

## Meeting at EDF's Proposed SZC Southern Park and Ride (Stage 4)

### Site Meeting – Hacheston.

Friday 29<sup>th</sup> November 2019.

#### Attendees:

Nicholas Newton – East Suffolk DC	NN	Andrew Murray-Wood – Suffolk CC Ecologist (part only)	AM-W
Cllr Dick Jenkinson – Chair Wickham Market PC	RJ	Richard Cooper - Marlesford	RCC
Cllr Anne Westover - WMPC	AW	Cllr Adrian Reville – Chair Hacheston PC	AR
Cllr Stephen Leach – Hacheston PC	SL	Klaus Fortmann – Campsea Ashe PC Clerk	KF
Cllr John Horsnell – WMPC	JH		

Item	Issue	Comments
0.	The notes that follow reflect a discussion held during a walkover of the proposed EDF Southern Park and Ride (SPR) site at Hacheston by representatives from Wickham Market, Hacheston, Campsea Ashe and Marlesford Parish Councils. The discussion focused on landscape and ecological mitigation measures that local Parish Councils have already flagged with EDF at various consultation stages. The Councils' representatives sought the opinions and support of ESC's NN and SCC's AM-W. Further representations regarding the SPR will be made in writing to EDF prior to DCO submission and the Parishes' requirements and concerns will be voiced at the Examination.	It had been hoped that there would be scope to raise matters at the forthcoming meeting with EDF 9.12.2019 but EDF wish to keep this constrained to a workshop looking at traffic issues only.
1.	EDF should be required to plant hedging (and where appropriate, hedgerow trees) on both the north and south sides of the old A12 (slip road to Wickham Market Bypass) from the Five Crossways roundabout to the joining of the slip road with the A12. This will have the effect of enhancing the generally low-quality existing (Privet) hedge remnants on the side of the slip road, will provide visual mitigation for views from A12 bridge and will screen and enhance/protect the proposed cycle and pedestrian path.	NB. NN pointed out that Ofgem has the power to determine whether requested mitigation measures are good value for money or not. If not, EDF would be under no obligation to provide. AW had noted that recent observations at Hinkley were that tree planting areas were massively over planted and monies could be saved by more using standard densities.
2.	Significant enhancement of the existing roadside footway heading west from the SPR site towards the Five Crossways Roundabout is considered necessary. We welcome provision of cycle way too.	
3.	Access to the SPR will be gained from the slip road. At the point where the access strikes north east to enter the SPR site it will need to break through two hedge-lines either side of an existing farm track/bridleway. The Councils will require that the access breaks the westernmost hedge to the north of a mature standard oak and sufficient clearance should be	Need to have good photos to put this tree in context. Very prominent in some views. Detailed tree surveys and assessment will be expected at DCO submission. However NN advised that where

	given to avoid root and canopy damage to the oak. Impacts on the ancient coppice hazel and watercourse (water flowing at time of visit) also needs to be considered.	details are omitted the Inspector may cover by Conditions only (vigilance will be needed).
4.	AM-W stated that the severance of an existing hedge-line (bridleway) is regarded as undesirable from an ecological point of view (but in this case unavoidable if SPR is built), significant appropriately located mitigating planting will be required to provide legacy benefit.	AW suggested that a hedgerow link could be created by continuing the proposed hedge section alongside the access road to meet the existing bridleway hedge. Management of existing hedge may assist too.
5.	The PCs queried the grassed area to the south east of the southern end of Whin Belt (adjacent to entrance road). Will this be managed appropriately i.e. <u>not</u> close mown? We welcome the apparent indication that the entirety of Whin Belt woodland is be retained.	PCs welcome apparent retention of woodland under Stage 3/4 consultation (Stage1/2 showed part to be removed) but expect more clarity at submission stage.
6.	The site boundary (red line) is shown on the indicative plan as being to the west of the existing bridleway, i.e. enclosing the route within the site area. Further clarification is required on the relationship between the red line and the bridleway. It might make more sense for the bridleway to be outside the site area. Buffer zones to protect woodland habitat appear to be narrow.	See also Item 8
7.	Whin Belt has within it a number of mature ash trees. EDF must give consideration to the possibility of loss of these trees as a result of ash dieback when producing the LVIA (noting LI Advisory Note 2012) and provide appropriate precautionary mitigation.	NB NN confirmed that viewpoints for the LVIA have been agreed with EDF some time ago.
8.	The area around the west boundary and northwest corner of the proposed SPR site is highly constrained in relation to the bridleway/woodland. The indicative plans for the site appear to show a very limited buffer between the site/roadway and the bridleway. The PCs have requested that the Councils push for a greater planted/woodland buffer zone with mounding between the bridleway and the site. We are concerned about views from the Hacheston direction including from residential properties.	The PCs have requested that hedgerow/tree buffer zone be provided. NN advised that this could be secured by a Condition and legal agreement as part of the DCO and will depend in part on what is shown at submission stage.
9.	The landowner to be asked whether he would be prepared to support and accept compensatory planting (outside the red line and under legal agreement). Note point 10 below.	AW to have discussion with the landowner if the appropriate opportunity arises.
10.	Significant hedgerow enhancement (including planting of hedgerow trees) will be required to the existing hedges to the north west, east and south boundaries of the northern part of the site (surrounding the Traffic Incident Management Area). This is particularly true for the eastern	Where there are existing hedgerows then trees could be added for height, landscape mitigation.

	boundary as this is on a sight line to the Grade 2 listed Marlesford Hall.	
11.	Anomalies between the PRow definitive map and routes shown on the plan have been identified. PCs have also suggested improved linkage between bridleway and footpath to Marlesford alongside field edge (as shown at Stage 2). It was noted that the footway to Marlesford is difficult to walk due to lack of maintenance (SCC highways).	SCC advised that we flag these queries/concerns up with SCC Rights of Way officer Annette Robinson. AM-W to advise Anne of email/telephone contact details.
12.	Brief discussion over perimeter bunds, we thought they were likely to be 'temporary' for life of project at three metre max height (due to topsoil condition), grassed/wildflower.	Long term tree/hedge planting is likely to be sited beyond the perimeter bunds.
13.	NEXT STEPS; Finalise notes, send to ESC and NN reps.	Send to AR SCC and EDF at appropriate time?
14.	<b>Transport/traffic workshop to take place in WM on 9<sup>th</sup> December 2019 with EDF</b>	

NN advised that he thought that Ian Houlston Landscape Architect at LDA Consulting Ltd Oxford was leading on landscape matters for EDF DCO submission.

#### **SITE NOTES**

Richard Cooper Marlesford

Anne Westover Wickham Market

Final 5th December 2019