in response to comments from our team. EDF presented predictions for the benefits of both 4.5 and 3 m barriers and neither achieve the 5 dB<sub>LA</sub> requirement, though the 4.5 m version does give a significantly better performance.

2.8 The topography of the area and the route of the TVB are complex and it is unlikely that the optimum barrier would be the same height along its entire length. A design featuring different heights in different places has the potential to deliver performance similar to or better than the uniform 4.5 m barrier without causing the unknown delivery issues alluded to by EDF. However, in the absence of any information about those delivery concerns and the information that we requested on the output of the noise model we have been deprived of the opportunity to develop a successful solution.

2.9 We therefore need a requirement within the DCO for EDF to deliver a package of mitigation measures which adequately addresses the impact of noise from the TVB on Mollett's Farm, by reducing the noise levels and, where necessary and possible, addressing the particular sensitivity of Mollett's Farm to noise from the south. The net effect of these should be to deliver a reduction in impact equivalent to 5 dB<sub>LA</sub>. This is likely to involve a combination of an acoustically optimised roadside barrier and elements within the Mollett's Farm site. We have developed a suggested form for this requirement which is included within this submission.

2.10 As outlined above, to date EDF's mitigation proposals fail to acceptably mitigate the significant adverse impact on Mollett's Farm. Their suggested schemes simply do not meet the policy tests as set out in EN-1. It is vital that we are involved in approving the design of the acoustic works and the associated landscaping and drainage works (referred to later in this submission). Therefore we suggest that the following requirement is included in the Order to ensure this takes place:

**Requirement**

*No construction shall commence on the TVB road scheme unless and until the applicant has submitted to East Suffolk Council a package of mitigation measures which adequately addresses the impact of noise from the TVB on Mollett's Farm, and the package has been approved by the Council in writing. The net effect of this package shall be to deliver a reduction in impact equivalent to 5 dB<sub>LA</sub>.*

*The package shall include:*

- a quiet road surface that delivers at least 2 dB lower noise levels than a standard asphalt road surface (specification as per the surface included in the model illustrations provided to Mollett's Farm on 20<sup>th</sup> August 2021);*
- an acoustically optimised noise barrier along the western edge of the TVB that delivers a reduction in predicted noise levels compared with the unmitigated open cutting of at least 3.2 dB<sub>LA</sub> at the south facing ground floor façade of the house at Mollett's Farm during the day and at least 2.1 dB<sub>LA</sub> at the south facing first floor façade during the night;*
- funding for other measures within the Mollett's Farm property and agreed with the owners thereof to address the particular sensitivity of Mollett's Farm to noise from the south, to include protection of the courtyard and touring-caravan & motorhome park areas from noise coming from the south or relocation of some of the outdoor elements of the facilities offerings to make use of the potentially increased tranquillity of the land to the north and west of the buildings.*

2.11 We also invite the ExA to amend the definition of **Two Village Bypass Work No. 11** contained within the draft DCO, as suggested below:

**Work No. 11A**

*Works associated with the construction of Work No. 11B and Work No. 11C, to include—*

*(a) site preparation works including construction hoardings, perimeter enclosure, ecological fencing and security, construction related buildings, structures, plant, machinery and construction lighting;*



- (b) earthworks including creation of acoustic bunds, utilities trenches, surface water drainage system including balancing ponds and landscape works, including ecological works;*
- (c) access roads, tracks and hardstanding;*
- (d) construction of bridges and civil structures;*
- (e) highway works including kerbs, footways and paved areas;*
- (f) traffic signal poles and fittings;*
- (g) lighting poles and fittings; and*
- (h) perimeter fencing, ecological fencing, animal corrals, signage, gates and barriers.*

**Work No. 11B**

*A bypass of Farnham and Stratford St Andrew, to include—*

- (a) a road (2.4km in length) commencing at a new four-arm roundabout to the east of Parkgate Farm and Stratford Plantation and terminating at a new four-arm roundabout to replace the existing junction of the A12 with the A1094 (Friday Street), and including a bridge crossing of the River Alde;*
- (b) associated realignments and tie-ins of existing roads bi-sected by the bypass and other existing roads adjoining the bypass;*
- (c) new and altered private means of access; and*
- (d) earthworks including creation of acoustic bunds, surface water drainage system and landscape works.*

**Work No. 11C**

*A footbridge over the bypass (Work No. 11B(a)) 150m east of Farnham Hall.*

*The location of the above works is shown on sheet nos 17 and 18 of the Works Plans.*

2.12 The ExA is asked to note that our acoustics expert is Mike Hewett, Principal Acoustician, Acoustical Control Engineers and Consultants. He joined ACEC in February 2021, bringing with him more than 30 years' experience of Acoustic consultancy, including 13 years as a Regional Director at AECOM and 11 years at AV Technology Ltd. His particular expertise is in the assessment, prediction and control of noise and vibration. He has managed the acoustics inputs into several large-scale DCO applications and acoustic design projects. He is an active member of the Institute of Acoustics and has been both chair and secretary of the Noise and Vibration Engineering specialist group, chair of the North West regional branch and examiner for the noise

control engineering module of the IOA Diploma. He has presented papers at numerous conferences and seminars.

### 3. Deliverability

3.1 Whilst we have been advancing measures to address the noise impacts of the TVB, EDF's response has been to rely on unevidenced deliverability claims. Mr McGarry (EDF) said in his letter of 4<sup>th</sup> October:

*"SZC Co. and SCC have reviewed the feasibility of delivering a continuous barrier and a 4.5 m barrier is not considered deliverable. SZC Co. does not consider a further 5 dB reduction to be achievable within the road in its proposed alignment and the request to design a scheme to achieve this pre-determined reduction is not realistic. It is considered feasible to deliver a continuous barrier of 3 m along from the southern overbridge ramp to the proposed Friday Street roundabout."*

3.2 The first thing to say is that we do appreciate that EDF has improved its mitigation offer, in consultation with SCC. However, and with respect, it is not for EDF or SCC to dictate to the ExA what it has to accept, without explanation or justification. EDF and SCC may have formed an opinion as to what is or is not "*deliverable*" or "*realistic*" but have not justified either of those comments. A judgement of that nature depends on the constraints EDF has set itself as to such delivery and whether those constraints are justified.

3.3 Why, for example, has EDF not considered a 2 m noise fence on top of the bund either side of the footbridge and northwards to at least FP 29? Or has it, and it is SCC that has set its face against such a measure? Has a bund been considered north of FP 29?

3.4 We submit that the FP 29 at grade crossing of the TVB is fundamentally misconceived and inherently dangerous, by mixing pedestrians and vehicles on a 60 mph road. It would be an incidental benefit of removing that dangerous crossing that it would avoid interruption of acoustic protection features. We note from the letter that EDF is looking at how the stagger for a footpath crossing might be improved and we were made aware that SCC had not carried out a road safety audit of the at grade crossing.

3.5 Later in the letter, Mr McGarry refers to a "*4.5 m high acoustic fence*" and says:

*"The 'acoustically designed' solution was not considered to be deliverable by the wider project and SCC, primarily due to the need to include a significant length of 4.5 m high acoustic fence at the northern end of the barrier adjacent to the proposed Friday Street roundabout. A 3 m high barrier is therefore considered the most appropriate solution from a noise reduction and landscape perspective."*

3.6 These are unsubstantiated and unexplained assertions, which do not reveal the judgements behind them. We are not clear what the “wider project” has to do with an immediate issue on noise protection for the TVB nor what rationale underlies an apparent decision by EDF and SCC on what is actually acceptable. With respect to those parties, we suggest it is not for them to come to a pre-determined conclusion, as opposed to properly demonstrating the constraint and making a case to the ExA which enables the ExA to come to a balanced decision as to what might actually be “deliverable” or “realistic”. The language may reflect a mind-set which is contrary to the very basis of an Examination by, in effect, substituting a decision by the Applicant and an interested party (SCC) for a judgement to be made by the ExA.

3.7 We recognise that there will be an ongoing dialogue between EDF, SCC and ESC and that this will be undertaken in accordance with the Associated Development Design Principles. We appreciate the generosity of EDF’s offer that we be included in the discussions but, with respect to SCC and ESC, there are special circumstances that relate to us at Mollett’s Farm (misidentification and limited compensation rights under statute) and we would ask that the ExA establish that:

*The owners of Mollett’s Farm be entitled as of right to be included in the discussions on landscaping and noise attenuation affecting their holding, whilst accepting that a final decision will be for ESC and that such a decision should take into account what may have been agreed with EDF for landscaping and noise attenuation within Mollett’s Farm.*

## 4. Land Take Limits

4.1 EDF has put itself in a difficult position on this. It is clear that EDF has been in discussion with landowners from whom land is to be taken for the TVB scheme. It is not clear whether the ExA has been informed whether any land 'deals' have yet resulted in binding contracts and on fixed limits for the acquisition of land or at non-binding 'Heads of Terms' stage or indeed whether negotiations for the acquisition of land have even been settled finally. We appreciate that there is a degree of commercial confidentiality to this but we suggest the ExA should have been entitled to know what the position is.

4.2 The ExA can make a judgement as to whether or not EDF's current approach is driven by the fact that it has arrangements with landowners which it feels cannot be altered, as appears to be the case. It would be instructive to know whether EDF has even had any discussion with such landowners to see if agreement could be reached on additional land take to enable proper mitigation to be provided.

4.3 If in fact EDF has fettered itself, then that has not only resulted in an approach which we say is unacceptable in terms of proper noise protection but also puts the principal Councils in difficulty if their proper consideration of the TVB scheme is also fettered by land take limits which reflect a mistake as to what we are at Mollett's Farm, i.e. not an "*isolated farmstead*" but a thriving tourism business and where there are three dwelling units.

4.4 This puts EDF in a position where it appears to be saying that its prior decisions on land take should be taken as incontestable and that the ExA is thereby fettered in its proper assessment of the DCO. Leading Counsel has now confirmed to us that as a matter of law neither the ExA nor indeed the Secretary of State can be so fettered in coming to a proper judgement on the merits of this DCO application.

4.5 We appreciate that the ExA cannot require EDF to amend the DCO as to land take and that the ExA has to consider the application before it. However, we ask that the ExA conclude:

*That there is insufficient land take in the DCO to deliver proper noise attenuation for the proper protection of Mollett's Farm and therefore that the DCO cannot be recommended to the Secretary of State without EDF taking steps to secure sufficient land as to deliver what is actually necessary to achieve the undisputed noise reduction which is required for Mollett's Farm.*

4.6 The ExA is asked to note a comment from Philip Ridley of ESC on 31<sup>st</sup> August as regards an earlier iteration of the mitigation proposals:

*“I will share your attachment from EDF with our noise colleagues for their assessment and comment. However, subject to EDF being content that taking additional land outside order limits would not affect the wider project, I would support the increased land take if it delivers a better scheme, and one which affected owners are supportive of”.*

## 5. Drainage

5.1 The TVB severs a ditch which serves both Mollett's Farm and Friday Street Farm and runs adjacent to FP 29 for the relevant length and along field boundaries. The TVB will be in a cutting at that location. The ditch is readily visible on the ground and is accessible from FP 29. It would seem exceedingly unlikely that EDF cannot have been aware of it, since site surveys for the TVB should have picked it up for identification on a topographical survey required for design of the scheme. We have also highlighted its presence throughout the consultation and DCO processes and EDF accompanied the ExA when walking alongside it during the ASI of 10<sup>th</sup> June.

5.2 The ditch runs eastwards towards Friday Street and carries our treated sewage effluent, water from our land drains and surface water run-off from our land and that of Friday Street Farm (including the fields being taken partly for construction of the TVB scheme and partly for the construction compound). If only from a practical perspective, simply severing the ditch without any facility for continuation of the drainage discharge is unacceptable. If the flow has nowhere to go, it will simply back up and cause flooding, to our detriment and that of Friday Street Farm.

5.3 It has been suggested by EDF to us in a meeting that the ditch discharge might be taken into the drainage for the scheme to be taken over by SCC but we have had no confirmation that EDF has agreed that with SCC nor indeed any written proposal at all to deal with the issue.

5.4 This affects our dwelling units, our business accommodation and our farmland, as well as agricultural land for Friday Street Farm. It is not simply a land drainage issue; we have to have discharge of treated sewage effluent.

5.5 This is a practical engineering issue. It has to be addressed by a scheme which results in satisfactory and permanent drainage from the ditch. We cannot see how a drainage route can be provided by EDF without it being within the confines of the DCO land limits (unless EDF agree something else with other affected landowners). If the drainage route is within land taken over for highway purposes by SCC, it is unrealistic to expect us (or Friday Street Farm) to take responsibility for a system we cannot in practice control or access. EDF should either get the discharge put into a public sewer or, if into highways drainage, SCC must accept that it will not be maintaining the system solely for highway purposes but also for the drainage we and Friday Street Farm will be losing as a result of the severing of the ditch by the TVB. It is our drainage which is being interrupted for a new highway and, in reality, drainage cannot be taken across a road in a cutting. An alternative piped system and outfall will need maintenance, repair and replacement; it is

unreasonable to expect either Mollett's Farm or Friday Street Farm to assume responsibility for a system that EDF will have designed and installed to replace a severed ditch.

5.6 In circumstances where EDF has not come forward with any scheme which will secure the right in law for Mollett's Farm (and we presume also for Friday Street Farm) for continued drainage from the ditch and maintenance of a positive piped drainage scheme by a public authority, we ask that ExA conclude:

*That the DCO cannot be recommended for being made without proper and sufficient arrangements for the discharge of treated sewage effluent, land drainage water and surface water run off west of the TVB for Mollett's Farm and Friday Street Farm and that for that purpose should not be made without an additional Requirement to the effect that:*

*"No start shall be made on construction of the TVB unless and until ESC has approved a scheme for the satisfactory discharge of treated sewage effluent, land drainage water and surface water run off west of the TVB for Mollett's Farm and Friday Street Farm and arrangements for subsequent maintenance, repair and replacement in perpetuity"*



## 6. Irrigation

6.1 Our agricultural fields lie to the west of the TVB alignment in the DCO, as will some Friday Street Farm land (some of which will be used for a temporary construction compound but is then intended to be returned to agriculture, EDF has said). They are irrigated from water boreholes to the east of the TVB alignment. The TVB will be in a cutting but the height of the largest commercial HGVs make a piped connection over the TVB unrealistic.

6.2 Without irrigation our fields will be much less productive and deliver less income. Irrigation allows us to grow higher value crops such as onions and potatoes. We may only be a small agricultural unit but we play our part in providing food for the country.

6.3 We have taken advice from a specialist contractor, who has advised that EDF needs to provide two horizontal ducts (at a minimum of 500 mm diameter) under the TVB, so that they terminate outside the highway scheme boundary and in locations that are easily accessible (so as to be able to dig down). EDF would need to fit within those ducts irrigation pipework that terminates in an above-ground 'swan neck' at each end. That would put us in the same position we are now in, of being able to transfer irrigation water from one side of the TVB to the other, and ensures that any future repairs can be safely conducted outside the highway boundary. One such arrangement for ducting and pipework should be near FP 29 and one near the Friday Street roundabout.

6.4 So long as the ducts are accessible from each side, the irrigation pipe itself can remain private but the structures forming the ducts should be accepted as structures to which the highway land is subject and any maintenance, repair or replacement of the structures should be the responsibility of SCC, given that it is a new highway which is interrupting our irrigation supply. We and Friday Street Farm will need a licence to be granted by SCC to permit the retention of irrigation pipes under the highway.

6.5 EDF has not put the necessary arrangements in hand for the end of the Examination, or at least not that we have been told about. We accept that a matter of detail like this is something that could be addressed by EDF with SCC after the end of the Examination but it is all too easy for details like this to get lost, as we know from our solicitors in respect of a Highways England road scheme.

6.6 The diminished value of agricultural land by reason of an inability to continue to irrigate represents harm directly to us and to the general community which should have been foreseen and is avoidable. Compensation will not reflect the loss. We ask that the ExA conclude:

*That the DCO should not be made unless EDF has made an arrangement for continued irrigation from the east side of the TVB to the west side which is satisfactory to Friday Street Farm and Mollett's Farm and that a Requirement is included in the DCO as follows:*

*"No start shall be made on construction of the TVB unless and until ESC has approved a scheme for the installation of ducts under the TVB scheme corridor to enable the continued irrigation of agricultural land to the west of the TVB (for Mollett's Farm and Friday Street Farm) (such ducts to be maintained, repaired and replaced in perpetuity by SCC) and for the installation of private pipes for the purposes of irrigation and suitable connections either side of the TVB corridor and SCC has granted a licence for permanent retention of such pipes under the highway"*

## 7. Public Rights of Way and Private Means of Access

7.1 EDF has willingly accepted the desirability of a linear connection between FP 29 and FP 4 and we are most grateful for that. It can be achieved within existing DCO land take.

7.2 We have an existing connection to the PRow network via a gate at the south-eastern corner of our eastern paddock. EDF will maintain that connection by putting a gate in the fence on the western boundary of the DCO limits, connecting to the linear route between FP 29 and FP 4. Again, we are grateful to EDF for that.

7.3 Frustratingly, we are being treated with considerable discourtesy by SCC. The senior manager responsible for PRows has simply failed to respond in any substantive manner. SCC is not treating us as an interested party with the reasonable behaviour to be expected under the **DCLG Circular July 2013**.

7.4 However, Mr Steve Merry convened an online meeting with us, EDF and himself and several other representatives of SCC, including Mr Andrew Woodin on 1<sup>st</sup> October. That meeting was helpful but we were more than surprised to hear that a safety audit had not been carried out by SCC on the replacement of FP 29 by a ramped crossing of the TVB.

7.5 We understood at that meeting that SCC representatives were sympathetic to the proposal we had made of a linear footpath on the western side of the TVB from FP 29 to the Friday Street roundabout. The meeting was plagued by connection problems but we were surprised to see an email from Mr Woodin to our Parish Council (see **Appendix C** below) which does not give any categorical assurance.

7.6 We understood Mr Merry to say that, if the safety audit did not show the at grade crossing to be acceptable, it would not be built. He suggested that at grade crossings had been installed *“successfully”* elsewhere; we have queried where but have not yet had a response. We are not clear whether ‘success’ is measured in being able to physically install a crossing as opposed to whether people actually use it (nor how SCC measures such use). There is an at grade crossing on the A12 Saxmundham bypass where the eastern side is so heavily overgrown it looks as though nobody does use it.

7.7 For ordinary highway schemes, **Section 14(5) Highways Act 1980** requires that no order for stopping up a highway shall be made or confirmed unless the making or confirming Minister is satisfied that another reasonably convenient route is available or will be provided before the highway is stopped up. The same

principle applies to the stopping up of a private means of access, which both we and Friday Street Farm enjoy coincident with FP 29, although **Section 125(3)b** of the Act allows that no access to premises is reasonably required.

7.8 We submit that the ExA has to come to a positive decision.

7.9 We contend that it does not require a safety audit to appreciate that putting pedestrians onto an at grade crossing of a 60 mph road is inherently unsafe, with a high potential for a critical injury or death on a heavily trafficked road which will also have Sizewell C construction traffic on it for 10 years or more. EDF has confirmed to us it will not be lit.

7.10 A suggestion of using the northbound segment of FP 29 to get to the existing A12, crossing that road to the footway on the northern side, using that footway to get to a splitter island on the northern (Saxmundham Bypass bound) arm of the new TVB roundabout and crossing to the northern side of the A1094 and making a third crossing of a road to get to the Friday Street complex is not a reasonable alternative.

7.11 We have alluded to SCC's statutory duty to promote Road Safety and to its **Green Access Strategy**, which we suggest to the ExA is a relevant document for the FP 29 issues. SCC say in the opening that the PRoW network *"is an essential asset to us all for our health and wellbeing, safe and sustainable travel, leisure activity and economic growth"*. Objective C on page 15 is: *"Develop a safer network"*. In the supporting text on page 16 it is said that SCC officers have worked with Network Rail to divert and extinguish high risk level crossings. Agreeing a dangerous at grade crossing of a new 60 mph road contrast oddly with SCC's policy objectives and practice and is hardly consistent with *"Make it easy to access the PRoW network"* and *"Make the network better for all users"*, let alone considering vulnerable users (in the Delivery Plan). Trying to dash across a busy road (carrying the level of traffic the TVB will) does not strike us as giving the people of Suffolk a *"safe and enjoyable experience"* but quite the reverse.

7.12 A linear pathway from FP 29 to the new Friday Street roundabout and a pedestrian refuge on a splitter island on the southern TVB arm is something we said would be both a reasonable alternative to the stopped up footpath and for PMA purposes. We invite the ExA to conclude that:

*The proposed at grade crossing for the stopped up FP 29 across the TVB is inherently unsafe and it should be deleted from the DCO and be substituted for by a linear pathway within the existing DCO order limits to the Friday Street roundabout, with a splitter island large enough to accommodate a*

*pedestrian refuge facility on the southern arm, and a linear pathway back down the eastern side of the TVB to re-connect with FP 29.*

7.13 We think it would be sensible to have a footway provided along the southern side of the A1094 road to the Friday Street complex and the ExA may wish to consider this. We suggested it to both SCC and EDF on a recent conference call.

7.14 We also fail to understand why SCC thinks it appropriate that walkers should have to go up to the new TVB footbridge and down again so as to continue west along FP 3 over the access road that serves the Farnham Hall properties, so as to get to the church and the villages. It would relieve SCC of a maintenance liability if that northern approach ramp were to be removed and avoid an interruption to the effectiveness of the continuous noise barrier. Conversion of the temporary footpath from FP 4 to its connection with the southern approach ramp to a permanent public footpath is more consistent with SCC's duties as regards consideration of the needs of the disabled who are ambulant but would struggle going up and down slopes when their preference is to continue along FP 3 westwards. For more able walkers, they would make the choice at the southern approach ramp, to go across the bridge or go west.

7.15 We invite the ExA:

*To consider the issues and recommend accordingly as to appropriate provision in the DCO.*

## 8. Our Relationship with EDF

8.1 We think it fair to say that our relationship has improved. EDF have not admitted outright that it made a serious mistake in misidentifying us as an “*isolated farmstead*” but that is a reasonable inference and EDF has certainly stepped up its attempts to address the issues, albeit belatedly and with certain matters still not being resolved even at this late stage in the Examination.

8.2 We attach the latest two letters from Tom McGarry together with the latest mitigation plan we have received (see **Appendix D** and **Appendix E** below). We have known him for many years. He is a courteous man and has often written to us in emollient terms but it is actual deeds that matter, rather than emollient words. We are driven to wonder from meetings with EDF representatives, in person and on video conferencing, whether in fact it is SCC that is preventing enough progress being made on the necessary noise attenuation e.g. refusing to accept noise fencing on top of a bund and limiting noise attenuation north of FP 29 to a 3 metre noise attenuation fence.

8.3 We appreciate that EDF will have to get through the hurdles of detailed approvals by ESC and SCC and may not wish to jeopardise its relationship with the Councils, but we remain in a position where there is still not a fully effective noise attenuation scheme and neither we nor the ExA are being supplied with a coherent explanation as to how exactly the different parts of the TVB will impact on us at Mollett’s Farm in terms of noise. We do not know, for example, whether the noise impact from the length north of FP 29 is as significant or possibly more so than south from FP 29 to the southern end of the southern approach ramp to the FP 3&4 footbridge. We are told that further south of that end of that southern approach ramp there would be no benefit to us from continuing a noise attenuation bund but not why. Also, we do not know whether any such continuation would benefit properties in the Farnham Hall area.

8.4 We simply do not see how the noise issues can be fully resolved as of close of the Examination. We very much appreciate the offer by EDF that we at Mollett’s Farm be engaged in the later approval process but, as set out before, we consider that this should be put on a formal basis, so that there is a proper appreciation and understanding of noise impacts by all parties. SCC will be looking also at its interests as highway authority e.g. reducing future maintenance expenditure. For reasons we quite understand, SCC will not commit to future maintenance of a low noise surface on the carriageway of the TVB but that means the benefits will have a limited life, even with possibly one further re-surfacing during the construction period for the new nuclear facility. It also prefers noise bunds to fencing, which we understand from the perspective of ongoing maintenance costs. A properly balanced planning judgement will be required, within the parameters we suggest are crucial for Mollett’s Farm.

8.5 Our interest is in having an effective noise barrier. If that can be as well or better provided by bunding rather than fencing (or a mix of the two) along the line of the TVB, so be it. We urge the ExA to accept and conclude:

*That it is achieving the required noise reduction by 5 dB (an unchallenged need) that is the base level against which an ultimate landscaping and noise attenuation scheme has to be judged. The final authority for judging that should be ESC but against a defined parameter of achieving a 5 dB reduction for Mollett's Farm.*

8.6 This is why we put forward the suggested draft Requirement so that there is a proper planning context for later approvals which binds SCC as highway authority and ESC as local planning authority to achieve an end solution which does deliver the unchallenged need for noise reduction at Mollett's Farm, whatever that might be.

8.7 We are prepared to play a part in that. If it were possible to achieve a greater degree of acoustic protection for Mollett's Farm by EDF installing protective measures within our land, we are happy to consider that and grant EDF the necessary rights. We know that the best form of noise protection is to install a barrier as close as possible to the noise generating source but, given that our holiday accommodation was oriented towards the peaceful southern aspect and will now be faced with a substantial noise generator, we are, for example, happy to look at proposals for noise attenuation closer to our buildings and the motorhome/caravan park which might block or reduce the sound, or indeed something elsewhere on our land which might assist in achieving the necessary noise protection.

8.8 That is why we suggest that later approval by ESC should specifically take into account whatever EDF may have agreed to provide within our own land. A properly balanced planning judgement will be required, within the parameters we suggest are crucial for Mollett's Farm, to ensure the harm is adequately mitigated.

## 9. Compensation

9.1 In circumstances where no land is being taken from us, our rights to compensation are very limited under statute and simply do not cover business loss during construction or business extinguishment. We are in the unfortunate position where the statutory provisions simply do not provide an adequate remedy. What we actually need are works to adequately mitigate for noise and visual intrusion.

9.2 There was a question as to whether a previous suggestion of compensation from EDF was properly on a without prejudice basis but Tom McGarry has made an open reference to compensation in his latest letter, which then says *“acknowledging those impacts that cannot be fully mitigated”*.

9.3 Although discussions may proceed these would of necessity be on a without prejudice basis, which we understand from our advisers is quite normal on road schemes. We have other advisers with extensive experience of promoting major road schemes and negotiating mitigation works and compensation arrangements.

9.4 We are not in a position where we have any agreed basis for compensation and may never be so. Our position remains that compensation is not an adequate remedy; we need the right works to offset the harm.

9.5 We were greatly encouraged by the tone and content of the conclusion to Mr McGarry’s letter of 7<sup>th</sup> October, which seems to represent to us a real commitment on the part of EDF to look sympathetically at our situation and we assume that can be done by the respective valuers and lawyers over the next 4-6 weeks. We appreciate that the Examination will be closed and that the ExA will receive no further representations on merit but we hope that EDF might be given an opportunity to update the ExA as to what might have been achieved.

9.6 We accept that EDF has sought to offer mitigation measures but they are insufficient on noise. We regret other aspects of the mitigation proposal, as more limited than we consider appropriate, but the reality is that for landscaping EDF simply cannot achieve an ‘instant’ protective landscaping scheme and it will take many years to grow. We would have to live with some visual intrusion over quite a long period. We think that EDF and SCC are still wrong on two aspects of PRow provision but we know we will have to live with a changed world for recreational walking, simply by having a new bypass.



9.7 Our case is that, in the special circumstances pertaining to us, the harm to our business and our dwellings is so great that the TVB scheme should not be permitted to proceed without satisfactory mitigation. We consider that the foreseeable and avoidable harm could have been better addressed had there not been a serious misidentification. We say that a proper planning balance must address that unique situation for us, the harm being caused to us and specifically noise impact, as a material consideration in the planning judgement.

## 10. Conclusion

10.1 We have not opposed the building of a new nuclear facility. With so many power stations scheduled to shut down, current gas supply problems and the drive to electric cars, the need for electricity supply is obvious. We have an electric charging point for our guests and currently some go 'car free' for their visit.

10.2 We would have preferred that the TVB be taken on a more easterly route but those arguments are before the ExA for consideration.

10.3 We are not opposing the construction of a TVB, nor is anybody else, we understand. It will provide relief to the villages.

10.4 We repeat that we do not expect to be hermetically sealed from the ill effects on us of the TVB. We are not expecting the equivalent of a glass dome to be put over us but we are concerned in particular as to what happens to us if the TVB is confirmed on the DCO alignment.

10.5 We are being hit by a double whammy:

- misidentified as an *"isolated farmstead"*, rather than a thriving tourism business and three dwelling units; and
- not having land taken from us and being outside the statutory code in the **Land Compensation Act 1961**.

10.6 We have established a good business which is under threat. In reality, we may simply be unable to keep a static residential caravan in our eastern paddock or use that paddock for camping. It will not be impossible to provide for such elsewhere on our property, albeit at some cost. We may not be able to use the paddock for touring caravans or motorhome overflow. Alternative provision could be made, albeit again at a cost.

10.7 The substantial part of our tourism business is from the six luxury studios and cottages and the touring-caravan & motorhome park immediately to the west. It is impact on those parts of our business that is of prime concern, together with our house (split into two dwellings), and amenity environs overall.

10.8 Life will be different after the TVB is opened. The value of our eastern paddock will diminish as a component of our total offering. EDF has improved the walking network for the public but inevitably it will not be the same experience as now. We see that as simply a consequence of a new road which affects the PRoW network. We will not have as easy or as safe pedestrian access for our guests to the Friday Street complex. It will take time for landscaping on the TVB scheme to mature and become effective.

10.9 We recognise that EDF has improved the TVB scheme in respect of noise attenuation and for planting up the western side slope of a continuous noise bund from the southern end of the southern approach ramp to FP 29. We are not yet clear that SCC has accepted a 3 m noise fence up to the roundabout and we acknowledge EDF's comment that there is scope for looking at how best the configuration for overlapping could be better secured to achieve greater noise attenuation effect.

10.10 We are not of a NIMBY mind set. We recognise the reality that the ExA may well be minded to recommend the approval of the TVB on the DCO alignment. We would have preferred more landscaping to be closer to the TVB and it must surely remain open to EDF to discuss with other affected landowners whether or not it could be agreed that additional land be taken for more effective bunding and increased landscaping. If, however, the ExA accepts that EDF's now improved landscape proposals are acceptable, we in turn accept that EDF is offering additional planting on our land to assist with visual screening to the east; there may yet be some scope for further improvement, to mask the TVB north from FP 29.

10.11 We have an understanding of how bad TVB construction noise will be from the building of an agricultural lagoon some 750 metres to our south. We appreciate that a bypass cannot be constructed so close to us without noise, dust, fumes etc. We appreciate that we have to try to mitigate loss. We appreciate that EDF recognises the issues during construction and after.

10.12 Our criticisms of EDF are that it:

- made a serious mistake in misidentifying us;
- failed to consider the actual nature of our business and dwelling units;
- failed to adequately feed what should have been a proper appreciation into its design for the TVB (and required land take) so as to mitigate harm appropriately when preparing the DCO;

- has been very slow to engage since it had our expert's report in May and been slow with information and has still not provided enough for the noise issues to be resolved prior to the end of the Examination

10.13 Our praise for EDF is that:

- although belatedly and insufficiently, it has sought to address our concerns;
- it has sought to mitigate, although we say inadequately yet for noise;
- it has improved the landscape offering, including what it is offering us on our own land;
- it has improved the pedestrian walking network, although we have remaining concerns on two aspects;
- it has committed to continue to work with us;
- it is addressing what compensation might be offered to us.

10.14 The issues on drainage and irrigation should be capable of being resolved by EDF with SCC.

10.15 It is the requisite noise attenuation that is not yet fully satisfied and that remains our principal objection, in terms of harm to our business and dwelling units.

10.16 We remain in the position that, despite best efforts to attract some form of custom during TVB construction, our tourism business will most likely just fail then. The impact of adverse comments from customers simply cannot be ignored. Once that reputational harm is out there on the Internet, it does not disappear. As things stand now, it remains the case that compensation under statute is not an adequate remedy. The reality is that we most probably cannot mitigate harm during construction to keep the tourism business afloat and there is no guarantee on getting other business, even if EDF might help by steering people to us at rates equivalent to now. Re-starting the tourism business after the TVB opening very much depends on what the holiday experience might be. Without sufficient works to adequately mitigate the noise impact (and not forgetting our dwellings), our tourism business is still most likely to be much less successful and may not survive as it is now. We are the ones that run this business and know what works for customers. Migrating the business to some different form requires capital that we do not have and, approaching 60 years old at the time, may be unable to obtain by further loans.

10.17 We wish we were in a position to say that we are in agreement with EDF and it is not impossible that we may yet get to that position. Had discussions started earlier, both we and EDF could have been further advanced. We remain committed to further engagement with EDF but, as we do not have a final agreement on all relevant aspects, we felt that we have no alternative but to express our position to the ExA, and with due respect to the ExA, say that the DCO cannot be accepted in its present form, even with the mitigation offered to date by EDF and that we should be further protected against the unmitigated residual harm in the manner suggested.

## Appendix A – Clarification Timeline

The following is a non-exhaustive timeline of when EDF were first made aware that we were a thriving, tourism-led business that would be adversely affected by their proposals:

### **3rd February 2017 – Response to EDF’s Stage 2 Consultation, from Mollett’s Partnership**

*“Our business has just celebrated its tenth anniversary, having been set up around a year-and-a-half after our family first moved into Mollett’s Farm.*

*From its purely agricultural roots – and following significant personal investment – it has grown to become a provider of high-quality and accessible self-catering accommodation to private individuals, wedding groups, festival goers, families on holiday, business travellers and visiting professionals. In addition, we have a popular five-pitch Caravan Club site with views across much of our 36 acres of arable land and paddocks, allowing those with touring caravans to also enjoy time here. Last year around 1,200 people stayed at Mollett’s Farm, whilst visiting and spending their money in local shops, cafés, pubs, restaurants, petrol stations, venues, festivals and nearby tourist attractions.*

*As well as paying standard business rates, Mollett’s Partnership currently contributes over £60k per annum directly into the local economy. We employ general and skilled labour and purchase the majority of our services, materials and provisions from local sources. Only our utilities (another £10k) come from further afield and many of those are serviced by locally-based staff.*

*Our guests choose us because of our location and the facilities that we offer. We are surrounded by arable farmland, with a network of public footpaths allowing ready access to country walks, ancient woodland, nearby villages and local services – such as the collection of shops and café restaurant at Friday Street; the caravan centre at Farnham; and the petrol station at Stratford St. Andrew.*

*Although a 50mph single-carriageway section of the A12 lies 250m to the north of our nearest buildings, we currently enjoy a tranquil setting. This is because our guest accommodation, public areas and private gardens are further to the south, 300-350m from the road and shielded by the above buildings, with the prevailing winds generally carrying road noise away from us.”*

**29th March 2019 – Response to EDF’s Stage 3 Consultation, from Mollett’s Partnership**

*“Our business has just celebrated its twelfth anniversary, having been set up around a year-and-a-half after our family first moved into Mollett’s Farm.*

*...”* (slightly modified repeat of our earlier 2017 submission)

**28th September 2020 – Relevant Representation to PINS, from Mollett's Partnership [\[link\]](#)**

*“Our tourism-led business provides high-quality accommodation in six cottages and studios surrounding a tranquil, south-facing courtyard. This is complemented by a Certificated Location providing five pitches with electric hook-ups for touring caravans.*

*1,000 guests choose to stay overnight with us annually and our peaceful, unspoilt, rural setting and ready access to the farm shop & café restaurant at Friday Street are major factors in that decision.*

*We turn over in excess of £100,000 annually and employ local people. The latest “Economic Impact of Tourism” report shows that visitor spend on accommodation can be multiplied by a further 2.27 to reflect spend on other local services (such as food, drink and attractions), with tourism in East Suffolk contributing £672 million to the economy and supporting 14,153 jobs.”*

**12th May 2021 – Deadline 1 Representation to PINS, from Mollett’s Partnership [\[REP1-157\]](#)**

*“This representation is made by Richard and Sasha Ayres on behalf of Mollett’s Farm, incorporating the two households located on site as well as Mollett’s Partnership – a thriving tourism and farming business.”*

## Appendix B – Acoustical Control’s Follow-up Letter No. 3

The following letter was received from Mike Hewett of Acoustical Control Consultants on 11<sup>th</sup> October 2021:



Acoustical Control -  
Acoustic Follow-up

This embedded document has also been provided separately and is entitled “**Acoustical Control - Acoustic Follow-up Letter B5393 L3 (2021-10-11).pdf**”



## Appendix C – Email from Andrew Woodin (SCC)

The following is a recent email conversation between Farnham with Stratford St. Andrew Parish Council and Andrew Woodin (Rights of Way and Access Manager at SCC), to which we were copied in. The most recent correspondence is at the top:

**From:** Andrew Woodin (SCC)  
**Sent:** 20 September 2021 16:40  
**To:** Debbi Tayler (FarnStratPC)  
**Cc:** Steve Merry (SCC); Andrew Reid (SCC Councillor); Richard Ayres (Mollett's)  
**Subject:** RE: Footpaths on the Two Village Bypass

Dear Debbi,

Officers met this afternoon and discussed how access across the bypass might be improved. Unfortunately at this stage I am unable to say more, as further discussions are needed. Again, when there is more to report the county council will contact you.

Regards,

Andrew

+++++

**From:** Andrew Woodin (SCC)  
**Sent:** 17 September 2021 14:55  
**To:** Debbi Tayler (FarnStratPC)  
**Cc:** Steve Merry (SCC); Andrew Reid (SCC Councillor); Richard Ayres (Mollett's)  
**Subject:** RE: Footpaths on the Two Village Bypass

Dear Debbi,

Thank you for your email. You will appreciate this is a complex matter; at this stage I cannot give you a proper response but will be discussing where improvements to PRoW access along the bypass might be made with colleagues next week.

The county council will write to you again after that.

Regards,

Andrew

+++++

**From:** Debbi Tayler (FarnStrat PC)

**Sent:** 14 September 2021 16:08

**To:** Andrew Woodin (SCC)

**Cc:** Steve Merry (SCC); Andrew Reid (SCC Councillor); Richard Ayres (Mollett's)

**Subject:** Footpaths on the Two Village Bypass

Dear Andrew

At last night's meeting the parish council discussed the issue of footpaths which will be affected by the proposed Two Village Bypass to be built by EDF if the Development Consent Order to build Sizewell C is accepted.

Three footpaths will be bisected by the TVB, 29, 3 and 4. These are all used by walkers, both visitors and locals and in particular by guests staying at Mollett's Farm as footpath 29 goes from their Private Means of Access across to Friday Street Farm and café.

The plan for footpath 29 is to take it down a 2m cutting, across a 60mph single carriageway road and up a 2m cutting on the other side. This would be incredibly dangerous for walkers with children, dogs and often shopping. It would be more sensible to take the rerouted footpath further north where it would be at less of a depth.

In relation to footpaths 3 and 4 EDF are proposing a temporary route along the western side of the TVB. It would make sense for this to be a permanent change. There have been some changes proposed by EDF but these will bring the approach ramps to footpath 3 down to at grade level which will worsen the noise impact. If there was continuous bunding along the western side of the TVB, with approach ramps being diagonal on the side slopes it would improve the potential noise situation.

There is also the opportunity to make a connection from footpath 4 north to footpath 29. This would also be safer than an at grade crossing of a 60mph road.

EDF are offering one pedestrian crossing at the proposed Friday Street roundabout. A pedestrian refuge on all four splitter islands would be a much safer route with a footway to Friday Street Farm.

The parish council hopes that SCC will look at the PRow plans again and we look forward to your response.

Kind regards

Debbi Tayler - Parish Clerk

Farnham with Stratford St Andrew Parish Council)

## Appendix D – Letters from Tom McGarry (EDF)

The following letter was received from Tom McGarry of EDF on 4<sup>th</sup> October 2021:



Letter to Mr and  
Mrs Ayres - Mollett's

This embedded document has also been provided separately and is entitled “**Letter to Mr and Mrs Ayres - Mollett's Farm 04.10.21.pdf**”

The following letter was received from Tom McGarry of EDF on 7<sup>th</sup> October 2021:



Letter to Mr and  
Mrs Ayres - Mollett's

This embedded document has also been provided separately and is entitled “**Letter to Mr and Mrs Ayres - Mollett's Farm 07.10.21.pdf**”

## Appendix E – EDF’s Latest Landscaping Plans

The following diagram was received from Alister Kratt of LDA Design on 1<sup>st</sup> October 2021 during an online meeting with EDF, SCC and ESC and shows EDF’s latest landscaping plans:



EDF Revised  
Landscaping Plan M

This embedded document has also been provided separately and is entitled “**EDF Revised Landscaping Plan Mk.II (2021-10-01)**”

11<sup>th</sup> October 2021

Sasha and Richard Ayres



Dear Sasha and Richard

This letter gives our responses to the letters of from Tom McGarry of the 4<sup>th</sup> and 7<sup>th</sup> October and summarises the situation regarding noise as we approach deadline 10.

I think it would be of use to set out a summary of how the situation regarding the assessment of acoustic impacts has developed since we issued our first report to you in May 2021.

In our initial review of the Noise assessment for the project presented in Section 6.6 Volume 5 Chapter 4 of the Environmental Assessment for The Sizewell C Project, we concluded that EDF had taken a broad-brush approach to the assessment of the impact of noise from the Two Villages Bypass without consideration of the specific noise sensitivities of each receptor. DMRB requires that these specific sensitivities be taken into account; although the text of the guidance cannot cover every potential set of circumstances the intention is clear. It is perhaps understandable that a broad-brush approach is taken for an initial assessment but consideration of the specifics of each receptor should have been considered, particularly once they had been brought to the attention of EDF in 2017 by yourselves and in acoustic technical detail in in our report in May 2021.

We considered these characteristics in detail and concluded that, in our professional judgement, these factors increased the sensitivity of Mollett's Farm to noise from the proposed TVB route to the south by around 5 dB compared with noise from the existing road to the north. Therefore, the process used by EDF effectively underestimated the impact on Mollett's Farm by around 5 dB  $L_A$ .

Based on the approach that they had taken, EDF concluded that noise from the main construction of the road would have a Moderate/Major Adverse – Significant impact-effect at Mollett's Farm and that long term use of the road would have Negligible-Not Significant impact effect (the latter based on a predicted level 0.1 dB below the basic threshold level in DMRB – a difference which is significantly smaller than the uncertainty of the prediction algorithms).

Whilst, in EIA terms, it is not possible to have a greater impact-effect than the Major Adverse-Significant already predicted by EDF for the main phase of construction, the effect of the 5 dB  $L_A$  underestimation caused by the lack of consideration of the specific sensitivities of Mollett's Farm means that the real impact-effect of long-term use of the road would be Moderate Adverse-Significant. Short term impacts from the operation of the road during construction of the power station would be even greater.

We therefore concluded that the noise levels at Mollett's Farm resulting from the operation of the TVB needed to be 5 dB  $L_A$  lower than those predicted for the unmitigated scheme in the EIA in order to actually achieve the impact-effects claimed by EDF.

In their letter to you of the 4<sup>th</sup> October, EDF make reference to the need for a 5 dB  $L_A$  reduction and do not challenge it. We can therefore assume that they have accepted the outcome of our analysis of the impact on Mollett's Farm even though they are still raising a range of points to challenge some of our observations. I therefore do not see much point in setting out detailed responses to all of the points raised in the two letters. As I mention above, the exact wording of DMRB cannot be expected to cover every potential eventuality. The important point is that the need to consider the specific characteristics of each receptor is clear and that common sense and professional judgement show that the specifics of Mollett's Farm make it more sensitive to noise from the south than the north.

There are however two points of concern in the letters which I will address below.

At Deadline 8 we requested information on the detail of the noise modelling process so that we could review the mitigation designs in more detail and help with their development into a more effective solution. Specifically, we asked for information on the exact location of the modelling assessment location for Mollett's Farm and for a breakdown of the contributions from each segment of the road to the overall noise level at the receptors.

Information on the exact location of the modelling was provided in the letter of 4<sup>th</sup> October. However, we noted that the location was in the garden rather than "*on the façade facing the new or changed stretch of road*", as required by DMRB (LA111 3.53). This is significant as a façade location would be more protected from noise to the north and would be expected to give a greater difference between the existing and proposed routes than the free field location used. This in turn would give an increase in the predicted impact of the new route. We questioned this and in the letter of 7<sup>th</sup> October EDF responded that this approach had been taken "*Since SZC Co. did not have access to definitive information on the sensitivity of particular uses within a particular façade of each*

*receptor building*". It is my understanding that no such information has been requested during the design of the mitigation proposals and that it would have been readily available from yourselves at any time during the assessment process., and indeed second floor bedroom windows are obvious.

No information at all has been forthcoming from EDF on the breakdown of contributions from each segment of the road. EDF declined to provide the information in the form requested as they claimed it would involve very large files. I informed them that we have the ability to process large amounts of data but instead I was offered contour plots from which I would be able to deduce relative contributions from the various parts of the road. I accepted this offer but in the letter of 7<sup>th</sup> October EDF declined to provide the information "*as matters have progressed and the final draft landscaping proposals*". I therefore cannot assess the current proposals in detail or offer informed help in making improvements. EDF have prevented me from doing so.

### **Evolution of Currently Proposed Mitigation Package**

In the letter of 4<sup>th</sup> October EDF describe a process whereby they initially considered an '*acoustically designed*' barrier 4.5 m high along its entire length (new footbridge to roundabout) but they concluded that this design was "*not considered to be deliverable*", though no reasons are given for this. EDF have therefore proposed a 3 m high barrier. Initially the proposed barrier only extended between the northern approach ramp to the new footbridge and footpath 29, had several gaps in it and was set back from the edge of the cutting. After we pointed out the potential acoustics weaknesses created by these issues, EDF modified their design, giving their "*final proposals*".

No reason was given by EDF why the 4.5 m option could not be delivered. It may be that this is due to land take constraints, landscaping or other issues but it is simply not explained. It is not within my competence to comment on such issues; all I am able to advise on is the likely acoustic impact benefits based on the predictions that EDF have made.

Predictions are given in the letter of 7<sup>th</sup> October for the potential acoustic benefits of the 4.5 m and 3 m barriers. Although neither option meets the 5 dB requirement at the Farm, the performance of the 4.5 m barrier is significantly better.

Due to the complex topography of the site it is very unlikely that a barrier of constant height along its entire length is what is required. There is likely to be little advantage to increasing height in some areas and significant advantage in others. This is why we have been pressing for the acoustic model to be used to drive the design of the mitigation, not simply calculate the noise impact after it has been designed. I strongly believe that, by taking this approach, a barrier can be designed that offers equivalent or better performance to the uniform 4.5 m barrier without needing to be that height over its entire length.

Unfortunately, without the model drill down information that I requested from EDF, I cannot be more specific about how such a design might work in practice. Since EDF has the functioning model, it can advise and should do so.

The advantages of the performance offered by the 4.5 m barrier over the 3 m barrier are significant and further refinements to the design, not necessarily involving full length height increases, could deliver more. It is still unclear why EDF consider that they cannot deliver this performance.

The 4.5 m high barrier does not achieve the full 5 dB  $L_A$  reduction requirement and, as there are acoustic limitations to what can be achieved by adding more height, it may not be possible to achieve the full 5 dB  $L_A$  with a roadside barrier. The performance offered by the 4.5 m barrier should, however, be considered a minimum.

As stated, and as I have discussed in my previous reports, the reason for the increased sensitivity of Mollett's Farm to noise from the south are clear. They result from how the business has evolved within its environment to make use of the tranquillity in its immediate environs and to the south. Therefore, if the barrier cannot deliver the full 5 dB  $L_A$  reduction, then it will be necessary for Mollett's Farm to explore ways of reducing the sensitivity to noise from the south by modifying its own site. This might involve noise barriers close to particularly sensitive areas or relocation of sensitive areas and uses to make use of improvements to the tranquillity of the land to the north or west. These are business considerations and not without cost but need to be considered.

### **Requirement**

What is required is a package of mitigation which adequately addresses the impact of noise from the TVB on Mollett's Farm, by reducing the noise levels and, where necessary and possible, addressing the particular sensitivity of Mollett's Farm to noise from the south. The net effect of these should be to deliver a reduction in impact equivalent to 5 dB  $L_A$ . This is likely to involve a combination of an acoustically optimised roadside barrier and elements within the Mollett's Farm site, which might include protection of the courtyard and motorhome/caravan park areas from noise coming from the south (some form of close barrier, earthwork or fence etc) and relocation of some of the outdoor elements of the tourism offer to make use of the potentially increased tranquillity of the land to the north and west of the buildings.

### **Construction Noise**

It is still very much my view that the noise levels during construction will render Mollett's Farm incapable of delivering its established, tranquility based, tourism experience.





No information has been provided on any acoustic rationale behind the design of the temporary bunding proposed for the western and southern edges of the construction compound. It is my opinion that this bunding will offer no significant noise benefit.

As ever, if you would like to discuss any aspects in greater detail or have any questions you would like me to answer, I will be delighted to do so.

Yours sincerely

Mike Hewett MIOA  
Principal Acoustician  
Acoustical Control Consultants

Mr and Mrs Ayres  
Mollett's Farm



04 October 2021

Dear Mr and Mrs Ayres,

**Re: Mollett's Farm – Requested Information on Noise**

Further to your Deadline 9 submission [[REP9-037](#)], the meetings on 22<sup>nd</sup> September 2021 and 1<sup>st</sup> October 2021, and the email from Mike Hewett of Acoustical Control Consultants (ACC) on 23<sup>rd</sup> September 2021, SZC Co. sets out below responses to the various questions asked on the topic of noise.

SZC Co. considers that it would be helpful at this point to summarise the considerable noise assessment work that has been undertaken to seek to determine a set of proposals that deliver the best outcomes for Mollett's Farm.

The noise assessment work had identified that the acoustically-best outcomes at Mollett's Farm would be achieved by a continuous barrier, be that a bund or a fence, extending from the southern overbridge approach ramp all the way to the proposed Friday Street roundabout. Pushing the crest, or highest point, of the barrier as close to the two village bypass as possible theoretically provides the greatest potential noise reduction, and on that basis, SZC Co. is seeking to blend the cutting into any additional mitigation on top of the cutting, so that there is no additional stand-off.

Beyond the southern approach ramp to the overbridge, the contribution to the noise levels at Mollett's Farm from the two village bypass are negligible.

ACC has stated in submissions that a further reduction of at least 5dB is required<sup>1</sup> above that already achieved by the cutting. It is known that the cutting provides a noise reduction of between 6 and 12dB, as was set out in SZC Co.'s responses to the Examining Authority's first set of questions at NV.1.44 [[REP2-100](#), electronic page 1081]. The exact reduction is dependent on receptor location.

A barrier 4.5m high was modelled to test the efficacy of the design that ran from the southern overbridge approach ramp to the proposed Friday Street roundabout. It was found that this would provide a reduction of 3dB at the main residence at Mollett's Farm at ground floor and just over 2dB at first floor. A greater

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<sup>1</sup> See page 2 of [[REP8-246](#)]

reduction was predicted at the southern extent of your camping area, with a reduction of almost 4.5dB expected.

SZC Co. and SCC have reviewed the feasibility of delivering a continuous barrier and a 4.5m barrier is not considered deliverable. SZC Co. does not consider a further 5dB reduction to be achievable with the road in its proposed alignment and the request to design a scheme to achieve this pre-determined reduction is not realistic. It is considered feasible to deliver a continuous barrier of 3m along from the southern overbridge approach ramp to the proposed Friday Street roundabout.

The difference between a 3m high continuous barrier and a 4.5m high continuous barrier is set out in Table 1, which shows that the additional 1.5m provides an additional reduction of approximately 1 to 1.5dB.

**Table 1: Predicted noise reduction due to continuous barrier options**

Location	Height	Reduction from 4.5m high barrier	Reduction from 3m high barrier
Mollett's Farm	Ground floor	-3.2	-2.1
	First floor <sup>(1)</sup>	-2.1	-1.9
Campsite	Ground floor	-4.4	-2.8

Note: <sup>(1)</sup> the calculations for a 4.5m high barrier were undertaken prior to SZC Co. being made aware of the presence of a second floor receptor. A value for the performance above first floor is not currently available

The approach undertaken has been 'acoustically-designed' initially considering a 4.5m high acoustic fence as it was considered that this represented the greatest intervention that could be delivered in the location. The 'acoustically-designed' solution was not considered to be deliverable by the wider project and SCC, primarily due to the need to include a significant length of 4.5m high acoustic fence at the northern end of the barrier adjacent to the proposed Friday Street roundabout. A 3m high barrier is therefore considered the most appropriate solution from a noise reduction and landscape perspective.

The landscaping proposals that were presented to Mollett's Farm on 20<sup>th</sup> August 2021 and 17<sup>th</sup> September 2021 were based primarily on landscaping considerations, while seeking to retain as much of the known acoustic principles. The noise calculations that accompanied each of these proposals were calculated after the designs were completed to provide the information that you requested.

SZC Co. understands your need to independently review the design to see whether opportunities have been missed to improve matters further; however, since the proposed barrier stretches from the southern overbridge approach ramp all the way to the proposed Friday Street roundabout, it is not clear where an opportunity could have been missed to improve its performance, other than to increase its height.

The gap for the footpath is necessary to retain access, but the proposed stagger in the barrier should reduce the potential for noise to filter towards Mollett's Farm. Further betterment is possible and is under discussion, primarily to improve the experience for the footpath user, whereby the bund is extended further north, and rather than the staggered opening for the footpath being between two sections of 3m high fence, it would be between the end of the bund and the fence.

It is also noted that while SZC Co. would ideally like to achieve agreement on landscaping proposals prior to the close of the examination, the landscape proposals will still be subject to review and approval by SCC and East Suffolk Council (ESC).

A process for ongoing dialogue between SZC Co., SCC and ESC has therefore been included in the **Associated Development Design Principles** [REP9-011, electronic page 24] so that if consent is granted, the discussions can be resolved. SZC Co. is content is happy for Mollett's Farm to be involved in that discussion, subject to the agreement of SCC and ESC.

Having set out the work that has been undertaken to hopefully provide reassurance that a rigorous process has been applied, responses are set out below to the questions raised by and your team.

1. *Do you acknowledge that sections 3.50 to 3.60 of LA111 of DMRB require that the acoustic context of the proposals and individual receptors must be taken into account when assessing the significance of effects?*

2. *Do you acknowledge that the specific acoustic context of Mollett's Farm (business USP, evolved orientation of site etc.), acts to increase the significance of effects of noise from the proposed route?*

SZC Co. notes that paragraphs 3.50 and 3.60 of DMRB LA111<sup>2</sup> require the assessor to consider steps to modify the assessment outcomes or adopted thresholds, but the intervening paragraphs at 3.51 to 3.59 do not.

In SZC Co.'s opinion, the requirements of DMRB LA111 have been applied as required by the guidance, and the outcomes are appropriate.

The advice in paragraph 3.60 of DMRB LA111 refers to Table 3.60 and the advice in that table is that where the acoustic context is altered, or where there is a likely change in perception from the residents, a minor adverse effect may be considered a significant effect, in an EIA context. However, Mollett's Farm is already predicted to be subject to a significant adverse effect, so the assessment outcome is not changed by the advice in Table 3.60.

DMRB LA111 does not require an effect that is already considered to be significant to be assigned a greater level of significance. In the context of the EIA Regulations<sup>3</sup>, outcomes are either significant in an EIA context, or they are not.

3. *Why did yesterday's letter [letter dated 21<sup>st</sup> September 2021] not include an updated version of Table 4 (as in the previous documents)? Can one be provided?*

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<sup>2</sup> Design Manual for Roads and Bridges (DMRB) LA 111 Noise and vibration (May 2020)

<sup>3</sup> The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI 2017 No 572)

An updated version of Table 4 was not felt to be necessary as the information provided related to the acoustic performance of the landscaping proposals. However, in response to your request, please now find an updated version of Table 4 in the letter of 20<sup>th</sup> August 2021 below for the most recent proposals.

**Table 2: Outcomes at Mollett’s Farm, 2028 Busiest Day – 1<sup>st</sup> October 2021 Proposal**

Receptor Location	Period (location)	Baseline (Reference Case)	As Per Submitted Scheme	With Additional Mitigation
Mollett’s Farm	Day (ground floor)	52.5	55.5 (+3.0)	53.4 (+0.9)
	Night (first floor)	42.3	44.7 (+2.4)	42.8 (+0.5)
	Night (second floor)	44.4	45.6 (+1.2)	43.8 (-0.6)
Campsite	Day (ground floor)	49.6	57.9 (+8.3)	55.1 (+5.5)
	Night (ground floor)	39.7	47.7 (+8.0)	44.9 (+5.2)

Notes: Daytime levels are façade  $L_{A10,18hrs}$  and night-time levels are free-field  $L_{night}$ . Changes in brackets are from the baseline noise levels.

4. *The daytime levels for the camping field are  $L_{A10}$ , for an assessment of impact on amenity in the daytime  $L_{Aeq}$  (or  $L_{day}$ ) would be more relevant. What is the predicted  $L_{Aeq}$ ?*

The values set out in Table 2 have been converted to  $L_{Aeq,16hrs}$  noise levels using the TRL end correction method<sup>4</sup> to determine  $L_{day}$  and  $L_{eve}$  values, which are summed to obtain an  $L_{Aeq,16hrs}$  value. The resultant values are set out in Table 3.

**Table 3: Outcomes at Mollett’s Farm, 2028 Busiest Day – 1<sup>st</sup> October 2021 Proposal**

Receptor Location	Period (location)	Baseline (Reference Case)	As Per Submitted Scheme	With Additional Mitigation
Mollett’s Farm	Day (ground floor)	50.7	53.6 (+2.9)	51.6 (+0.9)
	Night (first floor)	42.3	44.7 (+2.4)	42.8 (+0.5)
	Night (second floor)	44.4	45.6 (+1.2)	43.8 (-0.6)
Campsite	Day (ground floor)	47.9	55.8 (+7.9)	53.2 (+5.2)
	Night (ground floor)	39.7	47.7 (+8.0)	44.9 (+5.2)

Notes: Daytime levels are façade  $L_{Aeq,16hrs}$  and night-time levels are free-field  $L_{night}$ . Changes in brackets are from the baseline noise levels.

5. *Do you acknowledge that the predicted night-time sound levels in the camping field for the new road render it unsuitable for that use?*

That is not a judgement for SZC Co. to make. Camp-sites exist in a range of locations and their suitability is a matter for those promoting them and those using them. SZC Co. accept that the night-time climate will change by the amounts shown in Tables 2 and 3 if the DCO is consented and the two village bypass

<sup>4</sup> Method for Converting the UK Road Traffic Noise Index LA10,18h to the EU Noise Indices for Road Noise Mapping. DEFRA (2006)

constructed, but the extent to which that renders the camp-site 'unsuitable', as opposed to just subject to a different noise climate, is not a judgement SZC Co. can make.

The assessment location used to provide the noise levels in Tables 2 and 3 was at the southern extent of the camping area, closest to the two village bypass it is likely that noise levels further from the road will be marginally lower.

6. *Was the acoustic model used to optimize or advise the design process for the mitigation package or was it simply used to model the expected performance of a package derived in some other way?*
7. *Why is there a gap between the bund and the edge of the cutting?*
8. *Why does the roadside barrier (bund) not continue north of the public footpath due east of Mollett's Farm (proposed at grade road crossing) and what is the impact of this absence on noise levels at Mollett's Farm?*
9. *What acoustic criteria or acoustic inputs were applied to the design of the temporary bund around the construction compound and it's proposed permanent replacement and what are their predicted acoustic benefits?*

The answers to all of these questions are informed by the information set out at the start of this letter. An 'acoustically-designed' solution was produced and considered, but was not considered to be deliverable. The proposals that were presented to Mollett's Farm on 20<sup>th</sup> August 2021 and 17<sup>th</sup> September 2021 were designed from a landscaping point of view, seeking to balance the various design goals, some of which conflicted with the need to only provide screening for Mollett's Farm.

The noise calculations were undertaken for the proposals to provide the noise data that Mollett's Farm had requested. The barrier adjacent to the contractor's compound was not designed from an acoustic point of view, and it is not considered to be an acoustically-effective location for a bund to control road traffic noise. The benefits of that bund alone were set out in the letter dated 22<sup>nd</sup> September 2021.

In terms of the additional detailed questions, calculations of the effect at second floor level have been provided in Tables 2 and 3 in this letter.

A plan showing the calculation locations of the primary assessment location in the noise calculations (Receptor 15 in the various two village bypass noise assessments) and the additional location at the southern edge of the camp-site is appended to this letter.

The approach to receptor locations in the noise modelling was to select a free-field location close to either the worst-affected location in a group of receptors, or close to the worst-affected façade of a single receptor. Since SZC Co. did not have access to definitive information on the sensitivity of particular uses within a particular façade of each receptor building, and since DMRB LA111 does not prescribe a specific method of selecting receptor points, this approach was considered to be the most appropriate way to capture representative effects from the project.

It is not possible to provide a breakdown of noise contributions by segment; the SoundPlan model provides data in two formats neither of which provide the information sought. One format provides a breakdown of the corrections for each segment but not the noise level, for example, it provides the reduction due to distance, angle of view, and/or barrier. The other format provides the basic noise level at 10m from the edge of segments. However, the two lists are not directly-equivalent and given that the latest proposals screen the entire length of the two village bypass from Mollett's Farm, the benefits of seeking to reconcile the two sets of the data are not clear.

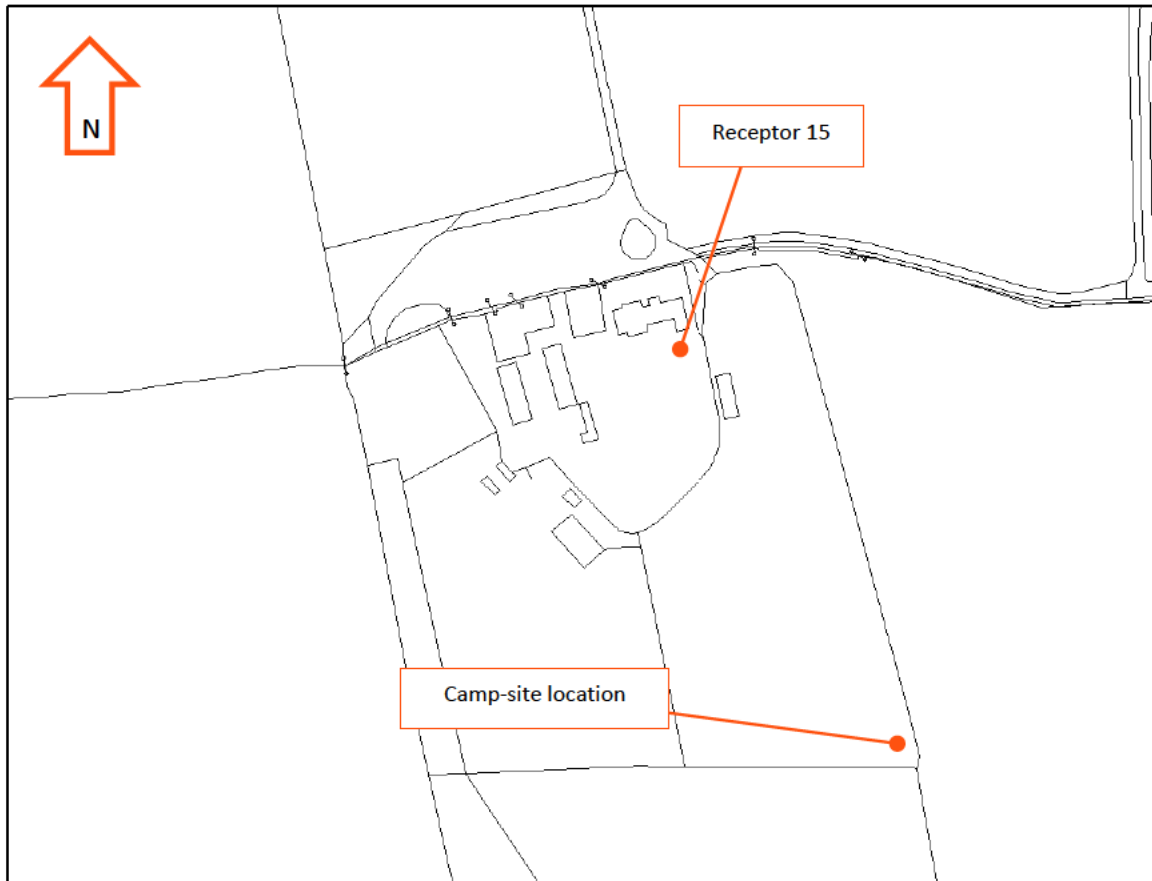
We trust the information set out in this letter provides reassurance that SZC Co. is working to achieve appropriate mitigation for Mollett's Farm.

Yours sincerely,



**Tom McGarry**  
Head of Regional External Affairs and Development, Sizewell C  
Nuclear Development

**Appendix A: Location of Mollett's Farm receptor**





07 October 2021

Dear Mr and Mrs Ayres,

**Re: Mollett's Farm – Requested Further Information on Noise**

In his 5<sup>th</sup> October 2021 email to Mike Brownstone, Mike Hewett raised two points in response to SZC Co.'s letter of 4<sup>th</sup> October 2021:

- Noise calculations have been requested on the façade of Mollett's Farm for the various assessment scenarios, on the basis of paragraph 3.53 of DMRB LA111<sup>1</sup>, which is claimed requires predictions in a façade location; and
- Noise contours are requested for various mitigation options considered.

SZC Co.'s responses to these two points are set out in this letter.

**Façade Calculations**

Mr Hewett cites paragraph 3.53 of DMRB LA111, noting that in his view it requires calculations of noise in façade locations.

Paragraph 3.53 of DMRB LA111 states:

*“Where the noise sensitive receptor is a building, the facade used to calculate noise change shall be chosen as follows:*

- 1) the facade with the greatest magnitude of noise change;*
- 2) where the greatest magnitude of noise change is equal on more than one facade, the facade experiencing the greatest magnitude of noise change and highest do-something noise level.”*

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<sup>1</sup> Design Manual for Roads and Bridges (DMRB) LA 111 Noise and vibration (May 2020)

The beginning of paragraph 3.53 is important; the direction to use a façade location is applied “Where the noise-sensitive receptor is a building”. SZC Co. did not assess building locations, as was stated in the letter of 4<sup>th</sup> October 2021:

*“The approach to receptor locations in the noise modelling was to select a free-field location close to either the worst-affected location in a group of receptors, or close to the worst-affected façade of a single receptor. Since SZC Co. did not have access to definitive information on the sensitivity of particular uses within a particular façade of each receptor building, and since DMRB LA111 does not prescribe a specific method of selecting receptor points, this approach was considered to be the most appropriate way to capture representative effects from the project.”*

Representative free-field locations were selected to identify the changes in noise level at representative receptor locations, which were then assigned to noise-sensitive receptors in the vicinity of the calculation point.

The representative receptor points used in the modelling were located in worst-case locations, such as at Mollett’s Farm, where the receptor point was to the south of the buildings on the site, on the two village bypass side of the buildings, and screened from a significant proportion of the existing A12.

SZC Co. considers its approach delivers representative outcomes in a robust, proportionate way that is in accordance with DMRB LA111. On this basis, SZC Co. does not consider it necessary to provide further calculations at this time.

## Noise Contours

As was summarised in the 4<sup>th</sup> October 2021 letter, SZC Co. has focussed on developing a landscaping scheme that provides Mollett’s Farm with the enhanced acoustic screening that it seeks, in a way that is deliverable by the project.

The noise contours were offered to provide Mr Hewett with the information he requested in his email of 22<sup>nd</sup> September 2021. However, matters have progressed and the final draft landscaping proposals currently before you provide enhanced acoustic screening of the two village bypass along its entire length from the proposed Friday Street roundabout to the southern approach ramp to the overbridge.

It is considered that these proposals strike the appropriate balance between reducing road traffic noise levels to their practical lowest levels and deliver an appropriate scheme within the landscape, which will be developed further as part of the approval process under either Requirement 22 or 22A of the DCO, depending on whether SZC Co, East Suffolk Council and Suffolk County Council agree that the proposals sit within or outside the highways boundary.

The requirement to continue to engage on these matters if consent is granted is contained in Landscape Design Principle no. 9 in the **Associated Development Design Principles** [[REP9-011](#), electronic page 23],

which provides the framework for those further discussions between SZC Co., East Suffolk Council and Suffolk County Council. That engagement process is a commitment under the DCO.

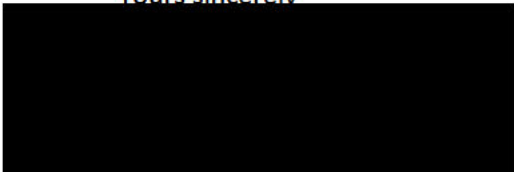
## Conclusion

We have endeavoured to provide you with a package of measures that includes a comprehensive set of landscaping proposals. The plans go as far as practically possible to reduce road traffic noise. We will continue to discuss the compensation that will be available to you, acknowledging those impacts that cannot be fully mitigated. We will aim to provide certainty on the timing and quantum of compensation likely to be payable to ensure that you can confidently develop plans for the future operation of the business.

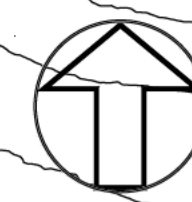
A process is in place to develop the current draft landscaping proposals to a level of detail that can be approved by the relevant authority should the DCO be consented.

We hope that the significant amount of information provided to date and the matters referred to above demonstrate that SZC Co. has been and is committed to continue to engage with you going forward as the mitigation proposals are formalised and approved under Requirement 22 or 22A as described above, if consent is granted.

Yours sincerely



**Tom McGarry**  
Head of Regional External Affairs and Development, Sizewell C  
Nuclear Development



**NOTES:**

1. FOR DETAILS OF PERMANENT AND TEMPORARY POSSESSION WITHIN ORDER LIMITS REFER TO LAND PLANS

**KEY:**

- DEVELOPMENT SITE BOUNDARY
- SOFTWORKS - EXISTING**
- - - - - RETAINED HEDGEROW
- - - - - RETAINED IMPORTANT HEDGEROW (HEDGEROW REGULATIONS 1997)
- RETAINED AND ENHANCED TREES AND SHRUBS
- SOFTWORKS - PROPOSED**
- - - - - HEDGEROW PLANTING
- NATIVE TREE AND SHRUB PLANTING
- GRASSLAND - RETAINED OR REINSTATED
- TO BE REINSTATED UPON COMPLETION OF CONSTRUCTION WORKS
- INDICATIVE POND FOR BIODIVERSITY NET GAIN
- ▨ INDICATIVE FLOODPLAIN GRASSLAND MITIGATION AREA
- HARDWORKS - PROPOSED**
- - - - - HIGHWAY BOUNDARY FENCE
- GATE
- - - - - CLOSE BOARD FENCE
- VEHICLE SURFACING
- TRACK
- ▭ CULVERT
- ▭ MAMMAL CROSSING
- INDICATIVE LIGHTING COLUMN
- EARTHWORKS / INDICATIVE DRAINAGE - PROPOSED**
- EXISTING CONTOURS
- ▨ CUTTING OR EMBANKMENT
- ▨ INFILTRATION BASINS
- ▨ SWALE
- ACCESS ROUTES**
- EXISTING RIGHT OF WAY TO BE RETAINED
- NEW PERMANENT RIGHT OF WAY
- - - - - NEW PERMISSIVE PATH

REVISION	DATE	DRAWN/CHECKED	REASONS FOR REVISION / COMMENTS	APPROVED

**NOT PROTECTIVELY MARKED**

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**PROJECT:**

**SIZEWELL C**

**DOCUMENT:**

**DRAFT ENHANCED PROPOSALS FOR DISCUSSION**

**DRAWING TITLE:**

**TWO VILLAGE BYPASS PROPOSED LANDSCAPE MASTERPLAN AND FINISHED LEVELS NOISE BARRIER OPTION**

DRAWING NO: SZC-SK001 REVISION: 01

DATE: AUG 2021 DRAWN: R.K. SCALE: 1:2500 @ A1

SCALE BAR: 0 50 100 150m

