

From: [REDACTED]
To: [East Anglia ONE North; East Anglia Two](#)
Cc: [REDACTED]
Subject: Nomination of Marlesford Bridge For an Accompanied Site Inspection by Richard Cooper (IP Nos. 20024395 & 20024397)
Date: 02 November 2020 16:08:49
Attachments: [Written Representation of Richard Cooper IP No 20024397 EA2 02.11.20.pdf](#)

Dear Sirs,

As per Procedural Decision 17 contained in the Rule 6 Letter of 16th July 2020, I wish to nominate Marlesford Bridge and immediate environs for an Accompanied Site Inspection in either week commencing 18th or week commencing 25th January 2021 as set out at Item 19, Annex A of the Rule 8 Letter dated 12th October 2020.

I have attached a copy of my Written Representation which contains on page 2 a map of the Marlesford Bridge area, showing the Applicant's proposed laydown area adjacent to the A12 in Marlesford.

My reasons for requesting an Accompanied Site Visit are as follows:

1. Any works to the Marlesford Bridge on this unimproved stretch of the A12 in Marlesford are likely to cause serious delays and congestion on this Strategic Lorry Route and I would ask the ExA to make an Accompanied Site Inspection in order to fully appreciate the impact of the Applicant's works and the cumulative traffic impacts on residents of Marlesford living along the A12.
2. The land to the north of the A12 edged red on the plan referred to above is known as Station Meadow and is the proposed site for the laydown area if required. The land is in the ownership of [REDACTED]. The full impact of the possible works to Marlesford Bridge need to be assessed from areas accessible to the public and areas in private ownership.
3. [REDACTED] would not want the land to be used for a laydown area as it is a flower-rich water meadow (which contains a number of species of orchids) which has been undisturbed for many years. They rightly fear that if the area was used for a laydown area, it would be impossible to reinstate the special nature of this habitat within an acceptable timeframe. If a laydown is to be created on the land owned by [REDACTED] then a CPO will almost certainly be required. The owners of the land have had no communication from Scottish Power Renewables and have not seen any detailed plans for the works.
4. The land to the north of the A12 is in Flood Zone 3 which puts it at high risk of flooding and for this reason it is regarded as an unsuitable site (the ExA will note that the red line to the east follows the line of the River Ore). As the Environment Agency point out in their Relevant Representation, there would be a risk that any development within the red line (albeit temporary) could disrupt the passage of flood water through the site, thus adding to the risk – EA are however unable to make a full assessment owing to the lack of detail put forward by the Applicant.
5. We do not believe that the Applicant has fully exhausted all other realistic site options for the construction of a laydown area.
6. The works to Marlesford Bridge were first proposed in the DCO applications delivered to Planning Inspectorate on 24th October 2019. The details of the works as shown in the

DCO documents are so scant that those who will potentially be affected by them cannot accurately gauge their impact. A full year has elapsed since the DCO submission by the Applicant and no further details of the proposed works to Marlesford Bridge have been provided. Further details must be provided in advance of Issue Specific Hearing 2 (ISH2), "Onshore siting, design and construction" to be held on Wednesday 2nd and Thursday 3rd December 2020.

I would appreciate you including this site in your schedule for Accompanied Site Inspections.

Yours Faithfully,

Richard Cooper

A black rectangular redaction box covering the signature of Richard Cooper.A black rectangular redaction box covering contact information, likely a phone number and email address.