

# **The Sizewell C Project - EN010012**

**Glynis Robertson, IP 20026308**

**Oral / Written Representation**

## **THE CUMULATIVE IMPACT on our HERITAGE COAST.**

Thank you for the opportunity to speak at this Open Hearing. My name is Glynis Robertson a local resident. Firstly, I whole heartedly endorse Mr Pete Wilkinson's representation and recognise his vast knowledge on Sizewell C issues.

I would like to take this opportunity to talk about **THE CUMULATIVE IMPACT on our HERITAGE COAST.**

In 1974 Natural England, then the Countryside Agency, funded three pilot **HERITAGE COASTS** - Suffolk being one, was fully designated in the late 1970's and runs from Felixstowe to Lowestoft.

This is a high accolade, and it should be noted that Sizewell's shingle beach, it's flora and fauna, is an extremely rare habitat - one of only three in the world, the other two being in New Zealand and Japan.

Regional and District Councils, Charities and Voluntary Supporters, took over 50 years to build up Suffolk's Heritage Coast to where it stands today; a thriving combination of Leisure, Tourism and Nature, living in harmony side by side. We should be proud of this achievement and defend it.

However, some years ago, Suffolk MPs coined the phrase 'THE ENERGY COAST' to encourage investment in the area. A laudable initiative, which unfortunately has back

fired. I don't think anyone envisaged the onslaught of Energy Projects that are now proposed to invade and destroy our precious 'HERITAGE COAST'. Climate Change must be addressed, but not by industrialising our coastline with outmoded Nuclear Power Stations or by carving up our countryside to accommodate massive windfarm substations.

Having gone through the last six months of ScottishPower Renewable's Wind Farm examination, I now have deep concerns about the Planning process and whether it is fit for purpose in its present guise. The system, set up to streamline important Nationally Significant Infrastructure Projects, is failing, failing in its ability to conduct a fair examination by taking into account the cumulative impact of other potential infrastructure projects and only considering one DCO application at a time.

Should Sizewell C be consented by the Secretary of State at the end of this examination, it will be the biggest of eight energy infrastructure projects in THE HERITAGE COAST which, in turn, will become one of the largest complexes of energy infrastructure in the UK, if not Europe.

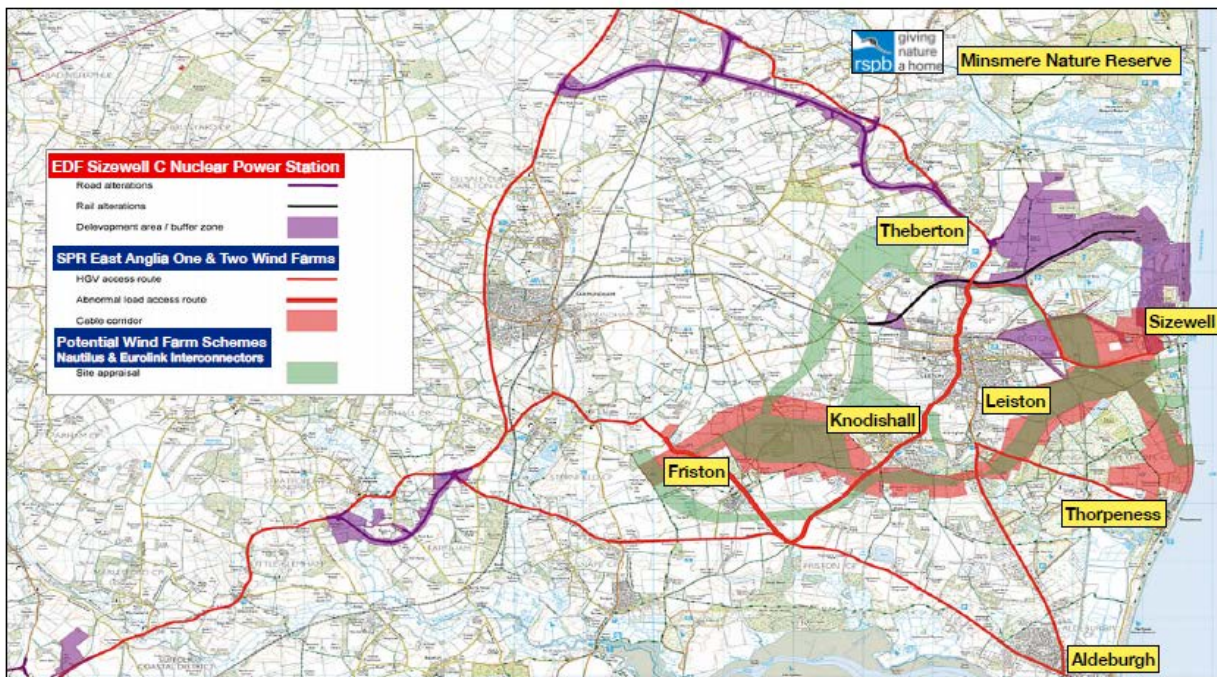
They consist of:

1. Sizewell C – 12-15 years construction
  2. East Anglia One North Offshore Wind Farm and its sister...
  3. East Anglia Two Offshore Wind Farm – both Thorpeness to Friston
  4. Nautilus Interconnector – Friston to Belgium
  5. Eurolink Interconnector – Friston to the Netherlands
  6. North Falls Offshore Wind Farm (Greater Gabbard Extension) will follow on quickly and
  - 7&8. Two Sizewell to Kent Interconnectors called SCD1 and SCD2.
- (See Appendix A for details)

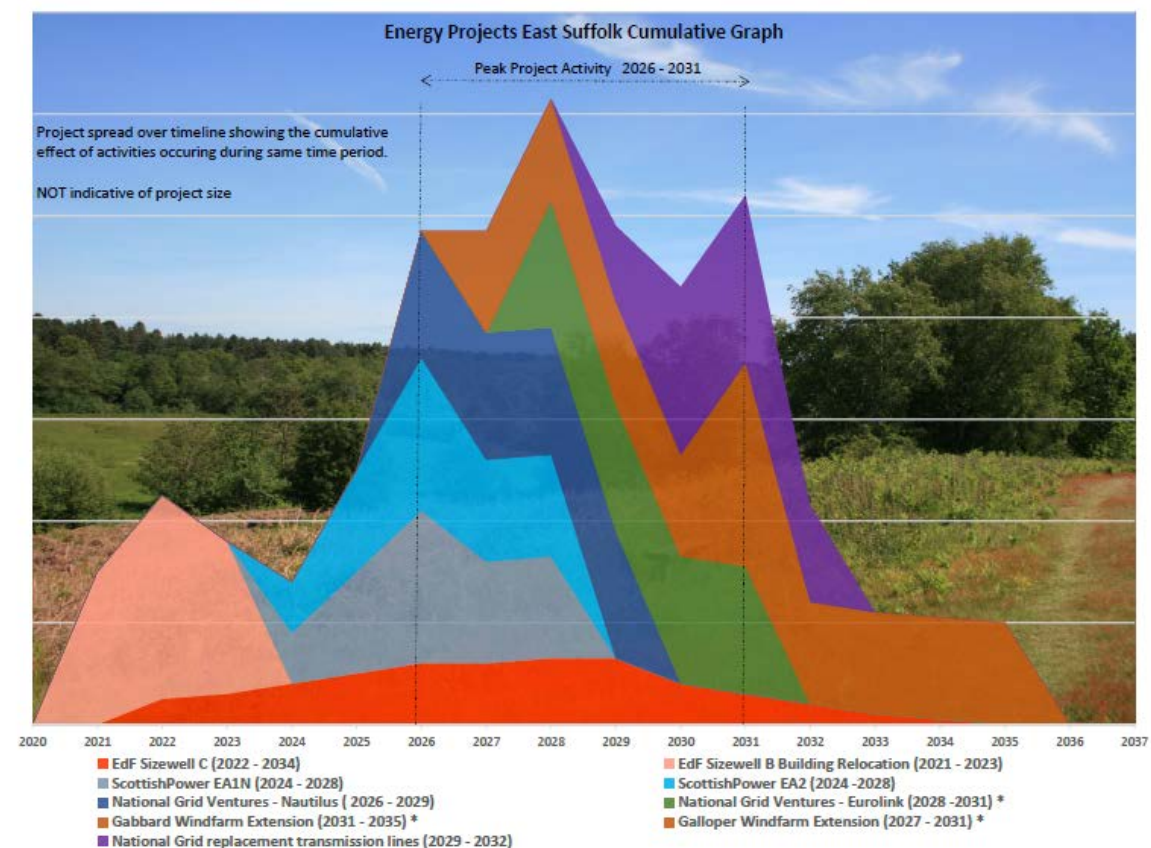
The following two Maps tell it all:

These are just some of the Energy Projects destined for Suffolk Coastal.:

EDF - Sizewell C (purple); Scottish Power Renewables - EA1N and EA2 windfarms (pink); National Grid Ventures - Nautilus and Eurolink Interconnectors (green):



... and this graph shows the peaks and troughs of all the overlapping potential Energy Projects and their Cumulative Impact in East Suffolk



data date Feb 2020

\* a number of assumptions have been made due to lack of information but based on similar projects

compiled by Paul Chandler

It is not just a couple of green electrical boxes at the bottom of your garden or a second pretty white golf ball which shines brightly in the sunshine. This is a MEGA ENERGY HUB, and, to locate such an Energy Hub, in the midst of one of the UK's most fragile nature-based tourism destinations is tantamount to Ecocide.

Not only are there these eight Energy Projects, but a **MULTITUDE OF DISTRICT AND COUNTY COUNCIL PROJECTS** that, in combination, will bring the A12 to a standstill. (See APPENDIX B)

Some of these are:

Housing Developments:

- Suffolk Coastal needs to deliver 10,000 plus homes by 2036
- And Waveney needs to deliver 8,000 plus

Road Improvements:

- Alongside EDF's A12 Bypass, Park and Rides and D2 Haul Road, housing developments will require new roads and major roundabouts at Martlesham and Woodbridge

Then to the North there's the Construction of Lowestoft's

- three enterprise zones, a new port energy hub, and a third bridge across the river Waveney.

In the South...we have Felixstowe Port's expansion

- which will double the Ports size by 2030

These (see Appendix B) are just some of the massive projects that will happen at the same time as Sizewell C and they must be considered too.

I would like to suggest that the ExA request and study the following documents to see for themselves the vast number of conflicting projects over the next 10-20 years.

a) Suffolk County Council

- a. Local Transport Plan 2011 – 2031;
- b. Suffolk Green Access Strategy (Rights of Way Improvement Plan);
- c. Suffolk Minerals and Waste Local Plan 2020.

b) East Suffolk Council

- a. East Suffolk Strategic Plan 2020 - 2024;
- b. East Suffolk Economic Growth Plan 2018-2023;
- c. Suffolk Coastal Local Plan 2020;
- d. If any policies in the Waveney Local Plan 2019 are considered to be important and relevant then please request them also;
- e. The 'made' Leiston Neighbourhood Plan (2017);
- f. A description of progress on and latest drafts of the Aldringham cum Thorpe, Saxmundham, and Kelsale cum Carlton Neighbourhood Plans and any other Neighbourhood Plan(s) considered likely to have important and relevant content.

c) Suffolk Coast and Heaths AONB

- a. Suffolk Coast and Heaths AONB – Natural Beauty and Special Qualities Indicators document;
- b. Suffolk Coast and Heaths AONB Management Plan 2018-2023;

d) New Anglia LEP

- a. Economic Strategy for Norfolk and Suffolk 2017;
- b. New Anglia Local Industrial Strategy;

e) MMO

- a. Suffolk Shoreline Management Plan 7, 2012;
- b. East Inshore and East Offshore Marine Plans.

Suffolk is a rural County with traditional 'industries' like agriculture, tourism and fishing. It does not have an infrastructure capable of supporting the level of building and heavy construction detailed above.

It is therefore paramount to consider the **CUMULATIVE IMPACT** in this application. A full and robust **ASSESSMENT** of all the additional projects should be carried out at the earliest opportunity. It is my belief that the Applicant's findings will prove that the benefits of Sizewell C **DO NOT** outweigh the devastation of our **HERITAGE COAST**.

Thank you for listening.

**Glynis Robertson, IP 20026308**

## APPENDIX A

### Summary

**In addition to EDF's Sizewell C Nuclear Power Station - Construction 2022 to 2034 - there are a plethora of future planned Wind Energy projects connecting to the National Grid in the Sizewell/Friston area of Suffolk**

Eight Offshore Wind Energy Projects are widely believed to be planned to connect to the National Grid at Friston. (This does not include future windfarm projects as a result of the seabed leases awarded by the Crown Estate in relation to the Round 4 process).

Cumulative impact means eight substations and interconnectors constructed sequentially or consecutively. Plus, the addition of Sizewell C Twin reactor nuclear power station, one of the largest in the world. This will be the largest complex of energy infrastructure in the U.K. situated in one of the most fragile ecosystems in the U.K. These are judged to be ill-conceived plans where the process of choosing the site for the mega infrastructure hub is shown to be flawed. There are a number of better alternative brownfield sites for this designated vast complex.

#### **1. East Anglia One North Offshore Windfarm - ScottishPower Renewables - Projected to be completed in 2028**

An offshore wind farm which could consist of up to 67 turbines, generators and associated infrastructure, with an installed capacity of up to 800MW, located 36km from Lowestoft and 42km from Southwold. From landfall the cables will be routed underground to an onshore substation at **Friston**, which will in turn connect into the national electricity grid via a National Grid substation and cable sealing end compounds, the latter to be owned and operated by National Grid. <sup>1 2</sup>

#### **2. East Anglia Two Offshore Windfarm - ScottishPower Renewables - Projected to be completed in 2028**

An offshore wind farm which could consist of up to 75 turbines, generators and associated infrastructure, with an installed capacity of up to 900MW, located 37km from

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<sup>1</sup> <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-one-north-offshore-windfarm/>

<sup>2</sup> [https://www.scottishpowerrenewables.com/pages/east\\_anglia\\_one\\_north.aspx](https://www.scottishpowerrenewables.com/pages/east_anglia_one_north.aspx) 3

Lowestoft and 32km from Southwold. From landfall, the cables will be routed underground to an onshore substation at **Friston** which will in turn connect into the national electricity grid via a National Grid substation and cable sealing end compounds, the latter to be owned and operated by National Grid <sup>3 4</sup>

### **3. Nautilus - National Grid Ventures - Construction 2025-2028**

The Nautilus Interconnector is a proposed second Interconnector between East Suffolk and Belgium. It would create a new 1.4 gigawatts (GW) high voltage direct current (HVDC) electricity link. The project would involve the construction of a converter station in each country and the installation of offshore and onshore underground direct current cables (HVDC) between each converter station and underground alternating current cables (HVAC) between the converter station and substation in each country. In the UK, the offer from National Grid Electricity Transmission (NGET) allows for a connection at a new 400kV substation located close to the Sizewell 400kV network, provisionally referred to as 'Leiston 400kV'. The current NGET substation location being promoted is less than ten kilometres from the coast, i.e. **Friston**. <sup>5 6</sup>

#### **UPDATE - NAUTILUS INTERCONNECTOR meeting with PINS on 21 October 2020**

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020023/EN020023-Advice-00001-1-EN020023-Advice-00001-Project%20Update-meeting%20note.pdf>

"The Applicant (NGV) advised it has a 1.5-Gigawatt connection agreement to connect to an as yet unconsented and unbuilt substation in proximity to the Sizewell 400Kv network. A new NGET substation in this area is currently being promoted through Scottish Power Renewables (SPR) East Anglia 1 North (EA1N) and East Anglia 2 (EA2) DCOs."

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<sup>3</sup> <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-two-offshore-windfarm/>

<sup>4</sup> [https://www.scottishpowerrenewables.com/pages/east\\_anglia\\_two.aspx](https://www.scottishpowerrenewables.com/pages/east_anglia_two.aspx)

<sup>5</sup> <https://www.nationalgrid.com/group/about-us/what-we-do/national-grid-ventures/interconnectors-connecting-cleaner-future/nautilus>

<sup>6</sup> <http://sases.org.uk/wp-content/uploads/2018/08/National-Grid-Briefing-Note-Interconenctors-Sizewell.pdf>

#### **4. Eurolink - National Grid Ventures - Construction by 2030**

EuroLink is a proposal to build a High Voltage Direct Current (HVDC) transmission cable between Suffolk and the Netherlands. The capacity of the link will be 1400MW. The proposals are to follow the same path as Nautilus (see above), i.e. **Friston** <sup>7 8 9</sup>

#### **5. Greater Gabbard Windfarm Extension (North Falls Offshore Wind Farm) - SSE Renewables and RWE Renewables - Construction 2025 - 2030**

The North Falls Offshore Wind Farm will comprise a number of wind turbines on fixed foundations, plus dedicated offshore and onshore electrical infrastructure. The newly-signed lease agreement is for an additional capacity of 504MW, the same as the existing Greater Gabbard Offshore Wind Farm. "it will comprise wind turbines and their associated foundations, array cables which will connect the turbines to an offshore substation, export cables which will transmit the power from the offshore substation to shore, onshore cables and an onshore substation. National Grid has not completed its technical and environmental studies so no conclusion has been made about the location of the onshore grid connection at this stage". It is widely believed that National Grid will seek to use the **Friston site**. <sup>10</sup>

**UPDATE - NORTH FALLS (ex Greater Gabbard extension) Nov 2020 meeting with PINS** [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010119/EN010119-Advice-00002-1-201106%20North%20Falls%20Inception%20Meeting%20Note\\_FINAL.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010119/EN010119-Advice-00002-1-201106%20North%20Falls%20Inception%20Meeting%20Note_FINAL.pdf)

NFOWF aim to sign a connection agreement with National Grid in 2021. The final stages of the feasibility consenting activity is anticipated to commence in January 2021. Future key milestones include:

- Mid Q1 2021 - A Scoping request to PINS and consultation with the relevant local authorities on the Statement of Community Consultation (SoCC).
- Consultations in Summer 2021, Summer 2022 and Autumn/Winter 2022.
- Spring 2023 – EIA/HRA completed and the start of discussions with stakeholders on Statements of Common Ground (SoCG).

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<sup>7</sup> <https://www.nationalgrid.com/our-businesses/national-grid-ventures/interconnectors-connecting-cleaner-future>

<sup>8</sup> <https://www.peacockandsmith.co.uk/project/nautilus-eurolink-interconnector-projects/>

<sup>9</sup> <http://sases.org.uk/wp-content/uploads/2018/08/National-Grid-Briefing-Note-Interconenctors-Sizewell.pdf>

<sup>10</sup> <https://www.northfallsoffshore.com>

- Summer 2023 – application for a Development Consent Order submitted to the Inspectorate.

## **6. Galloper Windfarm Extension (Five Estuaries Offshore Wind Farm) - RWE Renewables - Construction by 2030**

Five Estuaries is an offshore wind farm to generate in excess of 300MW. The project consists of (but is not limited to): an offshore wind farm, including wind turbine generators and associated foundations and array cables; transmission infrastructure, including offshore substations and associated foundations, offshore and onshore export cables (underground), including associated transition bays and jointing bays, an onshore substation, and connection infrastructure into the National Grid. It is widely believed that National Grid will seek to use the **Friston site**.<sup>11</sup>

## **7. SCD1 - National Grid ESO - Construction by 2028**

SCD1 consists of constructing a 2GW offshore HVDC link and associated substation works between Suffolk and Kent. This project appears to have been sanctioned without it going through the DCO process. "Preliminary work to identify the optimal connection substations at both ends is ongoing". It is widely believed that National Grid ESO will seek to use the **Friston site**.<sup>12 13 14</sup>

## **8. SCD2 - National Grid ESO - Construction by 2029**

SCD2 consists of a second 2GW offshore HVDC link with associated substation works connecting Suffolk and Kent. This project is currently on 'hold' which means that it is considered optimal but delivery of this option should be delayed by at least one year. Again, it is widely believed that once sanctioned, National Grid ESO will seek to use the **Friston site**.<sup>15 16 17</sup>

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<sup>11</sup> <https://fiveestuaries.co.uk/about/>

<sup>12</sup> <https://www.nationalgrid.com/uk/electricity-transmission/document/134036/download>

<sup>13</sup> <https://www.nationalgrideso.com/document/162356/download>

<sup>14</sup> <https://www.eadt.co.uk/news/national-grid-proposed-1bn-suffolk-to-kent-transmission-route-1-6526632>

<sup>15</sup> <https://www.nationalgrid.com/uk/electricity-transmission/document/134036/download>

<sup>16</sup> <https://www.nationalgrideso.com/document/162356/download>

<sup>17</sup> <https://www.eadt.co.uk/news/national-grid-proposed-1bn-suffolk-to-kent-transmission-route-1-6526632>

## APPENDIX B

### 1. Summary

The Northern part of the A12 is the main arterial road between the Ports of Felixstowe and Lowestoft where most construction materials arrive for new infrastructure in East Suffolk. The A12 is a dangerous road, the section between Ipswich and Lowestoft was de-trunked in 2001 and therefore passed control over from Highways England to Suffolk County Council, and is why this section is primarily single carriageway and poorly invested in, therefore the A12 has only now been labelled as a main trunk road between Brentwood and Ipswich with the Northern half after the A14 being deemed a non-primary extension, and a lesser important road.<sup>18</sup>

Along this poorly equipped road are many impending infrastructure projects, such as major road junction alterations at Martlesham and Woodbridge, 2000 new homes at Adastral Park, Park and Rides at Wickham Market and Darsham, a new bridge in Lowestoft and, after Brexit, increased trade at Felixstowe Container Port. Even with the addition of widened roads and new junctions, the heavy construction traffic associated with Sizewell C and SPR's two projects at Friston will only serve to bring everything to a standstill, not to mention what will happen with the other projects

The basic problem of course is that a rural County like Suffolk does not have an infrastructure capable of supporting the level of building and heavy construction suggested and the traditional 'industries' like agriculture, tourism and fishing will unfortunately become the casualties.

### 2. Port of Felixstowe

The Port of Felixstowe is Britain's biggest and busiest container port, and one of the largest in Europe.<sup>19</sup>

The port handles more than 4million TEUs (Twenty-foot Equivalent Units) and welcomes approximately 3,000 ships each year, including the largest container vessels afloat today – crucially, the port provides some of the deepest water close to the open sea of any European port. Around 17 shipping lines operate from Felixstowe, offering 33 services to and from over 700 ports around the world.<sup>20</sup>

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<sup>18</sup> [https://en.wikipedia.org/wiki/A12\\_road\\_\(England\)](https://en.wikipedia.org/wiki/A12_road_(England))

<sup>19</sup> <https://www.portoffelixstowe.co.uk/>

<sup>20</sup> [Ibid.](#)

“As well as improving our ro-ro (roll-on roll-off) traffic we are continuing to upgrade our containerised capacity,” he added, “and are ready to cater for increases in trade with the rest of the world as a result of new trade deals struck following our exit from the EU.” – Clemence Chang, CEO at the Port of Felixstowe and executive director of Hutchison Ports.”<sup>21</sup>

**Comment:** Let alone the construction of the Port’s expansion, much of the construction materials for the ‘Energy Projects’ connecting to Friston and for Sizewell C will come through Felixstowe. Increases of trade will surely translate into an increase in traffic to and from the port, making use of the A14 and A12. The Orwell Bridge on the A14 is the only access for HGVs to get onto the A12 North or South. Should the bridge be shut (as can be the case) for any reason (high winds, accidents), the tail backs can be for many miles. The only other route to join the A12 is through the town of Ipswich which can become grid locked for hours.

### **3. East Suffolk Housing Development:**

“We will aim to maintain a rolling 3-year plan of realistic development opportunities which will include enough sites to meet the HRA (Housing Revenue Account) Business Plan projection of 50+ units a year. We seek to identify a pipeline of sites looking forward 3 years which will include undertaking strategic reviews of areas where there are significant Council land holdings.

We will also seek to provide homes for shared ownership (a form of low-cost home ownership). The Council’s Strategic Housing Market Assessment report has identified of all the homes required by 2036 the need for this type of tenure is not insignificant (9% within the former Waveney area and 7% within the former Suffolk Coastal area). Our own shared ownership units will help meet this need and will attract grant funding from Homes England as well as helping to cross subsidise the rented housing being provided by us. We have received funding from Homes England’s SOAHP programme (2016-21) to build a small number of shared ownership homes over the next 3 years to 2021 ensuring a range of housing solutions are provided for our local communities.

Our new homes programme within the HRA is budgeted to deliver 257 new affordable homes by 2022/23.<sup>22</sup>

Plans to create **187 new homes in Leiston** are one step closer to being built after the development site was acquired by a housebuilder (Persimmon Homes). Outline planning

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<sup>21</sup> <https://www.seatrade-maritime.com/ports-logistics/port-felixstowe-eyes-more-ro-ro-traffic-post-brexit>

<sup>22</sup> <https://www.eastsuffolk.gov.uk/assets/Housing/Housing-Development-Strategy.pdf>

permission for sites on Abbey Road and St Margarets Crescent, which would see the construction of 100 and 77 homes respectively, have been granted but no work has yet begun.<sup>23</sup>

**Suffolk Coastal needs to deliver 10,476 homes by 2036 at a rate of 582 a year; Waveney needs to deliver 8,223 at a yearly rate of 374.”<sup>24</sup>**

#### **4. Martlesham Housing Project:**

Brightwell Lakes will consist of 2,000 homes, including affordable homes and accommodation for elderly people, off the A12 at Adastral Park.<sup>25</sup>

There will be four points of access from the A12, Ipswich Road and the Northern Quadrant of Adastral Park.

**Comment:** It is inevitable that every new housing scheme brings more traffic on to the road. Jobs also have to be found for the new occupants and the majority of workers will have to travel to Ipswich or further afield for work.

#### **5. Road Improvements to accommodate Martlesham Housing Project:**

Investment to A12 / Main Road Roundabout to improve capacity and safety (specific upgrade TBC) Martlesham Industrial Park access to receive.

£2M investment to incorporate smart traffic signal access/ egress onto the A12. This new facility will equalise the priority of movements and relieve pressure on local roads.

Discussions are ongoing with Suffolk County Council to determine what improvements within the Industrial Park are possible.

£2M Investment to Adastral Park Roundabout to convert into traffic signal crossroads.

£2M Investment to Foxhall Roundabout to convert into traffic signal crossroads.

#### **The masterplan includes:**

A range of up to 2,000 new homes • A primary local centre, centrally located and overlooking the lake, including a range of shops, community, food and drink uses • A secondary local centre, so that all residents can walk to a local shop • A new all through school, catering for children ages 3-18 • A new healthcare facility • A community centre • Small extension to the Brightwell Barns employment area for local businesses • A variety of walking and cycling routes including those for dog walkers (the longest of the on-site routes is 7km) • Generous buffer planting around northern / eastern / southern edges (approximately 20m in width) to screen new development and protect views and setting

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<sup>23</sup> <https://www.eadt.co.uk/news/plans-for-187-homes-saxmundham-road-leiston-1-6617056>

<sup>24</sup> <https://www.eadt.co.uk/news/suffolk-and-north-essex-housing-plans-mapped-1-6450714>

<sup>25</sup> <https://www.ipswichstar.co.uk/news/martlesham-heath-20-million-government-funding-1-6352569>

of surrounding landscape. • 34 hectares of accessible green space, including playing pitches, woodland, grassland, heathland, *beach* and picnic area, play areas for all ages and trim trail; • Allotments / community orchards<sup>26</sup>

### **Collisions and fatalities:**

“In the four years to 2019 there were over 150 people killed in crashes on Suffolk roads and over 1,200 people in Suffolk were seriously injured. The majority of these were clustered around towns and villages – that is 40mph roads or less.”<sup>27</sup> - Councillor Robert Lindsay, transport spokesman for the Liberal Democrats.

Construction traffic will all be funnelled through Martlesham, Woodbridge, Marlesford, Little Glemham, Stratford St Andrew, Farnham and Snape as they make their way along the A12 and the A1094. Along this route the speed limit changes in the following order: 70mph, 40mph, 30mph, 50mph, 30mph, 50mph, 40mph, 30mph, 60mph before reaching the B1069 junction (Black Heath Corner). This spectrum signals the essential rural nature of a landscape dotted with villages and highlights the inadequacy of the road to support mass industrial projects.

### **6. EDF's Park and Ride Scheme:**

EDF has proposed two Park and Ride projects for workers traveling to and from the Sizewell C site: one in Wickham Market/Hacheston and another in Darsham. Under the proposals the Wickham Market/Hacheston site would have parking for around 1,250 cars, 10 buses or vans, 80 motorcycles and 20 cycles.

When construction work is at its peak the site would be running for seven days a week. Once the site is no longer needed EDF propose that it would be removed.<sup>28</sup>

### **7. EDF's A12 Bypass:**

A12 – “we have developed our proposals for mitigating traffic impact at Farnham and now have four options: no change; widening the road at the Farnham bend; a one-village bypass of Farnham; or a two-village bypass of Farnham and Stratford St Andrew (at the request of Suffolk County Council).<sup>29</sup>

However, residents of Wickham Market have stated in a survey “their overwhelming preference for a four villages bypass to the north of Wickham Market” instead of simply the two-village bypass currently proposed by EDF. – Central Suffolk and north Ipswich

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<sup>26</sup> <https://www.brightwell-lakes.co.uk/downloads/adastral-park-exhibition-boards-2017.pdf>

<sup>27</sup> <https://www.eadt.co.uk/news/suffolk-20mph-speed-limit-motion-rejected-1-6896996>

<sup>28</sup> <https://www.eadt.co.uk/news/dan-poulter-raises-concerns-over-sizewell-transport-1-6027782>

<sup>29</sup> <https://edf.thirdlight.com/pf.tlx/qzNqzKpqCsPF3>

MP Dr Dan Poulter. 83% stating that they were worried about the extra traffic the site would bring”.<sup>30</sup>

## **8. Lowestoft and Great Yarmouth enterprise zone**

In August 2011 the [New Anglia Local Enterprise Partnership](#) (NALEP) bid to create one of the UK's 21 enterprise zones in Lowestoft and Great Yarmouth was **accepted** by Government.

This offers Lowestoft and Great Yarmouth to make the most of opportunities presented by the growing offshore wind industry, delivering jobs and regeneration to the two towns.

### **Key facts**

- Energy is the key economic sector for the enterprise zone.
- The enterprise zone is made up of six sites; two in Great Yarmouth, three in Lowestoft and one in Beccles.
- These sites will benefit from a business rate discount for eligible businesses for five years, simplified planning procedures and greater Government support for high speed broadband.
- 9,000 new jobs are forecast for the Enterprise Zone by 2025, with a further 4,500 indirect jobs created, helping to reduce local unemployment.<sup>31</sup>

## **9. Gull Wing Crossing Lowestoft**

Construction work is scheduled to begin in the spring of 2021, with the bridge opening in the summer of 2023.

The Gull Wing will be Suffolk's most significant infrastructure development in years and is one of several substantial projects set to transform Lowestoft. Farrans has now been unveiled as the winning contractor, with the £76m contract to commence later this year. The bridge will be Lowestoft's third crossing over Lake Lothing.<sup>32</sup>

## **10. Lowestoft Port Energy Hub**

**“We expect the concept of an Energy Hub to be realised in the next few years**

- Whilst clearly still at a formative stage, an architect's impression of the development is provided at Figure 18. The former Shell Base site on Shell Quay at the western end of the Inner Harbour is an ideal location, with large developable

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<sup>30</sup> <https://www.eadt.co.uk/news/dan-poulter-raises-concerns-over-sizewell-transport-1-6027782>

<sup>31</sup> <https://www.suffolk.gov.uk/planning-waste-and-environment/major-infrastructure-projects/lowestoft-and-great-yarmouth-enterprise-zone/>

<sup>32</sup> <https://www.edp24.co.uk/news/politics/contractor-chosen-lowestoft-third-crossing-1-6863708>

areas and quayside frontage suitable for offshore wind support vessel berthing. Demolition of the existing buildings with a view to preparing the required development land has already commenced.

- The relatively shallow water depths in this part of the harbour do not represent a constraint for CTVs and, depending on customer demand and requirements, finger pontoons may be installed to facilitate loading/ unloading operations.
- **We believe the Port will provide an attractive location for (amongst others) wind farm construction/ O&M coordination facilities and/or supply chain activities.”**<sup>33</sup>

**Comment:** Essentially much infrastructure work will be carried out on the port itself in the coming years, necessitating access for construction vehicles along the A12. An ‘Energy hub’ will require major work and this will be taking place concurrently with Sizewell C plans.

### 11. East Anglia 3 (EA3)

ScottishPower Renewables announced that EA3 windfarm is likely to be built at the same time as EA1N and EA2. The applicant has not taken into consideration the possible transport issues associated with EA3.<sup>34</sup>

### 12. Other Projects Cumulative Impact

The traffic associated with the thousands of new homes will fill the roads irrespective of the proposed road improvements at Martlesham and Woodbridge. The additional heavy construction traffic associated with the Sizewell C and SPR and National Grid projects at Friston, will only serve to bring everything to a standstill. This in turn will negatively affect agriculture and tourism which will be vitally important once the power generation projects have been completed as they will only offer a low number of job opportunities once they are up and running.

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<sup>33</sup> [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010023/TR010023-000950-Associated%20British%20Ports%20-%20Annex%201%20-%20The%20Port%20of%20Lowestoft%20Master%20Plan,%20Consultation%20Draft%20\(April%202019\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010023/TR010023-000950-Associated%20British%20Ports%20-%20Annex%201%20-%20The%20Port%20of%20Lowestoft%20Master%20Plan,%20Consultation%20Draft%20(April%202019).pdf)

<sup>34</sup> <https://www.modernpowersystems.com/features/featurethe-31-gw-east-anglia-hub-project-7768878/#:~:text=On%20completon%20the%20East%20Anglia%20Hub%20will%20consist,expected%20to%20start%20in%202022.%20East%20Anglia%203>

The Application does not address many of these 'other projects.' They need to be taken into consideration along with all the Energy Projects to conduct a full assessment of the CUMULATIVE IMPACT.

END