

JOHN SUTHERELL: REGISTERED NUMBER 20026479
HARD COPY OF ORAL CONTRIBUTION TO ISSUE SPECIFIC HEARING
(ISH) 2 ON WEDNESDAY 7 JULY 2021

Having listened to the day's discussion, I am grateful to Mr Humphrey for the opportunity to contribute to this afternoon's discussion. I am speaking as an individual but I am also a Yoxford Parish Councillor.

I support strongly the views expressed throughout the day by Parish and Town Councillors – Andrew Smith; Robin Saunders; Josie Bassinett; Paul Collins; Ian Galloway; Klaus Fortman; Tim Beach; Jenny Kirtley and, particularly, my Yoxford colleague Paul Ashton. I also support the views expressed by Mr Michael Bedford QC on behalf of Suffolk County Council; Det C Supt David Cutler for the Suffolk Constabulary and the individual contributions of Clive Lovelock; Councillor Richard Smith; and Regan Scott.

In terms of the local impact on Yoxford, I reiterate Paul Ashton's points about the impact of the 'early years' development on the A12 at Yoxford and its severance of the village; and also the impact on the A1120, which is currently classified as a tourist route from the inevitable increase of LGV's and cars because of the Sizewell project. I remain to be convinced of the validity of the 'modelling' arguments in respect of the A 1120 that this extra traffic will be tolerable. The applicant's dismissal of the concerns of many contributors about 'rat running' by calling it 'personal route choice' provides no confidence that the concerns of residents are being taken into account.

Looking beyond Yoxford I suggest that the applicant's overall approach to the issue of Traffic and Transport is seriously flawed. They continually make reference to their experience from Hinckley Point C, but the transport network in Somerset is fundamentally different from that of East Suffolk, where the road and rail network is much more fragile. The cumulative effect of their proposed transport plans is likely to be very considerable 'friction' (to use Clauswitz's term used in connection with war, but which applies to all large and complex operations : and the applicant constantly emphasizes how very large and complex this is!). That 'friction', seen in terms of congestion; accidents; delays; grid lock; disrupted schedules and high stress to managers and drivers, is likely to have a significant impact on the construction schedule. It will affect the applicant at least as much, if not more, than the local community. This 'friction' will contribute to the other factors that are likely to lead to this 'urgent' project being subject to the delays and cost over-runs characteristic of their other projects.

Ms McMullen's response that their plan should not 'over-provide' and that they will be 'incentivized' to make their plan work smoothly, does not address the issues and is, arguably, delusional. 'Hope is not a strategy'. To continue the military analogue, it is one thing to plan to move an armoured brigade over a network of good roads in ideal conditions; it is quite another to try to do the same thing over a fragile road network packed with refugees! It is a truism that 'no plan survives contact with the enemy/reality'. Just think of the 600 HGV's a day and the 3000 AILS in the 'early years!