

From: [REDACTED]
To: [East Anglia ONE North](#); [East Anglia Two](#)
Subject: Email 1 of 4. SEAS (Suffolk Energy Action Solutions) Submissions - Deadline 1
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Dear Inspectors,

Please find attached SEAS DEADLINE 1 SUBMISSION as follows:

SECTIONS 1 (part), 2, 5 & 6

0. SEAS COVER LETTER	
0.1	SEAS Cover letter
1. OFH 1,2&3 ACTION POINTS and POST HEARING SUBMISSIONS	
1.1	OFHs1,2,3 - Videos and Photos with cover letter USB sent to Bristol Office, Emre Williams requested it by Wettransfer, but having difficulty as too large Part sent in Email 4
1.2	OFHs1 - SEAS elaboration on oral submissions
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2. RESPONSE TO EXAMINING AUTHORITIES WRITTEN QUESTIONS (ExQ1)	
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6.1	Notification of wish to Speak at further OFHs

Kind regards
Glynis Robertson

[REDACTED]
For and on behalf of
SEAS (Suffolk Energy Action Solutions) Campaign Group



Offshore Wind Farms

EAST ANGLIA ONE NORTH

PINS Ref: EN010077

and

EAST ANGLIA TWO

PINS Ref: EN020078

**COVER LETTER FOR
SEAS REPRESENTATIONS**

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



info@suffolkenergyactionsolutions.co.uk

<https://www.suffolkenergyactionsolutions.co.uk/>



By Email

:

2 November 2020

Attn: Mr Rynd Smith
EA1N and EA2 Planning Inspectors
Temple Quay House, Temple Quay,
Bristol, BS1 6PN

Dear Examining Authority,

RE: EA1N and EA2 - SEAS Submission – DEADLINE 1

SEAS Campaign (SuffolkEnergyActionSolutions.co.uk) was founded in August 2019 by a group of local volunteers to raise awareness of ScottishPower Renewables and National Grid's ill-conceived plans to bring wind power ashore from Thorpeness cliffs along a 9 km cable route to Friston and to propose better alternative solutions.

We are ordinary local residents, a few of whom have relevant engineering backgrounds, who have studied to the best of our abilities the Applicant's documents and Planning Inspectorate guidance as indicated and are responding in accordance with the contents therein. Many of our campaign members felt compelled to abandon their retirement plans or their graduate placements for new careers and projects, and instead become full-time and part-time volunteer campaigners.

We do not claim to have any expertise in planning law or its many requirements and have raised money to access select legal opinion from other campaign groups, but we ask the Inspectorate to accept that the majority of our Representations and responses to the questions posed are based on our in field and qualitative research as well as Case study desk research, to the best of our ability with supporting evidence where available. Many hours have been spent attempting to understand the documents presented, to explore significant lacunae and flawed methods in the proposals and to examine, in particular the merits and demerits of these projects.

We are a complementary campaign to SASES, SOS and SEAC. Our overall objectives are aligned, but we have different emphases on specifics. Our growing number of grass roots campaigners mainly come from across Suffolk and the rest of the UK.

This DCO has implications that go way beyond the immediate question. The decision here sets a precedent for the UK as a whole. The bigger picture is that the UK can not only generate green wind energy offshore, but it can deliver that wind energy in a responsible way, so that green energy does not become dirty energy.

We are not a thoughtless Society. We share common values. We are caring about the legacy we leave for future generations. This DCO is putting National Grid, ScottishPower and the Government on notice.

The severe adverse impacts outweigh the benefits of these particular plans. We give evidence in a number of ways.

We have put together the following of inputs – See 0.2 SEAS Contents list

- 1) Post Hearing submissions including written submission of Oral Case.
- 2) Response to Examining Authorities Written Questions (ExQ1)
- 3) Nominations of suggested locations and justifications for Unaccompanied Site Visits (USIs)
- 4) Written Representations (WRs)
- 5) Notification of wish to speak at Issue Specific Hearings 1 and 2 (ISH1 and ISH2)
- 6) Notification of wish to speak at further Open Floor Hearings (OFH) to be held in the remainder of the examination.

We urge the Inspectors to reject these plans and call for better alternative plans.

Yours sincerely

Fiona Gilmore and Glynis Robertson
On behalf of SEAS Campaign [REDACTED]



Offshore Wind Farms

EAST ANGLIA ONE NORTH

PINS Ref: EN010077

and

EAST ANGLIA TWO

PINS Ref: EN020078

**SEAS SUBMISSION DEADLINE 1
CONTENTS LIST**

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



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SEAS SUBMISSION DEADLINE 1

CONTENTS LIST

0.2 SEAS SUBMISSIONS – CONTENTS LIST - DEADLINE 1 – 2 November 2020

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0.1	SEAS Cover letter
1. POST HEARING SUBMISSIONS INCLUDING WRITTEN SUBMISSION OF ORAL CASE	
1.1	OFHs1,2,3 - Videos and Photos with cover letter (USB SENT TO BRISTOL HEAD OFFICE – REQUESTED TO SEND A WETRANSFER – BUT NOT HAVING MUCH LUCK)
1.2	OFHs1 - SEAS elaboration on oral submissions
1.2	OFHs3 - Georgina King's - A1094 Air Quality evidence
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4.5	Social & Health issues
4.6	Alternative sites/BEIS Review, with Appendix 1 & 2
4.6.1	Appendix 1 – SEAS Environmental Audit Commission submission
4.6.2	Appendix 2 – SEAS OFH representation by Fiona Gilmore
5. NOTIFICATION OF WISH TO SPEAK AT ISSUE SPECIFIC HEARINGS 1 AND 2 (ISH1 AND ISH2)	
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EAST ANGLIA ONE NORTH

PINS Ref: EN010077

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PINS Ref: EN020078

OPEN FLOOR HEARINGS 1:

Action 1- Deadline 1

**SEAS ELABORATION ON
ORAL SUBMISSION**

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



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Open Floor Hearings 1 - Hearings Action Points

ACTION 1: SEAS elaboration on oral submissions SEAS to provide further elaboration of its oral submissions that the proposed developments would result in adverse impacts which would outweigh their benefits, with reference to the provisions of s104(7) of the Planning Act 2008.

SEAS Written Representation examines how the adverse impacts outweigh the benefits with reference to the following issues:

- 4.1 Biodiversity/Habitats
- 4.2 Thorpeness Cliffs/Coraline Crag
- 4.3 Roads, traffic and air quality
- 4.4 Tourism/Economic decline
- 4.5 Social Issues
- 4.6 Alternative sites/BEIS Review

The conclusion, in each of the above cases, with reference to the provisions of s104(7) of the Planning Act, is that the adverse impacts far outweigh the benefits of the proposed developments.

Fiona Gilmore
SEAS Founder



Offshore Wind Farms

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OPEN FLOOR HEARINGS 3:

Deadline 1, ACTION 1

A1094 AIR QUALITY EVIDENCE

by

Georgina King

On behalf of

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



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[Preface: I, the author, am in no way an air quality expert. The evidence and content below have been collated and formatted to the best of my abilities but I make no claim to be an expert in this field]

Introduction: My name is Georgina King. I am 22 years old and I have been a Suffolk Energy Action Solutions (SEAS) campaigner since the outset as well as being a fierce supporter of the other campaign groups – Save Our Sandlings and SASSES – and for the last month I have been running the SEAS campaign shop in Aldeburgh. I am speaking up on behalf of my sister, my brother, my local friends and the generations to come who will be the ones to suffer most from the devastating consequences of the Applicant’s plans. As many other speakers in the OFH’s have said, we are all passionately in favour of wind energy, but believe me when I say that my generation is looking on and asking “is this really the best you can do?” Do not allow this to happen in our name. This is not “green” by any definition I know. This is *dirty* energy.

I would like to draw attention to the A1094. It is the road that Scottish Power intends to use for access to the proposed substation sites in Friston and represents the main arterial road into Aldeburgh from the A12. It is hard to think of a road less adequate for daily movements of industrial vehicles as it is already clogged with agricultural vehicles, tourists, emergency vehicles and commuters. Aldeburgh and villages along the A1094 will be a no-go zone. But if the Applicant is willing to overlook the logistical and physical shortcomings of their chosen route, I will be shocked if they are equally happy to ignore the life-threatening increase in air pollution their diesel HGVs will produce. It will be the lungs of the children whose lives go on around this country road that will have to deal with the consequences of this infrastructure traffic. If you go ahead, children will be the victims of this ill-



conceived energy project – and I would like to ask the Applicant; are you happy to let that be your legacy?

Logistical and physical issues: -

As others have already outlined in great detail the logistical shortcomings of the road, such as the Victorian railway bridge between Friday Street Farm Shop and Snape Watering needing “modifications” to accommodate passing HGV’s which will require the total dismantling and rebuilding of the bridge, disrupting road and rail traffic, I would only like to dwell briefly on the increased risk to life. The A12 junction at Benhall is identified as an accident risk and a collision cluster zone¹. On 10th August 2020 Fire crews had to free a person from a car after a crash on the A12². Awkward HGV’s and drivers who do not know the junction will pose a great risk to a zone that already represents a casualty hotspot in the area.

Figures 1 and 2 are photos that I took two days apart in September and that those who live on the road will all recognise: cyclists and tractors – exacerbated in harvest season and peak tourism months in the summer – cyclists will be pushed off the road by passing HGVs and casualties and fatalities will increase. Would anyone looking at these photographs seriously conclude that this looks like a road fit for mass industrialisation? I am focussing on these points on the road where threat to life is already a problem and not discussing/querying the **49% increase on average traffic on the A1094 estimated by SPR³** (although I believe they’re calculations are

¹ https://suffolk-pcc.gov.uk/wp-content/uploads/2017/04/AP17_20-Annual-Road-Safety-Report.pdf

² <https://www.eadt.co.uk/news/friday-street-junction-two-vehicle-crash-1-6786020>

³ <https://www.eastsuffolk.gov.uk/assets/Planning/Sizewell/Community-Engagement/Stage-4-Ufford-Park/03-In-relation-to-your-town-and-parish-what-do-you-think-of-the-transport-strategies-now-being-presented-rail-led-integrated-road-led.pdf> (p56)



at the very least over-optimistic) because as I see it any increase of traffic on a saturated road is too much when people's lives are at stake

Air pollution: -

If we imagine though, for a moment that the A1094 is a suitable road, sufficiently wide for passing HGVs and not the exclusive arterial road for workers, emergency services and tourists into Aldeburgh, the impact on air quality alone makes SPRs plans unacceptable. According to the Department for Environment, Food and Rural Affairs (Defra) the Eastern region is among 38 of the UK's 43 air quality zones which are currently breaching EU limits.⁴

The highest recording for ozone pollution in 2020 so far (January to mid-September) which was taken at Sibton (6 miles from the A1094 / A12 junction) was also **the highest recording of tropospheric ozone pollution in the whole of the UK**⁵. Many may not be familiar with tropospheric ozone; this is the ozone that accumulates at ground level and is a greenhouse gas and air pollutant. The World Health Organisation labels it a Group 1 carcinogen⁶, whose appearance is prompted by the combination of pollutants including nitrogen oxides and carbon monoxide from vehicle and industry emissions⁷. In fact, these are the very same chemicals that HGVs and SPR's planned infrastructure projects would emit, as road traffic is the primary producer of tropospheric ozone precursors⁸ and 99% of HGVs run on diesel⁹. The production of tropospheric ozone is actually exacerbated by sunny

⁴ <https://www.eadt.co.uk/news/hundreds-dying-because-of-air-pollution-in-suffolk-and-essex-1-4539239>

⁵ 1/8 am 195µgm⁻³ (High level 8), DEFRA daily AQB bulletin (<https://uk-air.defra.gov.uk/subscribe>)

⁶ https://www.iarc.fr/wp-content/uploads/2018/07/pr213_E.pdf

⁷ <https://www.environment.brussels/state-environment/summary-report-2011-2012/air/emissions-ozone-precursors-nox-vocs-co-and-ch4> (p30)

⁸ <https://www.environment.brussels/state-environment/summary-report-2011-2012/air/emissions-ozone-precursors-nox-vocs-co-and-ch4>

⁹ <https://www.ft.com/content/910be246-6058-11e9-a27a-fdd51850994c>



weather and rural landscapes¹⁰ as there the presence of other gases that can “mop-up” the ozone is minimal.

So with all this in mind, when I tell you that findings at DEFRA’s monitoring station at Sibton show that ozone levels here have already **exceeded the Government’s target maximum breathing quality threshold by 370%**¹¹ between 1st January and 23rd September 2020, does the Applicant feel comfortable adding to that appalling surplus of carcinogenic air pollutant?

Breathing in **soot from diesel vehicles damages the lungs as much as smoking a pack of cigarettes a day for fifteen years**¹². The black carbon given off in diesel fumes has been observed causing changes to the blood vessels around the lungs¹³. Figures 3 and 4 show a map of schools that are located either on or nearby the A1094 and a school bus stop, used by at least 4 local schools, that sits on the A1094/Church Road junction in Snape. We are looking at potentially 10-12 years of **school children breathing in toxic diesel particulate matter** every morning and every afternoon as they wait at the bus stop, doing the same irreparable lung damage as smoking a pack of cigarettes every day for 15 years. I am sure it will be a great source of relief to these children and their parents that their sacrifice is all in the name of green energy.

¹⁰ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4996129/#R31>

¹¹ https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update.pdf

¹² <https://www.thelondoneconomic.com/lifestyle/health/diesel-exhausts-damage-the-lungs-as-much-as-smoking-a-pack-of-cigarettes-a-day-for-fifteen-years/07/06/#:~:text=Breathing%20in%20soot%20from%20diesel,lungs%20for%20the%20first%20time.>

¹³ <https://www.thelondoneconomic.com/lifestyle/health/diesel-exhausts-damage-the-lungs-as-much-as-smoking-a-pack-of-cigarettes-a-day-for-fifteen-years/07/06/#:~:text=Breathing%20in%20soot%20from%20diesel,lungs%20for%20the%20first%20time.>



Seeing as in SPR's Traffic and Transport Environmental Statement from October 2019 the words 'air pollution' as a result of vehicle emissions appear only once and 'tropospheric' zero times in all 118 pages I can only assume that either SPR have not fully conducted research into the matter or that they think additional airborne diesel particulates in an area that already exceeds the Government's maximum breathing quality levels by 370% is acceptable. So I ask the Applicant; is the shocking lack of research negligence or arrogance?

Fig. 1 (10th September 2020)



Fig. 2 (8th September 2020)

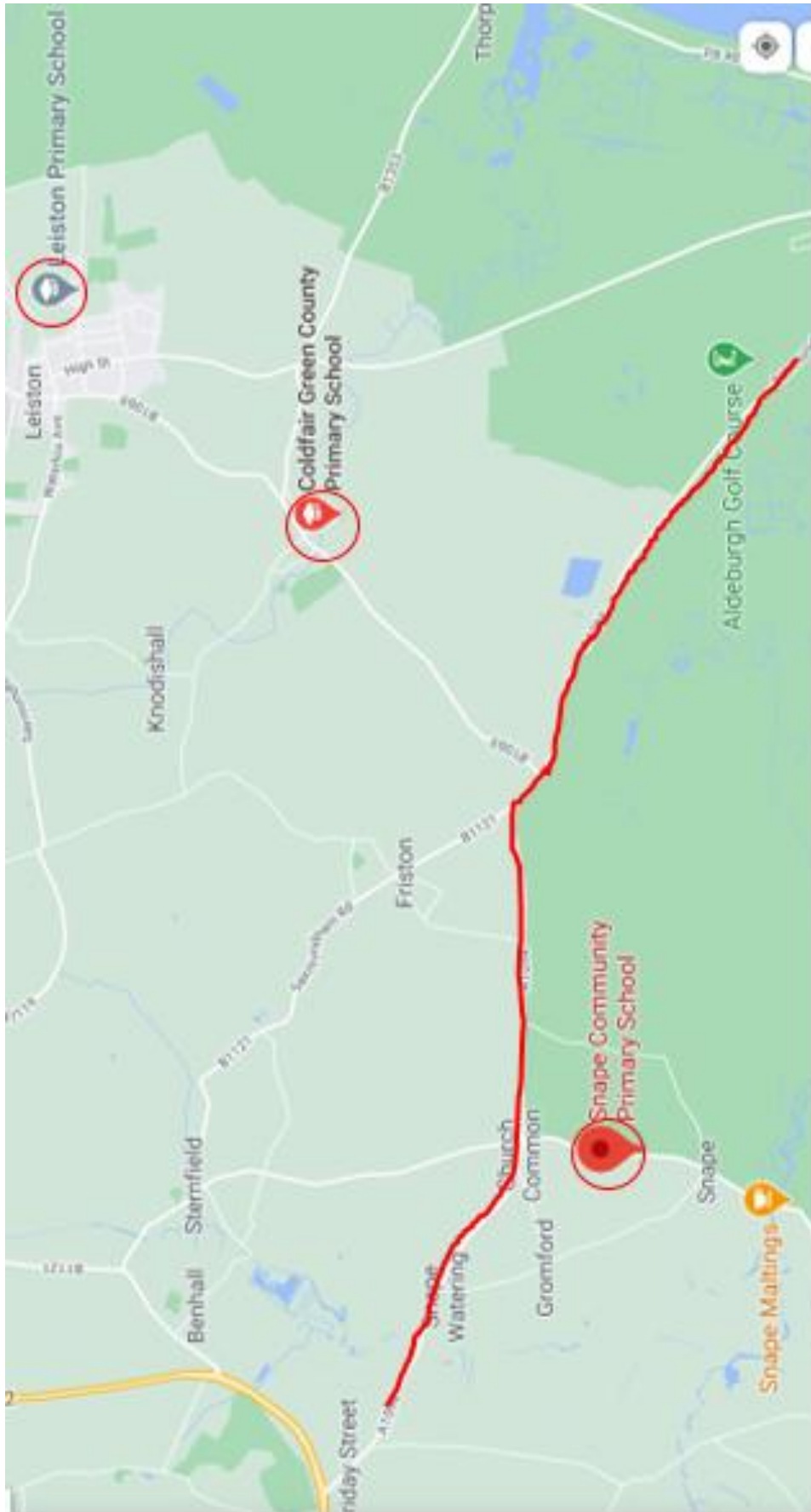


Fig. 3





Fig. 4





Offshore Wind Farms

EAST ANGLIA ONE NORTH

PINS Ref: EN010077

and

EAST ANGLIA TWO

PINS Ref: EN020078

**SEAS Response to
ExQs1 - 1.0.3**

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



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ExQ1 - 1.0.3 - Design Mitigation: Adverse effects

Question 1.0.3 - Design Mitigation: Adverse effects

Are the measures set out in section 6.7 of the Environmental Statements (ES) (Onshore Schedule of Mitigation) sufficient to mitigate any adverse effects from the proposed substations and National Grid substation and enable the projects to satisfy the requirements of EN-1, the NPPF and local policies for visual amenity, landscape, public rights of way and heritage matters?

- a) Provide reasons for your answer.**
- b) If not, what further measures are required?**

There are NO mitigation proposals offered by ScottishPower Renewables or National Grid which can compensate adequately for the scale of destruction to be wrought on Friston and the cable trench route from Thorpeness Cliffs to Friston.

The severe adverse impacts of these design proposals outweigh any benefits of green energy generation. These plans despoil a medieval village, blot out dreamy views across the fields towards Friston Church from Fristonmoor, erase peaceful, pilgrims pathways, and replace unadorned Nature with blocks of steel, carpets of tarmac and concrete, and years of HGVs and drills. The rich heritage found within a medieval village cannot be valued. It is priceless. It's not just the stock of Grade Two listed houses (described as "minor impact" by SPR for the majority of houses even though they are situated on the intrusive frontline and most will lose their views that have been there since Chaucer), nor the listed Church of St Mary the Virgin. It's the essential rural character of Friston, a small community where dog walkers meet and have a word as they cross the fields and where volunteers clean the Church and fill it with flowers and choral song, where the old and the young find a moment of peace looking up at the dark skies and see the stars. There is a spiritual, and immaterial beauty that cannot be boxed or valued by developers or anyone else.

We endorse SASES detailed Issue Specific Representations relating to landscape, heritage, noise, light, dust, flooding and community. Specialist reports have been

prepared and we are supportive of their total and unequivocal rejection of the design plans for the substations and inter-connectors. We would in particular, note how careless and callous these site plans are with regard to proximity to a thriving village.

We have consulted with Noise specialists and interviewed Scottish communities who live close to the substations near Inverness. They have referenced the “intolerable, never-ending low frequency humming noise”. A particular Councillor’s son is now suffering from epileptic fits and some people say this is due to the noise. The intensity of noise from eight substations and interconnectors is exponential, not additional.

To quote: *“There is a growing list of self-reported health symptoms that some people attribute to audible noise, low frequency noise and infrasound, and EMF. A study published in 2013 by Chapman, has reported over 200 symptoms for example, difficulty sleeping, fatigue, depression, irritability, cognitive dysfunction, nausea, dizziness, tinnitus, ringing in ears, headaches, lack of concentration, vertigo and sleep disruption”*. In the countryside, people expect to be able to open a window at night and enjoy the night air and peace. Imagine waking up in the middle of the night in Friston and hearing the low humming noise, seeing the myriad lights around the building site and smelling the dust. *“What hath night to do with sleep?”* (John Milton). Retirees who chose a home in Friston had fled the urban dust and noise to find a tranquil haven, a bit of paradise. Friston will be renamed Paradise Lost.

As we set out in ExQ 1.14.5, these SPR proposals denote the Trojan horse, and inexorably lead on to the foundations for a vast complex of substations and inter-connectors, the largest of its kind in Europe.

If they were being constructed on a brownfield site, we would be proud of these vaulting ambitious towers, we would celebrate their modernity and would endorse their dynamic essence. We could even get excited about their Farrow & Ball choice of Exterior Wall colours. Possibly Elephant’s Breath, Dead Salmon and Cinder Rose.

Yes, incredibly, the Design Council has been consulted by SPR architects; that is the level of discussion encouraged by SPR PR men at one of the consultation meetings.



“Let’s discuss colours”.

Quite simply, the choice of Friston as the preferred site is utterly absurd for these industrial, faceless behemoths.

The SEAS Written Representation for Biodiversity and Habitats discusses the adverse impact of severing public rights of way. The communities of Aldringham, Knodishall, Leiston, Sandlings and Friston will have to endure great hardship journeying to school, work, the doctor, shops, station or hospital. The simple things in life that we all assume as a right in this country, will be eroded. The elderly may be more isolated than ever. They may well feel abandoned. Young locals will even more feel the need to escape to an urban sanctuary.

End



Offshore Wind Farms

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**SEAS Response to
ExQs1 - 1.0.4**

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

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ExQ1 - 1.0.4 - Design Mitigation: Adverse effects - AONB

Question 1.0.4 -Design Mitigation: Adverse effects - AONB

Is sufficient weight given to the statutory purpose and need for protection of the landscape, character and special qualities of the Suffolk Coast and Heaths AONB both within and from outside its boundary, in accordance with paragraphs 5.9.9 and 5.9.12 of EN-1? a) Provide reasons for your answer. b) If not, what further measures are required?

a) We endorse SASES and SOS Representations with regard to the threats to the special qualities of the Suffolk Coast and Heaths AONB both within and from outside its boundary.

According to paragraph 5.9.9 of EN-1 this AONB should "*have been confirmed by the Government as having the highest status of protection in relation to landscape and scenic beauty*". Yet this proposal directly contravenes this National Policy Statement as the cable corridors cut right through the Suffolk Heaths and Coast AONB.

For this examination, we have to give evidence. It is hard to prove what will happen. The SPR forecasts seem remarkably optimistic. A few new hedgerows and trees and according to their specialists, it's all sorted. Our SEAS submission with regard to Biodiversity and Habitats paints a very different outcome. Are we too pessimistic or is SPR too optimistic?

We are focused on the cumulative impact of 12 to 15 years of construction of this vast complex. SPR is looking at a construction programme lasting a few years. We are really comparing apples with pears. Most of the destruction along the cable route will happen during SPR's construction work. Elsewhere around Friston, the destruction will continue as more land is grabbed and more industrialisation takes place.

An ancient woodland, a pure red deer, a two hundred-year-old hedgerow. No, these rarities will never come back. This is permanent destruction and is needless when there is a better alternative solution. Wind energy should be aligned with ecological protection and conservation. How on earth have we allowed wind energy to be set against conservation?

The risk to Thorpeness Cliffs and the Coralline Crag is discussed in our Representation in detail. How do we have a guarantee that the drilling process will be controlled sufficiently to ensure no further crumbling of the Cliffs caused by destabilising them? How do we know that SPR will follow through their promise not to touch the coralline Crag? SPR has not delivered on their word to meet agreed targets for electricity generated by EA1. SASES representations give evidence to



this failure. Why should we trust SPR's word to safeguard these fragile and friable Cliffs and Crag?

The low wetland heathland represents a significant proportion of this ecology on the planet, as much as 1% of the total (see Footnotes ¹ and ²). It is rightly named our "rainforest". It is surely to be protected and nurtured under all circumstances. We cannot take any risks of giving away this treasured wetland. The *value* of these rare assets is inestimable.

If one looks carefully at the boundary of the AONB³ and SPR's proposed site for onshore substations and National Grid Infrastructure ⁴ then it can be seen that the AONB is **only 1.3 km** from the land on which an 18m high substation is being proposed. It is therefore certain that the steel towers will be visible from a number of sites within the AONB including Snape Warren, a 48-hectare biological Site of Special Scientific Interest. Not only is it within the AONB but it is part of the Sandlings Special Protection Area under the European Union Directive on the Conservation of Wild Birds.⁵

The proximity of this diverse and ecologically important Suffolk Coast and Heaths AONB to the Friston substations with their scale, height, design, operational impacts including noise, light and dust pollution will cause significant and demonstrable permanent harm to the Suffolk AONB and its surrounding unspoilt countryside and villages.

I repeat, paragraph 5.9.12 of EN-1 states "***AONBs have been confirmed by the Government as having the highest status of protection in relation to landscape and scenic beauty***". **Maintaining the natural beauty of this AONB will be impossible with such a poorly located industrial development on its doorstep.**

If the essential character of the neighbouring low heathland, wetland and wilderness is undermined, and if the rural character of the surrounding area is eradicated

¹ Footnote 1: British Energy 1990s rambler's poster affixed to a Welcome to the Sandlings Board, at the entry to the Sandlings stated that: "*The Sandlings consist of 1% of the total lowland heathland remaining in the world.*" Curiously, this poster vanished one day in the Autumn 2019. The author happened to photograph it in August 2019 <https://www.suffolkenergyactionsolutions.co.uk/news/the-suffolk-sandlings>

² Footnote 2 inestimable ecological value of the lowland heathland is now well understood and all the significant remaining fragments of the Sandlings are now protected as a fundamental part of the Suffolk Coast & Heaths AONB ("Area of Outstanding Natural **heathland, which is about 20% of the total world resource.** These low wetland heathlands have declined by over 80% in the last century. Of course this is not just the Sandlings in Suffolk but other areas included. http://ww2.rspb.org.uk/Images/stateofnature_tcm9-345839.pdf

³ <https://www.footprint-ecology.co.uk/reports/Cruickshanks%20et%20al.%20-%202010%20-%20Suffolk%20Sandlings%20visitor%20survey%20report%20map%20annex.pdf>

⁴ https://www.scottishpowerrenewables.com/userfiles/file/EA1N_EA2_Indicative_Cable_Route_Search_Area.pdf

⁵ https://en.wikipedia.org/wiki/Snape_Warren#:~:text=Snape%20Warren%20is%20a%2048,Area%20of%20Outstanding%20Natural%20Beauty.



through the loss of tranquillity, nature, rich biodiversity, delicate ecology and prime agricultural land, what remains?

In short, these energy projects pose an existential threat to the Suffolk Coast and Heaths AONB.

b) SEAS consider that the Applicant's proposals will have a harmful impact on the character and appearance of the nationally important Suffolk Coast and Heaths Area of Outstanding Natural Beauty. Due to the proximity of the proposed substations and National Grid Infrastructure, SEAS do not consider that these detrimental impacts to the landscape character and visual amenity of the area can be satisfactorily mitigated against and that the identified harm is significant and demonstrable and the benefits of the proposals do not outweigh such harm. In light of the above the proposal is considered in landscape terms to be contrary to the Overarching National Policy for Energy EN-1 – in particular paragraphs 5.9.9 and 5.9.12. We urge the Inspectorate to reject these plans and protect our rich and rare ecology.

End



Offshore Wind Farms

EAST ANGLIA ONE NORTH

PINS Ref: EN010077

and

EAST ANGLIA TWO

PINS Ref: EN020078

**Response to
ExQs1 – 1.0.8
DESIGN PRINCIPLES**

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496

Question 1.0.8 – DESIGN PRINCIPLES

a) In the context of EN-1 paragraph 4.5.5, explain how the design of the EA1N and EA2 projects meet the National Infrastructure Commission’s Design Principles for National Infrastructure (February 2020) in respect of Climate, Places, People and Value, both offshore and onshore and in all three phases of construction, operation and decommissioning.

Summary

We do not believe that the design meets these Principles with regard to Places, People and Value.

1. Climate

In terms of Climate, we hope that wind energy helps achieve our zero emission targets. East Anglia is due to generate 44% of the UK’s total wind power by 2030. We are delighted that our wind energy will be for the public good. SPR has not got a good track record for delivering the amount of electricity that it has been mandated to supply and that it has agreed to deliver. We cannot trust SPR to deliver what it is proposing to deliver.

2. Places

With regard to Places, these plans despoil medieval villages, destroy prime agricultural land, bisect rare habitats and undermine low wetlands and heathlands. Nothing in these plans gives reassurance that the impact is “moderate”. We list in our other Written Representations detailed findings relating to Places under threat from Friston to Thorpeness and in particular the AONB, the SSSI and the low wetlands. Also, our rural lanes are precisely that. Making them into highways will destroy the essential character of these rural communities.

SPR is judged by SEAS to be looking through very rose-tinted glasses at the impact scores.

3. People

With regard to People, as SEAS has shown in its video films (sent to the Inspectors on 28 October 2020) there are local people suffering already from anxiety and



frustration. Alan Cardy has suffered a stroke, and his wife subsequently. Their home abuts the designated site. Others are sick with worry. SPR never consulted properly. Bringing a few PR executives and a manager to meet in village halls who fail to disclose the scale of the plans is disgraceful. To focus the conversation on superficial aspects such as the Design Council's input rather than on the serious impact these plans will have on ordinary people's lives is insulting and callous. For National Grid, the true architect of this mega hub to hide behind SPR is cowardly. To withhold the enormity of the combined projects until the last minute is disingenuous. To even consider Friston as a suitable site for the largest industrial complex of its kind in Europe is irrational.

As young Friston resident Natasha said : "...do not think that you are doing this in my name or my brother's. This is dirty green energy."

Not only is it dirty because it despoils virgin countryside and a medieval village, but it is dirty because it brings noise, light and dust pollution; dirty because the air quality for children and the elderly matters and as we indicate in our Written Representation on Air Quality, the Tropospheric ozone levels will reach an unacceptable threshold. SEAS supporters in their thousands come from every background. Local fishermen, teachers, shop assistants, hoteliers, waiters and waitresses, farmers, engineers, plumbers, electricians, pensioners, students, doctors, carers, nurses, entrepreneurs, artists, musicians, lawyers, accountants, builders, producers, social workers, homemakers and decorators. We are from a large area way beyond the designated site. We don't come from Friston. We have supporters from all over the country who are fighting for a principle. We are representative of the population as a whole. This is not 'An upper middle-class NIMBY outcry.' This is not party political. This campaign has brought diverse local communities together and greater bonds have been made through a common mission with a unified purpose.

We are speaking with one voice when we say that SPR and National Grid have paid '*scant regard*' for local people.

If these developers cared about the well-being and health of local people, they could not have even started to contemplate Friston as an option.

If these plans go ahead, we know that the tourism downturn will be inevitable as visitors find more attractive places to go and as much as £40 million loss each year for 12 to 15 years will result in an overall loss of £600m to £700m. Aldeburgh is located only 3.9 miles from Friston. To reach Aldeburgh one has to take the A12 and

the A1094 if coming from the South. That is the main arterial road for the EA1N and EA2 lorries and vans. Aldeburgh will become a ghost town, retail shops will close, restaurants and hotels will fold, job losses will be significant. The ripple effect will be material.

Yet, SPR states: “...*No significant tourism and recreation impacts were predicted as a result of the proposed EA2 project. Tourism and recreation receptors would experience minimal visual impacts...*”

The social issues springing from a combination of tourism and economic downturn and unhappy or bored temporary workers is an invitation for social disorder and upset. In our Written Representation, we discuss in detail the tourism downturn and the social issues.

4. Value

Value is the hardest thing to quantify. The traditional cost benefit analysis is no longer fit for purpose. It is a linear measurement. If this project costs X and it costs X + Y to move it to Bradwell, for example, then the costs analysts would say ‘no, it’s not in the interest of customers...’

Value is not about a narrow cost benefit analysis. We need to initiative a new mathematical equation which factors in the following:

1. The cost to the environment
2. The cost to the habitats
3. The cost to the tourism sector
4. The cost to the economy as a whole, including job losses
5. The cost to people’s well-being and health, from anxiety and poor air quality and other pollution
6. The cost to social order and stability
7. The cost to safety

These criteria need to be weighted according to their true importance to Society as a whole. It is not for SPR or National Grid to determine the weighting. It should be a world recognised analytical framework used by credited World Health and Environment Organisations.

The alternative locations to be considered would need to be reassessed using this new Value equation, and factoring in mid-term cost synergies and efficiencies to be gained through integrated offshore solutions landing at brownfield sites.

How do we value the environment? How do we value low wetland? How do we value ancient woodland? How do we value an old hedgerow?

How do we value the threatened species which make habitats here? Or pass through this area? Or live here in their herds or groupings?

We would suggest that when you reassess the Value of this plan there will be a crystal-clear decision that the severe adverse impacts outweigh the benefits and that an alternative Brownfield site using integrated offshore technology should be chosen.

5. Offshore

We do not cover offshore issues because we have no knowledge of those except that we are concerned about porpoises and the kittiwakes as discussed in our Written Representation on Habitats, referenced by the Norfolk examinations as well as by the Suffolk.

Question 1.0.8 – DESIGN PRINCIPLES

b) Comment on the desirability of implementing the following measures to ensure that good quality sustainable design and integration of the proposed substations and National Grid substation projects into the landscape is achieved in the detailed design, construction and operation of the projects. How might they be secured? Are any further measures appropriate?

“Sustainable”: meaning. This does not just relate to the purpose of the construction but also to the IMPACT of that construction. In other words, these plans, in our opinion, do not deserve the label of “sustainable design”.

We cannot comment on the desirability of design inputs because we are asking the Examiners to reject these plans. There is no acceptable mitigation as far as SEAS supporters are concerned.

End



Offshore Wind Farms

EAST ANGLIA ONE NORTH

PINS Ref: EN010077

and

EAST ANGLIA TWO

PINS Ref: EN020078

**SEAS Response to
ExQs1 - 1.0.18**

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



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SITE SELECTION: Friston Grid Connection Point.

Question 1.0.18 Site selection: Friston grid connection point To the extent that it was suggested at OFHs 1 – 2 that there may be additional grid connection proposals for this location, please catalogue any additional connection offers of which you are aware that have been made on a formal or informal basis and submit the best available summary descriptions of the name, purpose, developer and effects of any additional connection proposals that might use this location.

Please see ExQ 1.14.5 for SEAS response to this question.



Offshore Wind Farms

EAST ANGLIA ONE NORTH

PINS Ref: EN010077

and

EAST ANGLIA TWO

PINS Ref: EN020078

**SEAS Response to
ExQs1 - 1.14.5**

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



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Question 1.14.5 – POTENTIAL USE OF NG SUBSTATION

Relevant projects and effects for cumulative impact assessment purposes: grid connections at Friston (OFHs 1 – 3, 7 – 9 October 2020) Parties at OFHs 1 – 3 raised a range of grid connection proposals potentially making use of the National Grid substation proposed to be constructed at Friston.... please set out a full list and identify the public information source(s) from which you have made your assessment. 1.14.6. All Interested Parties 1 Relevant projects and effects for cumulative impact

Summary

Future planned 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 a 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.^{1 2}

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

² https://www.scottishpowerrenewables.com/pages/east_anglia_one_north.aspx

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 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^{3 4}

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**.^{5 6}

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**^{7 8 9}

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

⁴ https://www.scottishpowerrenewables.com/pages/east_anglia_two.aspx

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

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

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

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

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

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. 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**.¹⁰

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**.¹¹

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

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

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



both ends is ongoing". It is widely believed that National Grid ESO will seek to use the **Friston site.** ^{12 13 14}

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.** ^{15 16 17}

In addition, there is Sizewell C Nuclear Power Station - EDF - Construction 2022 - 2034

A New Nuclear Power Station on a 33 ha. site near Sizewell. Two EPR reactors will generate 3.34 GW of electricity with 4 on-site pylons connecting cables to a National Grid Substation. ^{18 19}

End

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

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

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

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

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

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

¹⁸ <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/>

¹⁹ <https://www.edfenergy.com/energy/nuclear-new-build-projects/sizewell-c>



Offshore Wind Farms

EAST ANGLIA ONE NORTH

PINS Ref: EN010077

and

EAST ANGLIA TWO

PINS Ref: EN020078

**SEAS Response to
ExQs1 - 1.14.6**

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



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Question 1.14.6 - OTHER PROJECTS

Relevant projects and effects for cumulative impact assessment purposes: other projects: Are there any other projects that are not documented in the ES and are not grid connection projects at Friston (ExQ1.14.5) that are relevant and need to be considered by the ExA?

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.¹

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 mentioned in EXQ1 - 1.14.5

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.²

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.³

¹ [https://en.wikipedia.org/wiki/A12_road_\(England\)](https://en.wikipedia.org/wiki/A12_road_(England))

² <https://www.portoffelixstowe.co.uk/>

³ [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.”⁴

SEAS comment: 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 2022/23.⁵

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 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.⁶

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.”⁷

4. Martlesham Housing Project:

⁴ <https://www.seatrade-maritime.com/ports-logistics/port-felixstowe-eyes-more-ro-ro-traffic-post-brexite>

⁵ <https://www.eastsuffolk.gov.uk/assets/Housing/Housing-Development-Strategy.pdf>

⁶ <https://www.eadt.co.uk/news/plans-for-187-homes-saxmundham-road-leiston-1-6617056>

⁷ <https://www.eadt.co.uk/news/suffolk-and-north-essex-housing-plans-mapped-1-6450714>

Brightwell Lakes will consist of 2,000 homes, including affordable homes and accommodation for elderly people, off the A12 at Adastral Park.⁸

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

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 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 orchards⁹

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.”¹⁰ - 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.

⁸ <https://www.ipswichstar.co.uk/news/martlesham-heath-20-million-government-funding-1-6352569>

⁹ <https://www.brightwell-lakes.co.uk/downloads/adastral-park-exhibition-boards-2017.pdf>

¹⁰ <https://www.eadt.co.uk/news/suffolk-20mph-speed-limit-motion-rejected-1-6896996>

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.¹¹

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).¹²

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 MP Dr Dan Poulter. 83% stating that they were worried about the extra traffic the site would bring”.¹³

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.¹⁴

¹¹ <https://www.eadt.co.uk/news/dan-poulter-raises-concerns-over-sizewell-transport-1-6027782>

¹² <https://edf.thirdlight.com/pf.tlx/qzNqzKpqCsPF3>

¹³ <https://www.eadt.co.uk/news/dan-poulter-raises-concerns-over-sizewell-transport-1-6027782>

¹⁴ <https://www.suffolk.gov.uk/planning-waste-and-environment/major-infrastructure-projects/lowestoft-and-great-yarmouth-enterprise-zone/>

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.¹⁵

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 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.”**¹⁶

SEAS 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 EA1N/2 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 EA3.¹⁷

¹⁵ <https://www.edp24.co.uk/news/politics/contractor-chosen-lowestoft-third-crossing-1-6863708>

¹⁶ [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)

¹⁷ <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>



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.

The Application does not address many of these ‘other projects.’ They need to be taken into consideration along with all the Energy Projects potentially linking to the National Grid substation at Friston – ExQ1 – 1.14.6.

Given the above and the Government's intention to continue with offshore wind power on an ever-increasing scale, it is even more vital that attention is also given to creating onshore substation and converter hubs in easily accessible brownfield sites that have modern, purpose-built highways to accommodate their construction and future development. A joined up offshore and onshore structure in order to prevent more and more land in this region being taken to support an industry of “independent” power projects.

End



Offshore Wind Farms

EAST ANGLIA ONE NORTH

PINS Ref: EN010077

and

EAST ANGLIA TWO

PINS Ref: EN020078

**NOTIFICATION OF WISH TO SPEAK AT ISSUE
SPECIFIC HEARINGS 1&2 (ISH1 and ISH2)**

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



info@suffolkenergyactionsolutions.co.uk

<https://www.suffolkenergyactionsolutions.co.uk/>



NOTIFICATION OF WISH TO SPEAK AT ISSUE SPECIFIC HEARINGS 1&2 (ISH1 and ISH2)

By Email :

2 November 2020

Attn: Mr Rynd Smith
EA1N and EA2 Planning Inspectors
Temple Quay House, Temple Quay,
Bristol, BS1 6PN

Dear Mr Smith,

RE: EA1N and EA2 - ISH1 and ISH2 – DEADLINE 1

The following SEAS spokespeople would like to give notification of their wish to speak at Open Floor Hearings in January 2021 and any subsequent OFHs:

Gill Horrocks - Habitats and Biodiversity
Saul Mallinson - Habitats and Biodiversity
Georgina King - Thorpeness Cliffs and Coralline Crag
Georgina King - Air Quality, Traffic and Transport
Piers Sturridge - Tourism and Economic Decline
Sarah Whitelock - Tourism and Economic Decline
Scarlet Sturridge - Social and Health issues
Fiona Gilmore - Alternative Sites/BEIS Review

The above speakers have all made significant contributions in the SEAS Written Representations and would welcome the opportunity to advance the debate of their WRs.

Yours sincerely,

The SEAS Team
Unique Ref. No. EA1(N): 2002 4494
Unique Ref. No. EA2: 2002 4496

*Yes to Wind Energy
Let's Do It Right*





Offshore Wind Farms

EAST ANGLIA ONE NORTH

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**NOTIFICATION OF WISH TO SPEAK AT ANY
FURTHER OPEN FLOOR HEARINGS (OFH) TO
BE HELD IN THE REMAINDER OF THE
EXAMINATION**

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

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By Email :

2 November 2020

Attn: Mr Rynd Smith
EA1N and EA2 Planning Inspectors
Temple Quay House, Temple Quay,
Bristol, BS1 6PN

Dear Mr Smith,

RE: EA1N and EA2 - Further OFHs – DEADLINE 1

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