



## SPR EA1N and EA2 PROJECTS

### DEADLINE 2 - COMMENTS ON PUBLIC RIGHTS OF WAY CLARIFICATION NOTE

Interested Party: SASES PINS Refs: 20024106 & 20024110

Issue: 1

Title of submission/topic	Relevant content reference	SASES comment
Impact Assessment	Numbered para 11 <b>LVIA and Human Health</b>	SPR refer to the potential loss of visual amenity and potential indirect impacts on Human Health. Neither of these issues has been properly explored in SPR's submitted documents. There are no visualisations of views from any of the proposed new footpath routes and no proper account has been taken of the effect of the loss of a large part of the footpath network on human health.
Overview of Human Health Chapter 27  Page 9	<b>Construction Impacts</b>  Quote "In assessing the sensitivity of the local population, there is a higher proportion of older people than the national average <i>but they are also relatively less-deprived and have a high proportion of car ownership....and would temporarily use another location, thus their health would not be affected.</i> "	This is a dreadful assumption to make. By no means do all local residents have cars or the ability to drive, nor should people be expected to drive to another location. The existing circular walk to the north of Friston is very well used by local residents, including many dog-owners, and its complete loss during the construction period is unacceptable and a major loss of amenity. Further there are residents who own a number of dogs, for whom a journey in a car is not practical. Nor is it in the interests of human health in terms of emissions to encourage car use. The nearest walking area to Friston is Snape Warren (With very limited parking)(With very limited parking), which is an SSSI and it is not desirable to encourage more people to use this area. It is clear that the health of residents, including the elderly, will be adversely affected.  Given the uncertainties over the construction period the use of the word "temporarily" in terms of using another location is inaccurate particularly if the



		visualisations of 3 viewpoints on the existing footpaths requested by the ExA in their First Written Questions.
Page 16 – 18 LVIA	Onshore Cable Route  Onshore Substation	<p>The Applicant acknowledges significant impacts on views on the Sandlings Walk but has failed to address the significance of its proposed use of the Sandlings Walk (FP2 heading east from Grove Road) as a pre-construction access. This is a serious Health &amp; Safety issue which must be dealt with.</p> <p>The Applicant acknowledges that there will be significant visual effects on people walking to the north of Friston between Friston and Fristonmoor. The Applicant has however not explained how it will keep this route open, given that FP17 crosses the proposed permanent access road and is subject to Temporary Occupation and Rights for drainage from the proposed SuDs basins.</p> <p>The Applicant relies on over-optimistic growth rates of planting to reduce the impacts on the PRoW network. See Jon Rose Associates report submitted by SASES at Deadline 1. Viewpoint 2 near Church Road however shows there will be significant visual effects even after 15 years of optimistic growth.</p>
Page 19	Onshore Cable Route/Cumulative impacts	<p>The Applicant acknowledges there will be cumulative impacts on users of the Suffolk Coast Path over nearly 7km from Thorpeness to Dunwich Heath. This is an extremely well-used route for both residents of the broader local area and visitors alike and its use will be substantially discouraged by views of CCSs, plant and equipment as well as by disturbance to the surrounding landscape.</p> <p>Impacts on the Sandlings Walk are also significant with a total of over 11km affected. This includes 3.5km from Friston to Sloe Lane (FP2) causing further loss of amenity to Friston residents, who will also be impacted by loss of PRoWs on the substation site. Effectively there will be no pleasant or useable footpaths to the north or east of Friston village.</p> <p>The Applicant also acknowledges the impact on users of the Suffolk Coastal Cycle Route (see SASES WRs submitted at Deadline 1)</p>

<p>Page 20 Tourism, Recreation and Socio Economics</p>	<p>The Applicant states <i>“Recreational assets are moderately important for local users but individually they are not nationally significant enough to draw tourism visitors”</i>.</p>	<p>This is incorrect. Footpaths are very important assets for most of the local population and are part of the reason they have chosen to live here. Footpaths cannot be assessed individually as it is the whole network of footpaths in this part of East Suffolk which is a draw to visitors. The area is well known nationally (at least throughout south-east England and the Midlands) for this particular form of outdoor activity.</p>
<p>Page 21</p>	<p>Operational Impacts – the Applicant states <i>“the density of tourism receptors with viewpoints of the substations is very low and evidence shows that the presence of electrical infrastructure does not change recreational users’ behaviour.”</i></p>	<p>The Applicant fails to recognise that Friston has a large number of holiday cottages to let and also second homes. This is important to the village and supports the local “Chequers” public house/restaurant. The large number of holiday lets and second homes also provides local employment to builders, decorators, cleaners, gardeners etc. There is also holiday accommodation at Manor Farm in Grove Road, which is very close to the substation site.</p> <p>The Applicant has already suggested that people can use their cars to access other locations for recreation and it is difficult to reconcile this with the statement that the presence of electrical infrastructure does not change users’ behaviour.</p>
<p>Page 22 Summary</p>		<p>SASES notes that the Applicant recognises that after a 15 year period the residual impact on the PRow network in Friston is still significant. SASES questions why the Friston site was selected when the other 7 shortlisted sites did not involve any extinguishment of Rights of Way.</p>