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The Applicant's generic reasons for using existing Highway Accesses ignore the greater harms caused at this specific site in establishing the bellmouth and necessary visibility splays in the proposed position. On balance, these harms greatly exceed those which would result from simply re-aligning the bellmouth and splays a short distance along the road. Creation of a new hedge gap would be less damaging than the permanent felling or coppicing of mature oak trees.

The Applicant's response cites worst case visibility splay requirements (hence dictating hedge and tree removal) grossly at odds with Suffolk Highways standard conditions as published by them and further clarified by them at the Issue 3 hearings. Additionally, these increased SCC figures are based on the assumption that a 30mph scheme could/would be implemented at this location. It is therefore likely that the environmental damage will now be significantly in excess of that previously proposed, and correspondingly unlikely that the (so far only informally) proposed mitigation of requiring only minimal vegetation trimming can be achieved.

The Applicant cites tree crown raising rather than felling as a means of avoiding damage, but this is irrelevant here as it is the tree trunks that will obstruct sightlines.

The Applicant has never met the landowner in person. Although there has indeed been a significant volume of email correspondence (with the Applicant's land agent rather than the Applicant's own engineering team), it has been unproductive. This is because the Applicant summarily dismissed the landowner's simple proposal to extend the DCO plan area, offering no explanation, and instead pursued two fruitless options both of which clearly offered no prospect of success.

The Applicant has ceased to respond to correspondence from the landowner.