

**REYDON PARISH COUNCIL
PLANNING WORKING GROUP REPORT MARCH 2024**

1. Applications

- **DC/24/0562/VOC:** Variation of Condition No. 2 of DC/22/2799/FUL - Extensions to the front of the property, out to the line of the existing garage in order to increase the size of two bedrooms and a kitchen together with a widening of the existing garage, to make it functional, out to the line of the existing rear extension behind the garage and also bringing the garage a further metre forward in order to increase the usable space within the proposed garage. At the same time this work is carried out, the existing flat roofs to the east end of the property will be replaced by sloping tiled roofs to match the existing main dwelling. A modern front porch is to be added out to the same line as the extended garage - For the elevations to be changed; 35, Halesworth Road
Because of an early deadline, the Planning Group agreed to comment as follows:
The PC does not consider that this can be seen as a Variation of Condition. The revised plans extend both the porch and the front western bedroom beyond the building line of the adjacent properties. The introduction of a second gable to accommodate the bedroom extension is a further change of design from that currently permitted. This should be a new Full Application. The PC recommends refusal of this application as it stands.
- **DC/24/0815/TPO** – Reduce crown/pollard by 6m (from 15m to 9m) 28 Old School Drive, Reydon IP18 6JZ.
PC to recommend approval.
- Ref No: DC/24/0893/TPO – 1 x Holm Oak (T001 on plan) (TPO/121/2022 T8) – Lift crown to 6m and prune lowest south limb by 3-4 m. 59 Wangford Road, Reydon.
PC to recommend approval.

2. Lionlink

Cllr O’Hear has been liaising with RAID and members of Southwold and Walberswick councils over responses to the consultation on the scoping of the Environmental Impact Assessment for Lionlink. As Councillors will know, National Grid Venture have now identified landfall at Southwold (with cable route north through Reydon, around Henham and then south to Friston) and Walberswick as their only and preferred options. It is, therefore, important for our PC to respond. It is proposed that the response includes the following key points.

Firstly, we should challenge the apparent dismissal of the shorter routes from further south to Friston which offer more opportunities for co-location of infrastructure with other projects and, being shorter, will cause less disruption both to the landscape and to the community.

Secondly, we should call for an EIA which includes:

1. Consideration of the cumulative impact of ALL the schemes proposed for Suffolk as well as of each scheme on its own.
2. An investigation of the impact of the long cable routes from Reydon and Walberswick to Friston and an analysis of their impact against that of the previously proposed shorter routes.
3. Analysis of the impact of coastal erosion on the security and stability of the proposed infrastructure. In particular, the rapid erosion of the cliffs at Easton Bavents to the north of the proposed Southwold landfall will be a threat to the coastal connection point as sea flooding is likely to come around the current sea wall unless major work is undertaken to extend and reinforce the current sea defences.
4. Consideration of the risks of cabling close to areas of marsh and reedbeds and, in particular, the cabling proposed inland of Reydon Smere reedbeds and marsh. It is not clear if the adjacent land is stable and can sustain construction and underground cabling but there is also a significant risk to the hydrology of the reedbeds which are a highly protected habitat.
5. A full appraisal of offshore alternatives and options for landfall on brownfield sites.
6. The impact of the construction process as well as of the eventual result. This must include consideration of the cumulative impact of construction work for Lionlink alongside that of Sizewell C and other electricity transmission projects. The impacts assessed must be those on the landscape, habitats and biodiversity but also on the local economy and, in particular, tourism as well as agriculture and local employment.
7. The kinds of mitigations and compensation to avoid or restore damage to habitat and the species dependant on them, visual amenity of the landscape needed to minimise/ameliorate damage.
8. The mitigations and compensations needed to minimise and offset the disadvantages to the community, its prosperity and well being of these proposed developments. For example, a new sustainable road link from Southwold and Reydon to the A12 would meet a need arising from the foreseeable demise of links via the A1095 and the B1127 whose bridges are at or below sea level and go some way to protecting our future tourist economy in recompense for the damage suffered during the construction phase.

The PC is asked to endorse these as the basis of its response to the consultation on the scoping of the EIA for Lionlink. If this is agreed, Philip O’Hear will work on a final draft for approval by the Chair.

Philip O’Hear, Chair of Planning
(until 20.03.24)