

**From:** [REDACTED]  
**To:** [East Anglia ONE North; East Anglia Two](#)  
**Subject:** "DEADLINE 2 SUBMISSION FROM DR G HORROCKS - OFH4 - Transcript and further questions for the Applicant  
**Date:** 16 November 2020 21:15:57  
**Attachments:** [Gill Horrocks Aldringham Oral representation 6-11-2020.pdf](#)

---

'DEADLINE 2 SUBMISSION FROM DR G HORROCKS - OFH4 - Transcript and further questions for the Applicant: DEADLINE 2 SUBMISSION FROM Gillian Horrocks and HORROCKS G- and Post-hearing submission: response to the Applicant's LIR Public Rights of Way Clarification Note 378219\_1.pdf and Questions for the Applicant the light of these comments.

**Gillian Horrocks**

**EA1N EN010077**

**My ref. 20024567**

**EA2 EN010078**

**My ref. 20024566**

**Oral representation 6-11-2020**

**Post Hearing submission**

## **Contents**

### **Oral representation (6-11-2020)**

1. Footpaths
2. Road closure
3. Haul Roads
4. Health Concerns
5. Meeting NIP

### **Post-hearing submission**

6. Comments on LIRs received by Deadline 1
  - 6.1 B1122 closure
  - 6.2ff Footpaths

### **Post-hearing submission**

7. LI Questions for the applicant

## Oral representation (6-11-2020)

My name is Gillian Horrocks. My family has been here for decades, providing medical care to the local population and living among them.

### 1 Footpaths.

1.1 Aldringham has interdependent connectivity with the adjacent villages, and with the towns of Leiston and Aldeburgh, which provide most of our needs: shopping, education, health services, emergency services and jobs.

1.2 Aldringham's children attend Coldfair Green or Leiston schools, and we are able to walk to primary school or to the shop and market garden, through the ancient footpath network. This will be lost when Fitches' Lane is destroyed, forcing anyone south of the pinch point onto a long and unpleasant detour path, past the works, to get to school, shop or church. This plan is not fit for purpose.

### 2. Road Closure

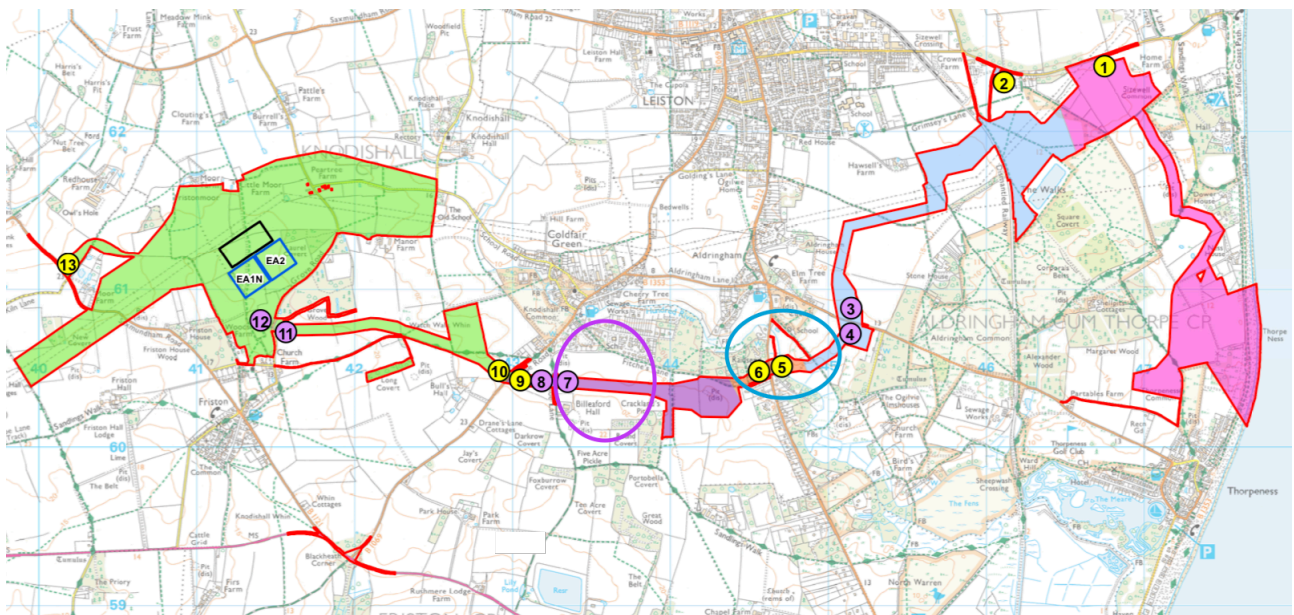
2.1 During EA1, 10 villages had weeks of total closure of one road for cable laying. Is this in store for Aldringham? It would not be an inconvenience, it will be hardship. There are more than a mile of dwellings south of the pinch point on both sides of the Aldeburgh Road, B1122, that will be cut off when the road is closed, because there are no roads off the B1122 that could be used to divert traffic. The only way out of Aldringham will be through Aldeburgh, making it an 8 mile trip in one direction to Leiston, instead of a 1.5 mile one.

2.2 This means the doctor, dentist, pharmacy, optician, physio, vet, leisure centre, cinema, cadets, band practice, football, gym, dance, nursery, playgroup, midwife, primary schools, high school, food shops, pub or church, and work, will require car trips, of 16 miles there and back. A little too far for most to cycle. A bus trip to Leiston, or to the train at Saxmundham, will be glacial, and school buses will not be able to easily pick up or deliver our children.

2.3 Access by the medical, nursing and emergency services to the southern part of the village will be cut or slowed. It will feel like the Berlin Wall.

### 3 Haul Roads

3.1 Perhaps this problem could be mitigated by not trenching, by tunnelling the cable under the road and river? Hardly. If the cables can be sent underground, there will still be haul roads on top.

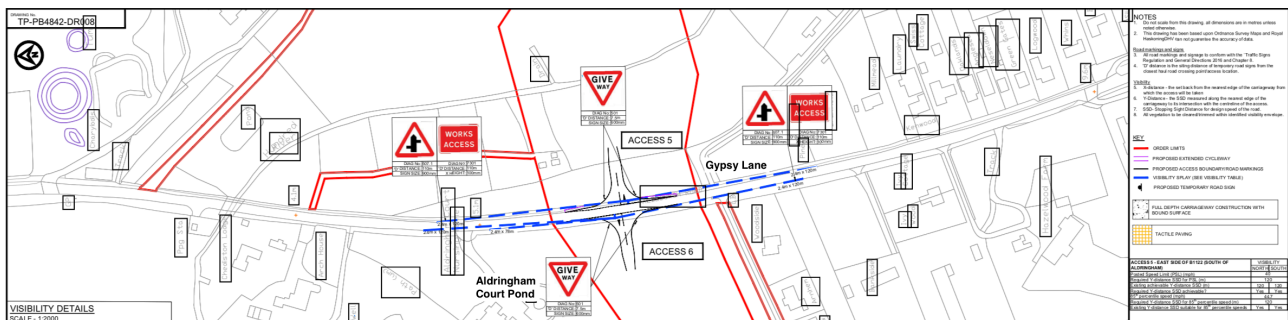


3.2 From Coldfair Green to Aldringham, the haul road looks at least 10m wide, and wider at junctions to accommodate articulated lorries turning.

3.3 From Coldfair Green, it cuts through farmland, passes within a few dozen metres of Billeaford Hall and, worryingly, Coldfair Green Primary School, then removes Fitches Lane, and 2 acres of the woods. There will be two feeder junctions, known as 5&6, from the haul roads, onto Aldeburgh Road. They are sited within, and opposite, Aldringham Court Nursing Home.

3.4 HGVs will thunder by the pond of the Nursing Home on the west side of the road to stop at junction 6, or drive by to turn off and shake the houses in Gypsy Lane on the eastern haul road at Junction 5. Two access junctions are also planned not far to the north of Aldringham Court, on the east side. This means 4 junctions, in close proximity. It also means a lot of noisy gear changing, braking and engine idling, whenever a vehicle approaches them, 12 hours a day.

3.5 The bus stop used by care workers and schoolchildren will be a pollution zone. The road safety assessments admit that visibility at these junctions will be inadequate. Negotiating the junctions and crossing the road will become problematic and hazardous. I don't understand how the local councils can accept this.



#### 4. Health Concerns

4.1 The heritage building may well suffer, structurally, but the elderly inhabitants will certainly be harmed by noise, vibration, loss of tranquility, loss of garden and garden access and a dramatic increase in noxious pollution from airborne exhaust fumes, and metallic particulates. What a grim outlook for the poor residents' last years. Will the business even survive? How many jobs will be lost, if this valued care facility is squandered?

4.2 The children in our school will be at equal risk from the well-established effects of diesel pollution on their physical and mental health.

#### 5 Meeting NIP

5.1 The National Infrastructure Principles of Feb 2020 require that projects should improve the quality of life for people, benefit the natural environment, mitigate emissions for the climate and provide benefits for the community. This project fails on every point.

## **6 Post-hearing submission, comments on LIRs received by Deadline 1**

6.1. I thank the applicant for an assurance that the full width of the road will not be closed at any point (2.1, 2.2, 2.3).

6.2 Footpaths (1.1, 1.2). The applicant's response to concerns about footpaths is here: "Public Rights of way clarification note, Document Reference: ExA.AS-9.D1.V1

SPR Reference: EA1N\_EA2-DWF-ENV-REP-IBR-001108

Date: 2nd November 2020 Revision: Version 00A Author: Royal HaskoningDHV."

The applicant acknowledges in this document that the following groups are considered to be more vulnerable to impacts than the general population:

Children and young people;

Older people; and

People with existing poor health (physical and mental health).

The applicant goes on to dismiss these concerns on the grounds that there are a large number of wealthy, elderly people in the area who have cars so the impact on recreational use of footpaths will be minimal.

6.2.2 Aldringham cum Thorpeness, and Knodishall cum Coldfair Green have a high degree of connectivity and interdependence.<sup>1</sup>

6.2.3 12% of the population of both villages are under 14. The Primary School caters for 130 children. Census data does not separate those in full-time education from 15-30, but suffice it to say that up to a quarter of the population are young people. They currently can use the footpath network to move around and between the villages to access education, social groups, shopping, work, worship, entertainment, bus stops, recreation and socialising.<sup>2</sup>

6.2.4 9% of the population have no car.<sup>3</sup>

6.2.5 32% of the working age population live fewer than 10km from their work.<sup>4</sup>

6.2.6 It is entirely laudable, and good for mental and physical health, that footpaths should be used for recreation as well as local connectivity, and shocking that the applicant suggests that members of the community should have to use a car to access nature in future.

6.2.7 The applicant's plans are founded on ignorance of the community structure here, and their plans for mitigation rely on individuals shouldering the financial cost and physical and emotional burden of the planning.

## **7 LI Questions for the applicant**

7.1 How will the applicant protect the children of Coldfair Green School from the proximity of the haul road to the school? (3.3)

7.2 How will the applicant protect the health of the children of Coldfair Green School from the unprecedented pollution? Will it fit noise baffles and filtration systems in the school and pay for their running costs? (4.2)

7.3 How will the applicant protect the residents and workers of Aldringham Court Nursing Home from the proximity of the haul road to the school? (4)

---

<sup>1</sup> East Suffolk Council, Census Data

<sup>2</sup> *ibid.*

<sup>3</sup> *ibid.*

<sup>4</sup> *ibid.*

7.4 How will the applicant protect the residents and workers of Aldringham Court Nursing Home from the unprecedented pollution? Will it fit noise baffles and filtration systems in the home and pay for their running costs? (4.1)

7.5 How and where will the applicant replace the old, broadleaved woods on both sides of the B1122? Old broadleaved woods are priority environments and cannot be regrown within a lifetime. (3.3)

7.6 Will the applicant demonstrate how its plans for the footpath network could 'mitigate emissions for the climate and provide benefits for the community' (5 NIP)?

7.7 Will the applicant share, as a matter of urgency, its alternative plans?